

1.0 INITIAL STUDY

1.0 INTRODUCTION

1.1 PROJECT TITLE

KPC Promenade

General Plan Amendment No 16-1, Change of Zone Case No. 16-1, Tentative Parcel Map 37099, Site Plan and Design Review Case No. 16-7, Minor Use Permit 16-2 (senior housing development), Minor Use Permit 16-3 (service station), and Minor Use Permit 16-4 (Drive through restaurants). The project is being processed as Planned Development Permit 18-1 pursuant to Chapter 17.620 of the San Jacinto Development Code.

1.2 LEAD AGENCY NAME AND ADDRESS

City of San Jacinto

595 S. San Jacinto Avenue

San Jacinto, CA 92583

Contact: David Leonard, Contract Planner

Email: leonarddla@earthlink.net

1.3 PROJECT APPLICANT

Howard Rosenthal for KPC

Latham Management Group

1600 E. Florida Avenue, Suite 110

Hemet, CA 92544

Contact: Howard Rosenthal

Email: howard@rosenthalexcell.com

1.4 GENERAL PLAN AND ZONING

General Plan

Existing: Low Density Residential (LDR) 2.0 to 5.1 du/acre

Proposed: Community Commercial (CC)

Zoning:

Existing: Residential Low (RL)

Proposed: General Commercial (CG)

1.5 PROJECT LOCATION AND DESCRIPTION

Project Location

This Initial Study evaluates the environmental impacts associated with the KPC Promenade, a mixed use development of senior residential and a variety of community commercial uses on 25.65 gross (22.43 net) acres of land. The proposed project is located on vacant land at the northwest corner of Main Street and the Ramona Expressway in the City of San Jacinto. The property is identified by Assessor Parcel Numbers 433-130-021 and 025. The project location is shown in Figure 1.

Figure 1
Project Location



The site is relatively flat. Ramona increases in elevation going south and results in an elevated intersection above the site at Main Street. A recorded single family subdivision has been graded but not constructed west of the project site.

Project Description

The project proposes a total of 114 active senior apartments within a gated community along the west portion of the site, a 120-room hotel, and 155,200 total square feet of commercial and restaurant uses.

The development is anchored by a four-story, 120-room hotel having a height of 60 feet, with an illuminated dome extending up to 96 feet. The hotel would sit 12 feet below grade at the intersection of Main Street and Ramona Expressway and include a roofline observation deck. The hotel will encompass 125,000 SF.

A 6200 square foot urgent care medical office building, located in close proximity to the senior housing, is proposed along Main Street.

Four commercial pads are proposed along Ramona Expressway that would include a 5000 SF full service restaurant, a 4300 SF drive-through restaurant, a 3500 SF drive-through restaurant, and a combination retail and restaurant building totaling 6300 SF.

A service station and a 3500 SF convenience store is proposed along the northern boundary along Ramona Expressway that is separated by access and distance from the remainder of the project. This facility also includes a car wash. The station would include 16 fuel pumps.

In addition to the commercial uses, the projects includes a gated three-story active senior apartment development, with a 9650 SF clubhouse/office, garden area, pet area, and pool and spa, two bocce ball courts, and outdoor restrooms along the western portion of the site pet area. The development includes 69 1-bedroom units and 45 2-bedroom units. Parking is provided for the 114 residents, 12 guests, and 12 employees totaling 138 spaces.

A parking field for commercial uses is planned between the commercial pads along Ramona Expressway and the senior housing development. This parking field contains 422 parking spaces for commercial and office uses.

A 0.85 acre retention basin is planned along the northwest area of the project to collect surface flows from within the project area. The basin will be privately maintained. The basin includes a spillway that will convey excess flows to a basin west of the site within Tract 32053. This project will be required to participate in a fair-share agreement for the maintenance of that facility as well.

Primary access through the site will be provide from a 30 foot internal main private drive serving commercial and residential uses. Parking aisles of 25-feet will serve the parking areas. A second 30-foot driveway will loop to the hotel entry. Access for full turning movement will be provided from the northerly entry at Ramona Expressway and from Main Street. A right in- right out access will be provided from the southerly entry on Ramona Expressway. The overall site plan, (SPDR Case No. 16-7) is shown in Figure 2.

The entitlements for the proposed project include a General Plan Amendment (Case No 16-1), to change the land use designation of the San Jacinto General Plan from Low Density Residential (LDR) to Community Commercial (CC). Change of Zone (Case No. 16-1) has been filed to change the zone from Residential Low Density (RL) to General Commercial (CG). Senior Residential projects are allowed in the CG Zone with a Minor Use Permit pursuant to Section 17.220.020 of the San Jacinto Development Code. Tentative Parcel Map 37099 has been filed to divide the property into nine parcels that reflect the design of the site plan. As shown in Figure 3, the map also includes a designated Remainder Parcel. The remainder parcel contains recorded residential lots established by Tract 32053. A Site Plan and Design Review (Case No. 16-7) had been filed to address the overall development plan. A Minor Use Permit (Case No. 16-2) has been filed for the senior housing development. Minor Use Permit (Case No. 16-3) has been filed for the service station with associated convenience store. Minor Use Permit (Case No. 16-4) has been filed for two fast food drive through restaurants.

The project is being processed as Planned Development Permit 18-1 pursuant to Chapter 17.620 of the Development Code. The purpose of Planned Developments is to ensure efficient land and better living environment, ensure high standards of environmental quality, and to provide a level of enhanced amenities. Under the provisions of this Chapter, the permit may adjust, where necessary and justifiable, all applicable development standards. Two major adjustments are proposed that related to building height and parking count.

Building Height

The Development Code allows a maximum height of 45 feet. Variations from Code requirements are allowed pursuant to the Planned Development Permit process. Therefore, the proposed hotel is designed for up to 60 feet of living space and an illuminated dome that would extend to 96 feet. The proposed hotel is designed for up to 60 feet of living space and an illuminated dome that would extend to 96 feet.

Parking

The applicant is proposing 422 spaces where 468 spaces are required. The Development Code allows adjustments to parking subject to a Shared Parking analysis. The applicant has submitted the analysis that supports the adequacy of the proposed parking count due to travel between on-site uses, and the absence of proposed amenities within the hotel that account for the difference in the number of the space requirements. The senior residential project provides the required 138 parking spaces. The parking plan complies with CalGreen Building Code mandatory provisions for long-term (lockers) and short-term (racks) bicycle parking, as well as electric vehicle/van pool/ charging stations.

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

The project area has been transitioning from agriculture to urbanization over the past three decades. Development within one-half mile of the project has consisted primarily of single family residential development extending up to the proposed project site. As a result, graded housing pads and paved streets extend to the north half of the easterly boundary of the site. The area north of the project site remains in agriculture for use as field crops. Single family residential development exists or is emerging to the west and southwest. The area south of the site is predominantly vacant, with a medical officer operated by the Soboba Band of Luiseno Indians. The 145 foot-wide Ramona Expressway and the San Jacinto River lie to the east.

The Soboba Reservation also lies to east with a six-story 20-room hotel, restaurant, and casino. The Luiseno Village shopping center is planned at the southwest corner of Main St. and the Ramona Expressway that proposes nearly 32,000 SF of retail and service uses. Figure 4 illustrates the surrounding development in the area.

**Figure 4
Surrounding Development**



1.7 OTHER PUBLIC AGENCIES WHO'S APPROVAL IS REQUIRED (e.g., permits, financing approval, or participation agreement.)

Biological Resources: Riverside Conservation Agency and wildlife agencies shall review the trapping and relocation program for the Los Angeles Pocket Mouse (LAPM) and San Bernardino Kangaroo Rat (SBKR); and shall approve a suitable relocation site and habitat funding plan for the SBKR.

Cultural Resources: The Soboba Band of Luiseno Indians shall approve an Archaeological Mitigation and Monitoring Plan (AMMP).

Hydrology and Water Quality: The Regional Water Quality Control Board shall review and approve the project Storm Water Pollution Prevention Plan SWPPP.

Utilities and Service Systems: The Eastern Municipal Water District shall verify the availability to serve the proposed development, including domestic and fire flow supply.

1.8 Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?

The proposed project is subject to the provisions of SB18. The Tribes identified for this region by the Native American Heritage Commission (NAHC) were contacted on August 22, 2016 to commence 90-day consultation period extending to November 22, 2016. The Soboba Tribe of Luiseno Indians requested consultation, which occurred on December 8, 2016. Based on the recommended mitigation measures, the SB 18 process was closed out on December 13, 2016.

The proposed project is subject to the provisions of AB 52. The City of San Jacinto contacted the Tribes who had sought notification under AB 52 on August 22, 2016. The City received a formal request from the Soboba Band of Luiseno Indians to initiate consultation on this project. Consultation occurred on December 8, 2016 with Mr. Joseph Ontiveros, Cultural Resource Director for the Soboba Tribe. Mr. Ontiveros had been provided a copy of the cultural resource report prepared by Scientific Resource Surveys. Based on this report and the subsequent consultation meeting, no further study is required and the AB 52 process was closed out on December 13, 2016.

Further discussion is provided in the Cultural Resources Section V.e.

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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

Source: Site Plan and San Jacinto Development Code, Photo-simulations by Artistic Engineering, Luiseno Village development plans, Soboba Hotel and Casino development plans.

Findings of Fact:

a) The most prominent scenic vista in the San Jacinto Valley is the San Jacinto Mountains to the north and east of the project site. The project's Planned Development Permit would allow modifications to certain development standards, including building height. The project's proposed dome height is 96 feet, with habitable space up to 60 feet. The Municipal Code establishes a maximum height of 45 feet for commercial buildings.

Development in the area is rapidly intensifying. A six story, 200-room hotel, restaurant, and casino has been constructed on the Soboba Reservation within a quarter mile of the site. The Luiseno Village shopping center is in process on land immediately south of the project site. Photo-simulations to analyze the impact of the proposed project on scenic vistas have been completed and are provided in **Appendix 3**. The photo simulations illustrate that the proposed project's dome and observation deck would impact views of the San Jacinto Mountain foothills from properties located west of the project site. However, the proposed project would not impact the higher elevations and ridgeline of the San Jacinto Mountain range, meaning that views of these scenic vistas would remain. Based on the emerging development patterns and impacts illustrated by the photo simulations, the resulting impact on scenic resources will be less than significant. No mitigation is required.

b) The project site does not contain any scenic resources, such as trees, rock outcroppings, or structures. The project site is not located along a state scenic highway. The project complies with the City standard for a 25-foot scenic landscape setback along the Ramona Expressway. A minimum 10-foot setback is provided along Main St. The project meets the landscape coverage requirements set forth in the Municipal Code. Therefore there is no impact and no mitigation is required.

c) The design of the proposed project offers an integrated architectural program that meets or

KPC Promenade GPA 16-1, CZ 16-1, PDP 18-1, SPDR 16-7, MUP 16-2, MUP 16-3, MUP 1604, TPM 37099

exceeds the Design Guidelines of the Municipal Code by offering contemporary design featuring a mix of material finishes, varied wall planes, an emphasis on wall mounted lighted rather than pole lights, and the use of cornices to define access points throughout the development. Although the height of the proposed hotel exceeds the height standards of the Municipal Code, the project is filed as a Planned Development Permit that allows higher building heights. The mixed-use development featuring contemporary design and construction practices, and compliance with the development standards set forth in Section 17.430 of the Municipal Code, will not degrade the visual character of the site and the community. Therefore, impacts to the visual character of the site or its surroundings will be less than significant based on the reasons stated in item a) and above. No mitigation is required.

d) The proposed project would result in a significant adverse impact by introducing substantial light source within the tower feature and extending down to the observation deck. Outdoor lighting is regulated under Section 17.300.080 of the Municipal Code which prohibits light illumination spillover on to adjoining properties. Compliance with the provisions of the Municipal Code shall be verified under **Mitigation Measure AE-1**, will reduce the impact to a level of insignificance.

Mitigation Measures:

AE-1 Prior to the issuance of any building permits, a photometric plan shall be prepared for review and approval by the Planning Department demonstrating that light spillage will be controlled onto adjoining residential properties pursuant to Section 17.300.080 of the Municipal Code.

II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Source: San Jacinto General Plan Final EIR

Findings of Fact

Figure 5.2-2 of the San Jacinto General Plan Final EIR identifies Important Farmland in the San Jacinto. The project site is shown as Unique Farmland. A Statement of Overriding Considerations was adopted with the certification of the Final Environmental Impact Report to facilitate the conversion of agriculture to urban land use. The project site was designated on the General plan for urban land use in the form of Low Density Residential (existing) and Community Commercial (proposed), as appropriate for a property at the intersection of major roadways. The property has deteriorated from trespassing and illegal dumping that render the site unsuitable for agriculture use. Therefore, the impact upon agricultural resources as less than significant. No mitigation is required.

b) Figure 5.2-2 of the San Jacinto General Plan Final EIR identifies lands under Williamson Act contracts. The project site does not lie within a Williamson Act land contract. Land north of the project site is used for seasonal farming, (farm property). A masonry wall is required along the northern boundary shared with the farm property. No access will be taken through the farm property. No uses that would generate airborne emissions are proposed within the project. Therefore no impact on Williamson Act lands or seasonal farm lands will occur as a result of the proposed project. No mitigation is required

c, d) The project site contains no trees that would constitute forested land. The proposed project will result in no impact upon forest land. No mitigation is required

e) The property located north of the site has been used for field crops and may continue to do so in the future. Continued agricultural activities may produce nuisances from odors, noise, and equipment that could hasten the conversion of agricultural use to urbanization as anticipated through the General Plan. **Mitigation Measure AG-1** requires the recording of a right to farm covenant which would protect farming activities that may be considered a nuisance from being shut down. This would reduce that potential impact to a level of insignificance.

Mitigation Measure:

AG-1: The Developer shall record a right-to-farm covenant acknowledging the use of

adjoining land for agricultural use and the right for that use to continue. The text of this covenant shall be submitted to City staff for review and approval prior to recording the covenant, and shall include the following statement

- a) No agricultural activity, operation, or facility, or appurtenances thereof, conducted or maintained for commercial purposes within 300 feet of a land zoned or used for agricultural purposes, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years if it was not a nuisance at the time it began.
- b) A disclosure statement shall be provided to the buyers/tenants who will be located adjacent to land that is zoned for agricultural operations, and that the noise, odors, and outdoor activity levels may be more intrusive than levels in a typical area. Each tenant shall sign the written disclosure statement acknowledging that they have received, read, and understand the disclosure statement.

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

Source: *KPC Promenade Air Quality and Greenhouse Gas Impact Study, MD Acoustics, August 11, 2016*

Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

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

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

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

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts—air district prepares their federal attainment plan, which sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms. The federal and state ambient air quality standards are summarized in Table 1

Table 1: Ambient Air Quality Standards

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

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate

KPC Promenade GPA 16-1, CZ 16-1, PDP 18-1, SPDR 16-7, MUP 16-2, MUP 16-3, MUP 1604, TPM 37099

- matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
 3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
 4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
 5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
 6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
 7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
 8. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
 9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
 10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
 11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
 12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
 13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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

a) The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

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:

Criterion 1 - Increase in the Frequency or Severity of Violations

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

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2012- 2035 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2012, consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of San Jacinto Land Use Plan defines the assumptions that are represented in the AQMP. The existing General Plan land use designation for the site is residential use. The project proposes a zoning change to general commercial and includes the construction and operation of a retail space, a 16 pump fueling-position service station with convenience market and car wash, fast-food restaurants, 120-room hotel, 114 dwelling unit senior living and medical office. The proposed project would be consistent with the future General Plan land use designation. Therefore, it is not anticipated that the project would exceed the AQMP assumptions for the project site, and is found to be consistent with the AQMP for the second criterion.

The proposed project would be consistent with the future General Plan land use designation. Therefore, it is not anticipated that the project would exceed the AQMP assumptions for the project site, and is found to be consistent with the AQMP for the second criterion. Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

b) The following tables identify whether the proposed project would Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Construction Emissions

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in Table 2, and therefore would be considered less than significant.

Table 2 Regional Significance - Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO ₂	PM10	PM2.5
Grading						
On-Site ²	6.10	69.59	46.81	0.06	5.84	4.36
Off-Site ³	1.45	24.20	18.02	0.07	2.33	0.91
Total	7.55	93.80	64.83	0.13	8.17	5.27
Building Construction						
On-Site ²	3.10	26.41	18.13	0.03	1.78	1.67
Off-Site ³	1.87	9.83	24.50	0.06	4.52	1.33
Total	4.98	36.24	42.63	0.09	6.30	3.00
Paving						
On-Site ²	1.97	17.16	14.49	0.02	0.94	0.86
Off-Site ³	0.04	0.06	0.59	0.00	0.17	0.05
Total	2.01	17.22	15.09	0.02	1.11	0.91
Architectural Coating						
On-Site ²	31.02	2.01	1.85	0.00	0.15	0.15
Off-Site ³	0.19	0.25	2.56	0.00	0.73	0.20
Total	31.21	2.26	4.42	0.00	0.88	0.35
Total of overlapping phases⁴	38.20	55.72	62.14	0.12	8.29	4.26
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No
Notes:						
¹ Source: CalEEMod Version 2013.2.2						
² On-site emissions from equipment operated on-site that is not operated on public roads.						
³ Off-site emissions from equipment operated on public roads.						
⁴ Construction, architectural coatings and paving phases may overlap.						

The data provided in Table 3 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Table 3 Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Grading	69.59	46.81	5.84	4.36
Building Construction	26.41	18.13	1.78	1.67
Paving	17.16	14.49	0.94	0.86
Architectural Coating	2.01	1.85	0.15	0.15
SCAQMD Threshold for 50 meters (165 feet)²	416	2,714	40	10
Exceeds Threshold?	No	No	No	No
Notes:				
¹ Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 4 acres per day (see Table 7) however a disturbance area of 5 acres was used.				
² The nearest sensitive receptors are located to the south (across the street of Main Street); therefore, the 50meter threshold was used.				

Operations Emissions

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of CalEEMod model. The operating emissions were based on year 2019, which is the worst-case anticipated opening year for the project. The summer and winter emissions created by the proposed project's long-term operations were calculated and are summarized in Table 4. Based on trip generation factors, long-term operational emissions associated with the proposed project, calculated with the CalEEMod model, are shown in Table 4.

Table 4 Regional Significance - Operational Emissions (lbs./day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	14.88	0.11	9.48	0.00	0.20	0.20
Energy Usage ³	0.38	3.43	2.77	0.02	0.26	0.26
Mobile Sources ⁴	13.34	27.28	104.08	0.24	17.02	4.80
Total Emissions	28.60	30.82	116.33	0.26	17.49	5.27
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
¹ Source: CalEEMod Version 2013.2.2
² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
³ Energy usage consists of emissions from on-site natural gas usage.
⁴ Mobile sources consist of emissions from vehicles and road dust.

Table 4 provides the project's operational emissions with mitigation. Table 5 shows that the project does not exceed the corresponding SCAQMD daily emission thresholds. The operational impacts are therefore less than significant.

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

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

Table 5 Attainment Status

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide (annual)	Attainment	Attainment
Nitrogen dioxide (1-hour)	Attainment	Attainment
Sulfur dioxide	Attainment	Attainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial) ¹

Notes:
¹ Partial Nonattainment designation – Los Angeles County portion of Basin only.
Source: State status from California Air Resources Board. <http://www.arb.ca.gov/deg/adm/adm.htm>

d) Sensitive receptors are considered land uses or other types of population groups that are more

sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools. The closest existing sensitive receptors (to the site area) are residential land uses located approximately 165 feet to the south of the project site. Future sensitive receptors would be residents living in the senior housing. Since the proposed project does not exceed any pollutant thresholds identified in b) above, it is consistent with the AQMP, and the impact is less than significant.

e) Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, with **Mitigation Measures AQ-1** to limit emissions from equipment operations to an area of five acres per day and **Mitigation Measure AQ-2**, to comply with state construction standards for energy efficiency which also serve to control odors, no significant impact related to odors would occur during construction of the proposed project.

Mitigation Measures

AQ-1 The project is required during grading to limit the daily disturbance area of 5 acres or less.

AQ-2 All building structures shall meet or exceed 2013 Title 24, Part 6 Standards and meet Green Building Code Standards.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Sources: General Biological Assessment Revised, LMG Residential Development, Hemet, CA, Natural Resources Assessment Inc., April 16, 2016. Pre-Construction Biological Survey, KPC Promenade, San Jacinto, CA, Natural Resources Assessment, Inc. August 2017. Results of a Burrowing Owl Focused Survey Conducted for the KPC Promenade, June 15, 2018, Glenn Lukos, Associates, Project, a 23-Acre Property Located in San Jacinto, Riverside County, California San Bernardino Kangaroo Rat (*Dipodomys merriami parvus*) and Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*) Presence/Absence Trapping Studies, KPC Promenade Development, Natural Resources Assessment, Inc. 2017. Determination of Biologically Equivalent or Superior Preservation Plan (DBESP), City of San Jacinto, January 10, 2018, (Revised July 26, 2018). Joint Project Review 17-06-13-01, Regional Conservation Authority, January 24, 2018.

Regulatory Setting:

Federal Regulations

Federal Endangered Species Act of 1973. The Federal Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.) and subsequent amendments (FESA), provide for the conservation of endangered and threatened species and the habitats on which they depend. The presence of any federally threatened or endangered species on a site generally imposes severe constraints on development; particularly if development would result in a “take” of the species or its habitat. The term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct.

Migratory Bird Treaty Act. According to the Migratory Bird Treaty Act (MBTA) administered by the United States Fish and Wildlife Service (USFWS), the removal of active nests, eggs, or nestlings is unlawful. A violation of the MBTA may occur on, but is not limited to, projects that involve clearing or grubbing of migratory bird nest habitat during the nesting season, and demolition or reconstruction where bird nests are present. Particular attention is applied to the nesting season time period due to the heightened presence of eggs or young that are essential to the survival of the species.

State Regulations

California Environmental Quality Act (CEQA) was adopted by the State in 1970. CEQA established a foundation for environmental review procedures by statutes and guidelines. CEQA is an instrument in ensuring that the environmental impacts associated with local development projects are appropriately assessed and mitigated.

California Endangered Species Act (CESA) California (Fish and Game Code 2050 et seq.) establishes that it is the policy of the State to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA requires Lead Agencies to consult with the California Department of Fish and Wildlife (CDFW) during the CEQA process to avoid jeopardy to threatened or endangered species. CESA prohibits any person from taking or attempting to take a species listed as endangered or threatened (Fish and Game Code Section 2080). Section 2080 of the Fish and Game Code provides the permitting structure for CESA that includes provisions for the “take” or a relocation of a State-listed endangered or threatened species or candidate species.

Local Regulations

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) exists to address regional biological resources and habitat sustainability. The MSHCP was conceived, developed, and is being implemented specifically to address the direct, indirect, cumulative, and growth-related effects on covered species resulting from build out of planned land use and infrastructure

The MSHCP was developed in 2001 by the County of Riverside in cooperation with State and federal agencies. The MSHCP applies to unincorporated and incorporated Riverside County land, excluding Native American tribal land, west of the crest of the San Jacinto Mountains to the Orange County line. It provides for the conservation of over 160 species and is applied to a total area of approximately 1.25 million acres (approximately 1,997 square miles). It is one of the largest conservation plans in the U.S. The City of San Jacinto is a member agency of the MSHCP.

Stephen’s Kangaroo Rat Habitat Conservation Plan (SKRHCP) was approved by the USFWS in as a (long-term) plan in March 1996 and is in effect for 30 years. The SKR was placed on the federal endangered species list in September 1988. The SKRHCP establishes a mitigation strategy based on establishment of reserves for the SKR aided by a per-acre mitigation fee levied by Riverside County pursuant to Ordinance No. 663. The City of San Jacinto is a participant in the SKRHCP.

City of San Jacinto General Plan outlines several General Plan goals and policies pertaining to biological resources throughout the City. However, most of these policies do not pertain to the proposed Project because of the location and developed nature of the KPC Promenade project. The following policy pertaining to biological resources is provided in the City’s General Plan and is applicable to the proposed Project.

Natural Resource Management Policies

Policy 1.2: Work closely with the County of Riverside to implement the Multiple Species Habitat Conservation Plan that meets the goal of preservation, but allows for economic development of the community.

Analysis

Natural Resources Assessment Inc. (NRAI) conducted a series of reports in April 2016 involving the proposed project. A general biological study identified the presence of three USFWS species of concern. These are the burrowing owl, the San Bernardino Kangaroo Rat (SBKR), and the Los Angeles Pocket Mouse, (LAPM). The site also lies within the historic habitat range of the Stephens Kangaroo Rat, (SKR).

NRAI conducted a second study in January 2018 to determine the presence/absence, density, and

quality of SBKR and LAPM habitat. The number of species on site was determined to be limited, three SBKR and four LAPM that occupy a total of six to seven acres along the eastern portion of the property. The Regional Conservation Authority, (RCA) has approved a trapping and relocation program to move the species to RCA-owned lands. Potential impacts on the SKR species and habitat are addressed through Riverside County Ordinance 663 by paying an SKR mitigation fee as stipulated in **Mitigation Measure BIO-3**. During the Burrowing Owl Assessment, NRAI also found that the burrows occupied by two burrowing owls had been artificially destroyed. Glenn Lukos Associates conducted protocol field surveys on May 8 through May 11, 2018. No evidence of burrowing owls were observed.

These studies formed the foundation for the City to prepare a DBESP that identified mitigation measures. During this time, A Joint Project Review (JPR) was being processed through the RCA that weighed the habitat characteristics of the project site with the criteria of the MSHCP. The project was determined consistent with Cell Criteria requirements and the MSHCP.

Findings of Fact:

- a), f) The project site is located within the MSHCP Conservation Plan. The site lies within Subunit 3 of Criteria Cell 3098, Upper San Jacinto River/Bautista Creek for the San Jacinto Valley Area Plan. It is adjacent to Criteria cells 3099, 2998, and 3024. The MSHCP Conservation goals state that "Conservation within this Cell Group will contribute to assembly of Proposed Core 5. Conservation within this Cell Group will focus on grasslands habitat. Areas conserved within this Cell Group will be connected to grasslands habitat proposed for conservation in Cell 3098 to the west and 3204 to the south. Conservation within this Cell Group will be approximately 5% of the Cell Group focusing in the southwestern portion of the Cell Group."

As with Cell 3099, the area of preservation seems to be south of the project site. Criteria Cell 2996, to the northeast of the project site, has the same conservation requirements as Criterion Cell 3099. Criterion Cell to the southwest has the following requirements: "Conservation within this Cell will contribute to assembly of Proposed Core 5. Conservation within this Cell will focus on grassland habitat adjacent to the San Jacinto River. Areas conserved within this Cell will be connected to grassland habitat proposed for conservation Cell Group Z to the north and in Cell 3312 to the south. Conservation within this Cell will range from 45%-55% of the Cell focusing on the central portion of the cell."

The proposed project is well south of the central portion of this Cell. Therefore, the development of the property does not appear to substantially affect the conservation of habitat within the Cell occupied by the property; and the development of the property does not substantially affect the conservation of habitat in adjacent cells. No mitigation is required.

The following species were confirmed present on the site via field surveys and trapping activities.

Burrowing Owl

- A borrow with two burrowing owls were found in 2016 near the center of the site.
- A subsequent field survey in 2018 revealed that the burrows had been destroyed and no evidence of the burrowing owls were found in subsequent field investigations.
- The absence of the burrowing owls precludes the need for mitigation measures to be applied.

San Bernardino Kangaroo Rat

- Three San Bernardino Kangaroo Rats, (SBKR), were captured and released during trapping studies. They occupy six to seven acres of land in a narrow strip along the Ramona Expressway.
- A Joint Project Review and extensive negotiations with the Regional Conservation Authority and Department of Fish and Wildlife that resulted in a Determination of Biologically Equivalent or Superior Preservation Plan, (DBESP)
- **Mitigation Measure BIO-1** contains the provisions of the DBESP plan for the SBKR.

Los Angeles Pocket Mouse

- Four Los Angeles Pocket Mice (LAPM) were captured and released during trapping studies. They occupy 3.7 acres within the same narrow strip as the SBKR.
- A Joint Project Review and extensive negotiations with the Regional Conservation Authority and Department of Fish and Wildlife that resulted in a Determination of Biologically Equivalent or Superior Preservation Plan, (DBESP)
- **Mitigation Measure BIO-2** contains the provisions of the DBESP plan for the SBKR.

b) Riparian areas are defined by the MSHCP as “lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during a portion of the year.” Field surveys conducted for the General Biological Assessment of January 2018 determined that the project site does not contain any of the characteristics of a riparian area, therefore there is no requirement to protect species associated with these habitats. No mitigation is required

c) The Army Corps of Engineers has delegated authority for use of 404 permits to each state. The use of a 404 permit in California is regulated by the State Department Resources Control Board (SWRCB) under Section 401 of the Clean Water Act. The authority in the state is vested in Regional Water Quality Control Boards (RWQCB), in this area it is the Santa Ana Regional Office of the RWQCB.

Water may have historically flowed across the project site, but the natural flows was altered years ago by the channeling of the San Jacinto River, the development of agriculture, and the construction of adjacent residential development. There are no waters or wetland habitats that would come under the jurisdiction of the RWQCB.

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 during the drier portion of the growing season...” The site was surveyed for vernal pools and associated fairy shrimp habitat. Soils consist of loamy sands, flooding is rare and ponding never occurs. Based on field survey surveys conducted for the General Biological Assessment in January 2018, soil types, and history of the site, vernal pools and fairy shrimp habitat are not expected to be present. No mitigation is required

d) Wildlife movement and the fragmentation of wildlife habitat are recognized as important issues that must be considered in assessing impacts to wildlife. 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 various types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas. With the destruction of burrowing owl burrows, there is no nesting habitat for raptors or

migratory birds on site.

The project site is in an area already fragmented and is surrounded by paved roads, residential, and agricultural development. There are few native habitats left in the nearby surrounding areas, and impacts to wildlife movement and habitat fragmentation have already occurred. There will be no additional fragmentation of habitat resulting from the proposed development. No mitigation is required

- e) The City of San Jacinto is a member agency of the Western Riverside County Multi-Species Habitat Conservation Plan. The project site hosts habitat for three species of concern. These are the burrowing owl, San Bernardino Kangaroo Rat (SBKR), and the Los Angeles Pocket Mouse, (LAPM). The site also lies within the historic habitat of the Stephens Kangaroo Rat. A pair of burrowing owls were observed during the January field survey of the site occupying an abandoned Beechey ground squirrel burrow.

In order to comply with the provisions of the MSHCP, the City, with allied agencies, required a series of field assessments and reports to assess on-site habitat conditions and to develop a mitigation plan. A pre-construction survey of burrowing owls was conducted during August 2016. The survey concluded that burrowing owls are no longer occupying the site because their burrows had been artificially destroyed. Glenn Lukos Associates conducted protocol field surveys on May 8 through May 11, 2018. No evidence of burrowing owls was found. The survey protocols have been met and no further mitigation is required for burrowing owls. The project site contains numerous burrows that are occupied by trace habitat for LA Pocket Mouse and the San Bernardino Kangaroo Rat. Known SBKR and LAPM populations exist along the San Jacinto River area.

Protocol trapping surveys were conducted in early September 2016. Three SBKR were captured during the survey. Their habitat is identified as a narrow strip along the north end (exhibit shows easterly portion along Ramona Expressway) of the property. One LAPM was trapped during the survey. There is an estimated area of six to seven acres of overlapping SBKR and LAPM habitat along the easterly portion of the site based on trapping and burrow locations. A Joint Project Review was conducted by the Riverside Conservation Authority of Western Riverside County the led to the development of a Determination of Biologically Equivalent or Superior Preservation Plan, (DBESP). The DBESP identified the project site as isolated habitat separated from the San Jacinto River corridor by the Ramona Expressway and its western levee. The nature and scope of the proposed project, when weighed against the needed community benefits derived from the project, ruled out avoidance as an option. Mitigation Measures were recommended by the Regional Conservation Agency (RCA) with consultation with the US Fish and Wildlife Agency and the California Department of Fish and Game. **Mitigation Measures BIO-1 and BIO-2** cover the DBESP program to trap and relocate the SBKR and LAPM species to suitable sites. **Mitigation Measure BIO-3** requires the payment of fees to acquire habitat for the Stephens Kangaroo Rat as set forth under Riverside County Ordinance No. 663. With implementation of these mitigation measures, the impacts can be mitigated to a level of insignificance.

Mitigation Measures:

The following measures are required prior to any construction on the project site:

For San Bernardino Kangaroo Rat:

BIO-1 SBKR shall be relocated to RCA-owned and managed lands following the below approach. Coordination will occur with the RCA and the wildlife agencies during all stages of the relocation process.

1. A suitable relocation site for SBKR on existing RCA conserved lands has been preliminarily determined (refer to Appendix 2). If it is determined that the property illustrated in Appendix 2 is not viable for relocation, it will be communicated with the RCA and wildlife agencies so that other lands can be located and evaluated. The following detailed standards regarding the characteristics and quality of the relocation site and “relocation site preparation” will be included/performed:
 - a. The relocation site shall be assessed for species suitability, and include suitable vegetation, cover, soils, etc. The relocation site should match as closely as possible (or better) the current habitat conditions found on the project site.
 - b. The relocation site shall be trapped and determined unoccupied by SBKR. If occupied, a different location shall be chosen for relocation in coordination with the RCA and wildlife agencies.
 - c. The relocation site will need to be determined suitable, but any deficiency or factor limiting the presence of SBKR will need to be identified and resolved prior to relocation. For example, if it is determined that weed cover is the likely factor causing absence of the SBKR, weed control would need to be implemented by the applicant’s team just prior to relocation.
 - d. The relocation site shall be adjacent to an area with existing SBKR presence.
 - e. The relocation site must be conserved in perpetuity.
2. Only an approved qualified small mammal expert with experience in small mammal relocation will be contracted to handle the pre-construction on-site trapping, tagging captured individuals, noting specific details regarding distribution and spacing, relocation efforts, and monitoring.
3. Pre-construction trapping efforts will assist in gathering other pertinent details regarding SBKR distribution and thus support the relocation of individuals similar to their existing on-site distribution.
4. The implementation of soft release techniques, such as possible use of hacking cages and installation of temporary artificial burrows, shall be necessary to aid in success of the relocated individuals.
5. The applicant shall coordinate with RCA regarding the following:
 - a. Funding of RCA’s long-term maintenance (e.g., weed control) of the relocation site.
 - b. Funding to RCA to support long-term monitoring of the relocated SBKR.
6. The project proponent shall commit to prepare a detailed “Small Mammal Relocation Site Preparation, Trapping, and Relocation Plan”, and that it will include, at a minimum, the information presented above as well as provide

additional specific actions as they become known in coordination with RCA and the Wildlife Agencies. The Plan will be approved by the RCA and wildlife agencies prior to relocation efforts.

7. If additional or alternate form(s) of mitigation to what is presented above for SBKR, is deemed necessary and approved by the RCA and wildlife agencies, at the completion of **the** mitigation a DBESP Addendum Letter will be provided to the RCA and wildlife agencies as part of the administrative record for the project.

Los Angeles Pocket Mouse

BIO-2 Mitigation for 3.7 acres of permanent impacts to LAPM will be in the form of a fee payment at \$14k/acre provided to the RCA for Geller #2 Phase 3 conservation land. Geller #2 Phase 3 is a 40-acre parcel (APN 583-180-001) on upper Temecula Creek occupied by LAPM.

If additional or alternate form(s) of mitigation to what is presented here for LAPM is deemed necessary and approved by the RCA and wildlife agencies, at the completion of the mitigation a DBESP Addendum Letter will be provided to the RCA and wildlife agencies as part of the administrative record for the project.

For Stephens Kangaroo Rat:

BIO-3 The project is required to pay the Stephens Kangaroo Rat fee required under the Long-Term Stephens Kangaroo Rat Habitat Conservation Plan.

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Findings of Fact:

a) Historic resources; The project site has been used for agricultural purposes since the late 19th Century through at least 1940. Potential historic resources include a standing water tank, ruins of a pump house, and the molding from an old tractor. The property lacks any significant built resources and has a long history of being used as dry farmland. Prior to the survey, a records search identified the property as containing an historic trash deposit, (CA-RIV-3971). The lack of historic debris located during the field survey on February 26, 2016 suggests that the site previously documented may have been farther away from the property than previously thought, or the debris has since been covered up from siltation, or, more likely, the site was destroyed when the Ramona Expressway was realigned. The remnant resources on the site have no association to any historic events or people. They do not possess any distinctive architecture. They are not associated with local history. For these reasons, as cited in the Cultural Resource and Paleontological Assessment report, these resources do not qualify as significant historic resources. Therefore no mitigation is required. **Mitigation Measure CR-1** requires monitoring of grading that will identify any subsurface resources.

b), d) Archaeology. A records search was conducted at the eastern Information Center of UC Riverside that identified 35 cultural resources recorded within one mile of the project area. This included a historic trash deposit that had been recorded on a portion of the site during the 1980s. Further attempts to locate this deposit were unsuccessful

A *Sacred Lands File* record search was conducted by the Native American Heritage Commission (NAHC) that did not identify and sacred lands within one mile of the project site. SRS contacted twenty individuals representing nearby Native groups and received a reply from the Soboba Band of Luiseno Indians requesting formal consultation and to be included in the field survey for this cultural analysis. The field survey was conducted on February 26, 2016.

The field survey revealed no known significant cultural resources on the project site. A water tank, ruins of a pump house, and the molding of a mid-century tractor are currently on the property. These do not qualify as significant under National and State criteria, and therefore are not significant resources under the CEQA guidelines. The project site is located within 70 meters of a riverbed (San Jacinto River). Since water ways can transport cultural materials downstream or bury surface remains in sediment, the presence of the river yields a high risk of encountering subterranean remains.

All known significant cultural resources within a mile of the project site lie outside of the project's view shed and therefore no impact is identified upon neighboring resources. No cultural resources are known to exist within the project site. However, the field survey was limited to surface evaluation and the presence of subsurface cultural resources is not known and possibly likely to contain cultural materials based on the proximity to the river. Therefore, **Mitigation Measures CR-1 and CR-2** are included to have monitoring during grading activities by a qualified archaeologist. Further mitigation measures are recommended in the event that cultural resources are discovered.

c) Paleontology. A paleontological records search was requested through the natural History Museum of Los Angeles County. The Museum reported that the project area as surficial deposits of Quaternary Alluvium underlain by older Quaternary deposits. The older Quaternary deposits may yield significant paleontological finds, however, the Alluvium would not.

No paleontological resources are known to exist in the project area. **Mitigation Measures CR-5 and CR-6** require a paleontological disposition plan and monitoring by a qualified paleontologist are required if ground disturbing activities are deemed to extend down to the Pleistocene sediments. If paleontological resources are discovered, all work in the vicinity of the find should stop until the qualified paleontologist can assess the find and make recommendations.

e) SB18 went into effect in 2006 to allow designated Tribes in vicinity of a development proposal to review the proposed development and seek consultation with the Lead Agency on ways to protect sacred resources. The designated Tribes were contacted on August 22, 2016 to commence 90-day consultation period extending to November 22, 2016. The Soboba Tribe of Luiseno Indians requested consultation, which occurred on December 8, 2016. The SB 18 consultation process closed on December 13, 2016.

AB 52, which went into effect on July 1, 2015 requires a lead agency to consider a project's impacts on Tribal Cultural Resources (TCRs). TCRs as defined in Public Resources Code.

Under AB 52, the CEQA Lead Agency is required to begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Tribal consultation can be initiated once a project application is deemed complete. Once the Lead Agency has contacted necessary tribal governments, tribes have 30 days to respond with comments or request consultation. "Consultation" is the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance. Consultation concludes when either: the parties agree on measures to mitigate or avoid significant impacts to TCRs or a party, in good faith and after reasonable effort, concludes that a mutual agreement cannot be reached.

The City of San Jacinto contacted the Tribes who had sought notification under AB 52 on August 22, 2016. The City received a formal request from the Soboba Band of Luiseno Indians to initiate consultation on this project. Consultation occurred on December 8, 2016 with Mr. Joseph Ontiveros, Cultural Resource Director for the Soboba Tribe. Mr. Ontiveros had been provided a copy of the cultural resource report prepared by Scientific Resource Surveys. Based on this report and the subsequent consultation meeting, no further study is required and the AB 52 process was closed out on December 13, 2016.

Mitigation Measures:

Cultural Resources

CR-1 Prior to grading permit issuance, the developer shall retain a qualified archaeologist and a Native American Monitor to prepare an Archaeological Mitigation and Monitoring Plan (AMMP). The AMMP shall include the monitoring of all ground disturbing activities and shall include protocol for the mitigation and significance testing of inadvertent archaeological finds.

CR-2 In the event that any archaeological material is encountered during the monitoring, the archaeologist and Native American Monitor shall have the authority to halt and redirect earthmoving activities within 50-feet of the find, so that appropriate mitigation measures can be undertaken in order to test and evaluate the significance of the find in accordance with MM CR-1.

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

CR 4 In the event of the discovery of human remains, the County coroner shall be immediately notified. If human remains of Native American origin are discovered during ground-disturbing activities, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the California Native American Heritage Commission and the Soboba Band of Luiseño Indians shall be notified and appropriate measures provided by State law shall be implemented to determine the most likely living descendant(s). Disposition of the remains shall be overseen by the most likely living descendants to determine the most appropriate means of treating the human remains and any associated grave artifacts.

Mitigation Measures:

Paleontological Resources

CR-5 A Paleontological Resource Monitoring Program (PRMP) shall be designed for project construction. The PRMP shall include a protocol for monitoring of excavations having the potential to disturb Pleistocene sediments, testing of sediments for micro vertebrate fossils, preparation and curation of specimens collected, and preparation of a final report in accordance with the guidelines of Society Vertebrate Paleontology

CR-6 If paleontological resources are encountered during grading, ground disturbance activities shall cease so a qualified paleontological monitor can evaluate any paleontological resources exposed during the grading activity. If paleontological resources are encountered, adequate funding shall be provided by the developer to collect, curate and report on these resources to ensure the values inherent in the resources are adequately characterized and preserved. If any specimens are collected, the Western Science Center in Hemet shall be contacted for proper curation.

VI.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Publication 42.				
ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: *Geotechnical Investigation, Proposed Commercial Complex, KPC Promenade, NWC West Ramona Expressway and Main Street, San Jacinto, CA*

Regulatory Setting

The State Geologist compiles maps identifying seismic hazard zones. Local jurisdictions that contain such zones must inform the public regarding the location of these zones. The nearest fault is the San Jacinto Valley fault located approximately 2.1 km from the project site.

Findings of Fact

A. i) Surface rupture is expected to occur along pre-existing known active fault traces. Surface rupture could splay or step from known active faults or rupture along unidentified traces. No signs of active surface faulting were observed during the field exploration of the project site. No signs of active surface rupture or secondary seismic effects were identified on the property. Therefore, risks associated with primary ground surface rupture are considered less than significant. No mitigation is required.

A.ii) The site has been subject to past ground shaking from faults that traverse through the region. Strong ground shaking events can be expected during the life of the project. Based on calculations from the USGS Interactive Deaggregation, and shear wave velocity, the site could be subject to ground motions in the order of 0.63 g. The peak ground acceleration at the site is judged to occur every 475 years and a 10% chance to exceed in 50 years. Therefore, the impact is considered less

than significant.

A. iii) Liquefaction is the process in which loose, saturated granular soil loses strength. The strength loss is a result of decrease in granular soil volume and a positive increase in core pressure. The project area is situated in a 'moderate' liquefaction potential zone. Because groundwater is normally in excess of 100 feet deep in the area, hazards resulting from liquefaction are considered 'negligible'. No impact is expected.

A.iv) The site consists of relatively level ground and is not immediately adjacent to any natural slopes of hillsides that could be potentially susceptible to slope instability. No signs of slope instability were observed at or near the project site. Therefore, risks associated with slope instability and landslides is considered less than significant. No mitigation is required.

b) There are no tributary drainage patterns impacting the project area. The existing campus is fully developed with surface drainage systems in place to control erosion. The proposed expansion will tie into the existing system, leaving no area exposed by surface soils. The impact is less than significant and no mitigation is required.

c) Existing and future development of the campus must follow the recommendations of a consulting geotechnical engineer for soil over excavation and recompaction of future building and foundation areas. Adherence to these recommendations will reduce the impact to a level of insignificance.

d) Soil samples were collected for expansion index testing and were found to have very low expansion potential. Therefore, the risk is considered low and the impact is less than significant.

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

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

Source: KPC Promenade Air Quality and Greenhouse Gas Impact Study, MD Acoustics, August 11, 2016

Regulatory Setting

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

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

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

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

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

National programs include the following:

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

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

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

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

California state program include the following:

KPC Promenade GPA 16-1, CZ 16-1, PDP 18-1, SPDR 16-7, MUP 16-2, MUP 16-3, MUP 1604, TPM 37099

California Code of Regulations (CCR) Title 24, Part 6. CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission.

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

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

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

Most recently, The California Legislature has passed AB 398 (California Global Warming Solutions Act of 2006: market-based compliance mechanisms) extended the use of the cap-and-trade program for the 2021-2030 period. The bill specifies modifications of the program's "cost containment" structure and directing CARB to "[e]valuate and address concerns related to over allocation in [ARB's] determination of the allowances available for years 2021 to 2030." The provision of this bill are under review by agencies and organizations working to calculate methods to meet the bill's provisions.

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

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

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO₂e per year for stationary/industrial sources and 3,000 metric tons of CO₂e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is

anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects.

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

The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO₂e per year
 - Based on land use types: residential is 3,500 MTCO₂e per year; commercial is 1,400 MTCO₂e per year; and mixed use is 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The City uses a screening threshold of 3,000 MTCO₂e per year for mixed use. The project meets a combined screening threshold of 5476 MTCO₂e per year. Since the screening threshold is met, there are three options to comply as outlined below. The first is to reduce by a 'business as usual' (BAU) percentage, but per SCAQMD this percentage is not defined. Therefore, a second option of service population is used. The service population is not defined. The selected option is Option 3 to demonstrate consistency with applicable AB 32 Scoping Plan measures as shown in Table 6.

Table 6 Consistency with Applicable SCAG RTP/SCS GHG Emission Reduction Strategies

Land Use Actions and Strategies Reflect the changing population and demands	
<p>The SCAG Region currently features 5.9 million households and 7.4 million jobs. By 2040 the Plan projects that these figures will increase by 3.8 million people, with 1.5 million more homes and 2.4 million more jobs. The 2016 RTP/SCS land use pattern contains sufficient residential capacity to accommodate the region's future growth, including the eight-year regional housing need. The land use pattern accommodates about 530,000 additional households in the SCAG region</p>	<p>Consistent The proposed project would increase population and employment in the region planning for the increase in commercial and residential development. The Project would also improve the job-housing balance by accommodating new employees</p>

<p>by 2020 and 1.5 million more households by 2040. The land use pattern also encourages improvement in the jobs-housing balance by accommodating 1.1 million more jobs by 2020 and about 2.4 million more jobs by 2040.</p>	
<p>Focus new growth around transit The 2016 RTP/SCS land use pattern reinforces the trend of focusing growth in the region's High Quality Transit Areas (HQTAs). Concentrating housing and employment at a major transit location concentrates roadway repair investments, leverages transit and active transportation investments, reduces regional life cycle infrastructure costs, improves accessibility, avoids greenfield development, and has the potential to improve public health and housing affordability. HQTAs provide households with alternative modes of transport that can reduce VMT and GHG emissions.</p>	<p>Consistent The proposed project would establish a plan for the area that would include a mix of land uses including residential and commercial that would capitalize on the area's current land use, transportation, and infrastructure opportunities. Furthermore, bus lines operated by Riverside Transit Agency (RTA) run through the project area. This would incentivize modes of transport that reduce both VMT and GHG emissions</p>
<p>Plan for growth around livable corridors The Livable Corridors strategy seeks to create neighborhood retail nodes that would be walking and biking destinations by integrating three different planning components: 1. Transit improvements 2. Active transportation improvements (i.e. improved safety for walking and biking) 3. Land use policies that include the development of mixed-use retail centers at key nodes and better integrate different types of ritual uses.</p>	<p>Consistent The proposed project is located in an urban area and includes commercial, residential, and institutional uses. Bus service is available to the project site. The proposed project integrates senior residential uses with commercial uses to reduce vehicle travel. Therefore, there would be public access to retail commercial and residential uses. As such, commercial patrons would have accessibility to public transit. The proposed project would also enhance pedestrian function at the site and in the vicinity and create a stronger connection with mobility options.</p>
<p>Provide more options for short trips 38 percent of all trips in the SCAG region are less than three miles. The 2016 RTP/SCS provides two strategies to promote the use of active transport for short trips. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting, while "complete communities" support the creation of mixed-use districts in strategic growth areas and are applicable to an urban setting.</p>	<p>Consistent The proposed project would involve development of a complementary mix of land uses including residential and commercial development that would capitalize on the area's current land use, transportation, and infrastructure opportunities, including the bus routes that currently traverse the area. Bicycle racks and lockers are provided within the commercial development. As such, alternative means of transportation (i.e. biking, walking, and public transportation) would be available for accessibility throughout the area</p>
<p>Protect natural farm lands Many natural and agricultural land areas near the edge of existing urbanized areas do not have plans for conservation and they are susceptible to the pressures of development. Many of these lands, such as riparian areas, have high per-acre habitat values and are host to some of the most diverse yet vulnerable species that play an important role in the overall ecosystem</p>	<p>Consistent Although the proposed project would convert Unique Farmland to urban development, a Riot-to-Farm covenant is required to protect adjoining lands zoned for farming. The proposed project also supports three species of concern; the San Bernardino Kangaroo Rat, the Los Angeles Pocket Mouse, and the Stephens Kangaroo Rat. A mitigation plan is in place that involves trapping, relocations, and endowing the receiver site for ongoing maintenance, as well as paying mitigation fees for the Stephens Kangaroo Rat.</p>
<p>Support local sustainability planning To implement the SCS, SCAG supports local planning practices that help lead to a reduction of greenhouse gas emissions. Many local governments in the SCAG region serve as models for implementing the SCS. Sustainable Planning & Design, Zoning Codes and Climate Action Plans are three methods that local agencies have been adopting and implementing to help meet the regional targets for greenhouse gas emission reductions outlined in the SCS.</p>	<p>Consistent The proposed project is designed to encourage new development near transit and reduce GHG emission. Additionally, the project would promote infill development of currently vacant parcels focusing on dense development thus reducing vehicle trips in the area.</p>
<p>Transportation Strategies Preserve our existing transit system</p>	<p>Consistent</p>

<p>Ensuring that the existing transportation system is operating efficiently is critical for the success of HOTAs, Livable Corridors, and other land use strategies outlined in the 2016 RTP/SCS.</p>	<p>The proposed project is located in an area surrounded by existing development. The project would focus on infill development at existing transit roadways. The proposed project is conditioned to support future regional transportation and transit planning objectives through constructing intersection upgrades and the payment of TUMF.</p>
<p>Manage Congestion Federal regulations for Metropolitan Transportation Planning and Programming require the development, establishment and implementation of a CMP that is fully integrated into the regional planning process. The Federal Highway Administration (FHWA) defines the CMP as a “systematic approach . . . that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C., through the use of operational management strategies.”</p>	<p>Consistent The proposed project is a mixed use development that provides the opportunity for people to utilize transit or walk instead of their personal vehicles. Additionally, the project is designed to facilitate a variety of transportation choices and take advantage of the potential multi-modal transportation opportunities.</p>
<p>Promote safety and security Ensuring the safety and security of our transportation network for residents and visitors is a top priority. SCAG supports the implementation of the Strategic Highway Safety Plan (SHSP), which has an overarching goal of Toward Zero Deaths. The state’s short-term goals are to reduce the number and rate of fatalities by three percent per year and to reduce the number and rate of severe injuries by 1.5 percent per year. SCAG is continuing to work with Caltrans and the CTCs toward identifying other means of improving the safety and security of our transportation system.</p>	<p>Consistent The proposed project includes conditions for a number of intersection improvements to enhance safety and security of the local street system. The project is also conditioned to pay TUMF fees for development of the Hwy 79 system upgrade.</p>
<p>Transit integration Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.</p>	<p>Consistent Bus routes currently operate through the project area. The proposed project features a mixed is residential and commercial uses that serve to incentivize greater use of alternative transportation to access public transit for new development.</p>
<p>Other Initiatives Reduce emissions resulting from a project through implementation of project features, project design, or other measures. Incorporate design measures to reduce energy consumption and increase use of renewable energy.</p>	<p>Consistent Buildout within proposed project would comply with CalGreen Building Standards, which include measures to reduce emissions. The project would also comply with SCAQMD Rule 1113 that limits ROG from building architectural coatings to 50 g/L. Finally, the Specific Plan would promote sustainable principles in design and development.</p>

City of San Jacinto local authority includes the following:

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

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

Goal: Resource Management Goal 6: Improve air quality.

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

implement the regional Air Quality Management Plan.

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

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

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

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

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

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

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

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

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

The City is presently processing the Downtown Specific Plan funded through a Healthy Communities Sustainability Grant that will promote energy conservation through healthy lifestyles. This includes provisions to establish mobility, and mass transit.

Findings of Fact:

a) The greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 7. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 52 metric tons of CO₂e per year.

Table 7 Construction Greenhouse Gas

Activity	Emissions (MTCO ₂ e) ¹		
	Onsite	Offsite	Total
Grading	172.9	189.3	362.3
Building Construction ²	359.7	736.5	1096.2
Paving	61.5	3.9	65.4
Coating	7.7	16.8	24.5
Total	601.8	946.5	1,548.3
Averaged over 30 years³	20	32	52
Notes:			
¹ MTCO ₂ e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons).			
² Construction is estimated to last approximately 1 year.			
³ The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD.			
* CalEEMod output (Appendix B)			

Operational emissions occur over the life of the project. The project's emissions were initially compared to the SCAQMD draft threshold and WRCOG Subregional Climate Action Plan (CAP) screening threshold of 3,000 metric tons CO₂e per year. If the project exceeds the screening threshold, the project's year 2010 Baseline emissions would be compared to the project's year 2020 emissions per the WRCOG CAP requirements.

As shown in Table 8 the proposed project would generate a total of 5,476.16 MTCO₂e per year. As the opening year GHG emissions exceed the screening threshold, the project's 2010 Baseline emissions were compared to the project's 2020 emissions, per the WRCOG CAP requirements. The

year 2020 emissions (incorporating regulation) would be 5,339.24 MTCO₂e per year, which would generate a reduction from baseline emissions of 17.0 percent, as shown in Table 9. The reduction threshold required by the WRCOG CAP is 15 percent from 2010 Baseline emissions. Therefore, with incorporation of regulations, the proposed project would meet the WRCOG CAP reduction requirement, and result in a less than significant individual and cumulative impact for GHG emissions. No mitigation is required.

Table 8 Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	29.30	29.30	0.00	0.00	29.51
Energy Usage ³	0.00	2,038.32	2,038.32	0.08	0.03	2,047.79
Mobile Sources ⁴	0.00	3,094.19	3,094.19	0.10	0.00	3,094.30
Solid Waste ⁵	69.43	0.00	69.43	4.10	0.00	155.59
Water ⁷	5.02	77.43	82.45	0.52	0.01	97.35
Construction ⁸	0.00	1,544.45	1,544.45	0.18	0.00	51.61
Total Emissions	74.45	7,028.83	7,103.28	4.99	0.04	5,476.16
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						Yes
Notes:						
¹ Source: CalEEMod Version 2013.2.2						
² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.						
³ Energy usage consist of GHG emissions from electricity and natural gas usage.						
⁴ Mobile sources consist of GHG emissions from vehicles.						
⁵ Solid waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills.						
⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.						
⁷ Construction GHG emissions based on a 30 year amortization rate.						

b) The City of San Jacinto is participating the WRCOG Subregional CAP. The specific goals and actions included in the WRCOG Subregional CAP that are applicable to the proposed project include those pertaining to energy and water use reduction, promotion of green building measures, waste reduction, and reduction in vehicle miles traveled. The proposed project would also be required to include all mandatory green building measures for new commercial developments under the CALGreen Code, which would require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. The implementation of these stricter building and appliance standards would result in water, energy, and construction waste reductions this producing a 'mitigated' condition for the proposed project. Since the proposed project meets the WRCOG Subregional CAP, the impact is less than significant and no mitigation is required.

Table 9 Mitigated Project-Related Greenhouse Gas Emissions 2020

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	29.30	29.30	0.00	0.00	0.01
Energy Usage ³	0.00	2,038.32	2,038.32	0.08	0.03	2,047.79
Mobile Sources ⁴	0.00	2,984.90	2,984.90	0.09	0.00	2,986.89
Solid Waste ⁵	69.43	0.00	69.43	4.10	0.00	155.59
Water ⁶	5.02	77.43	82.45	0.52	0.01	97.34
Construction ⁷	0.00	1,544.45	1,544.45	0.18	0.00	51.61
Total Emissions	74.45	6,635.75	6,710.20	4.97	0.04	5,339.24
	Project's Percent Reduction from Baseline					17.0
	Percent Reduction Threshold from GHG Reduction Plan					15
	Meets Reduction Threshold?					Yes
Notes:						
¹ Source: CalEEMod Version 2013.2.2. Calculated emissions for year 2020.						
² Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.						
³ Energy usage consist of GHG emissions from electricity and natural gas usage.						
⁴ Mobile sources consist of GHG emissions from vehicles						
⁵ Solid waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills.						
⁶ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.						
⁷ Construction GHG emissions based on a 30 year amortization rate.						

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

	area?				
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a-b) Other than the proposed service station and car wash, which generate detergents, oils, and chemical residues from vehicles, the nature of the proposed commercial and residential uses would not involve the transport, use, or disposal of hazardous waste, or cause a risk of upset. The proposed medical center does have the potential to handle hazardous medical waste. The City relies on the assistance of the Fire Department for Fire Code compliance, the County's Department of Environmental Health for underground fuel storage tank permitting, and law enforcement, (San Jacinto Police and Highway Patrol) for transport enforcement. This potential impact will be addressed through licensing protocols to operate the facility. No mitigation is required.

c) The North Mountain Middle School is the nearest school to the subject site. It is located over one-quarter mile from the subject site. Since no hazardous emissions are identified with the proposed uses, no impact is anticipated.

d) There are no hazardous waste site identified on or near the project site. Therefore, there is no impact and no mitigation is required.

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

g) The proposed project will cause the development of vacant land for convenience and destination commercial uses, thus adding vehicle trips to the transportation system. Implementation of the mitigation measures of the traffic analysis will maintain operational level of service and avoid interference with emergency evacuation and response events. The impact is less than significant with implementation of **Traffic Mitigation Measures T-1 through T-4**.

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

IX.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	During project construction, will it create or contribute Urban Runoff that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit? For purposes of Section VIII, "Urban Runoff" is defined as stormwater and non-stormwater discharges from residential, commercial, industrial, and construction areas. "Urban Runoff" does not include discharges from feedlots, dairies, farms, or open space.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	After the project is completed, will it create or contribute Urban Runoff that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Provide for the discharge of substantial additional sources of pollutants into Urban Runoff, including pollutants discharged from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Discharge pollutants in Urban Runoff so that one or more Beneficial Uses of receiving waters are adversely affected? "Beneficial Uses" include all uses of water necessary for the survival or well-being of man, plants and wildlife.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Discharge stormwater so that significant harm is caused to the biological integrity of waterways or water bodies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
h)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Significantly increase erosion, either on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l)	Significantly alter the flow velocity or volume of stormwater runoff in a manner that results in environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
n)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
p)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: San Jacinto General Plan EIR

a) The project site drains to the San Jacinto River which is part of the Santa Ana Watershed administered by the Santa Ana Regional Water Quality Control Board. Permitting through this

KPC Promenade GPA 16-1, CZ 16-1, PDP 18-1, SPDR 16-7, MUP 16-2, MUP 16-3, MUP 1604, TPM 37099

agency require pollution prevention measures to control migration of pollutants that may include trash/debris, pesticides, oil and grease, bacteria and viruses. A Preliminary Water Quality Plan (WQMP) has been prepared that must be followed to prevent contaminated storm water runoff from the site. As required by the WQMP, a retention basins has been designed along the northern project boundary adjoining the senior housing development. A Final WQMP will be required for City review and approval prior to the issuance of any grading permits. Mitigation HYD-1 requires the preparation of a storm water pollution prevention plan incorporating best management practices (BMPs) to ensure that water quality impacts are minimized. These BMPs may include silt fencing, sand bagging, and soil covering. The storm water pollution prevention plan shall be subject to the review and approval of the WQCB and the City. With implementation of project BMPs under an approved WQMP, **Mitigation Measure HYD-1**, the impact is less than significant.

b) Proposed development will increase the imperviousness of the project site. Despite the decrease in permeability of the project site, the proposed project would not violate any water quality standard or waste discharge requirement. All runoff on the site will be collected in a detention basin. The conditions of approval for the project and **Mitigation Measure HYD-1** require a project Storm Water Pollution Prevention plan that will provide BMPs to address maintenance and upkeep of the basin. Surface runoff will either percolate within the basin or spill over to another downstream basin designed to accept these flows.

c) The Ramona Expressway, and to a lesser extent, Main Street serve as levees that isolate the project site from tributary flows entering the site. However, the site drains into Cornflower Avenue and Poppy Street west of the project. These streets are paved and would carry any pollutants from the site into developed residential areas. Development on the project site in compliance with **Mitigation Measure HYD-1** will require preparation of a stormwater pollution prevention plan (SWPPP), which will incorporate BMPs to ensure that potential water quality impacts are minimized. The SWPPP is required to include a counter-measure plan describing measures to ensure proper collection of sedimentation produced on the site. These measures may include, but are not necessary limited to, (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) using silt fencing and hay bales to retain sediment on the project site; (5) using temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site following the implementation of **Mitigation Measure HYD-1**.

d) The stormwater flow from the project will be detained in the proposed storm drainage basin shown as Parcel 9 on the site plan before flows are discharged into an existing outlet constructed as part of adjoin Tract 32053. The basin has the potential to collect pollutants from parking lots consisting of oils, detergents, vehicle fluids, and trash. The project SWPPP will include BMPs to maintain the basin, allowing any downstream discharge to be cleaned up before being released. As designed the proposed improvements would both reduce projected stormwater runoff from the proposed project and improve water quality for downstream properties. This will result in a less than significant impact with the implementation of **Mitigation Measure HYD-1**.

e) The water quality basin is designed to capture runoff for low flow events. The basin has the potential to collect pollutants from parking lots consisting of oils, detergents, vehicle fluids, and trash. Under post-development conditions, on site storm water would be managed under the project SWPPP with BMPs to meet water quality standards before being discharged from the site. Therefore, as designed, the project would not create biologic harm or compromise the integrity of water bodies or waterways and impacts would be less than significant with the implementation of **Mitigation Measure HYD-1**.

f) As described previously, the proposed stormwater system design ensures that the project would

not substantially degrade water quality by retaining surface runoff on site. Components of the project design include a bio-retention basins within landscaped areas, filtration basins within parking lots, and compliance with the Water Quality Management Plan through preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) required by law. Collectively, these methods will include BMPs to improve the water quality of surface flows before exiting the site. Therefore, water quality impacts are expected to be less than significant with **Mitigation Measure HYD-1**. incorporated.

g) Development on the project site will lead to an increased demand for potable and non-potable water supply. The site lies within the service area of the City of San Jacinto, but there is insufficient water pressure to meet the demand of the proposed development without constructing a booster pump station to serve the development. This in turn would alter the pressure zones throughout the service area. A more practical solution is available by having water provided by the EMWD from their regional groundwater and imported water supplies. The EMWD imports water to ensure that significant overdraft of local groundwater supplies does not occur. Based on the EMWD's Urban Water Management Plan, no adverse impacts to groundwater resources were forecast to occur from implementing the approved land uses in the project area as anticipated as part of buildout of the San Jacinto General Plan. Since the proposed project requires an amendment to the General Plan, the service capability by EMWD has been confirmed pending the completion of a water service plan to verify equipment, pressure zones, and line sizing. Eastern Municipal Water District (EMWD) is operating under drought declaration of Stage 4a. This declaration limits water usage and establishes a fee structure that encourages conservation. Under these provisions the impact to groundwater resources will be less than significant with implementation of Mitigation Measure HYD-2.

h) ,i) ,j) The project site is not impacted by tributary flows due to the design and elevation of existing adjoin streets. Erosion will be controlled by the implementation of **Mitigation Measure HYD-1**. Therefore the impacts will be less than significant.

l) The stormwater velocity flow through the project site will be managed through collection systems and will be detained in the proposed storm drainage basin shown as Parcel 9 before flows are discharged into an existing outlet constructed as part of adjoin Tract 32053. The system is designed to ensure that peak stormwater runoff from the project site does not exceed current values. As designed the proposed improvements would both reduce projected stormwater runoff from the proposed project. Based on the design of the project, and with the SWPPP BMPs to manage storm water flow, implementation of **Mitigation Measure HYD-1**, will reduce the impact to less than significant impact.

m) As described previously, the proposed stormwater system design ensures that the project would not substantially degrade water quality. Components of the project design include a bio-retention water quality basin and compliance with the Water Quality Management Plan through preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) required by law and **Mitigation Measure HYD-1**. Water quality impacts are expected to be less than significant with mitigation incorporated.

n), o) The project site is not located within a 100-year floodplain nor is it within a 100-year flood hazard area. No impact and no mitigation is required.

p) The valley has historically been susceptible to flooding. Improvements along the San Jacinto River to elevate adjoining lands and the approved San Jacinto levee project will provide sufficient protection to the project site. Based on these improvements, there is no impact and no mitigation is required.

q) The project site is not located near a large body of water that would make it susceptible to seiche or tsunamis. The valley is located at the base of the San Jacinto Mountains. Runoff from the

mountains occurs in well-defined streambeds and the San Jacinto River that exists north of the site. Therefore, no impact is identified.

Mitigation Measures:

HYD-1 Prior to the approval of the grading permit, the project applicant shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential off-site water quality impacts during construction phases are minimized. The SWPPP shall be submitted for review to the Regional Water Quality Control Board and to the City of San Jacinto. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City Engineering approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Treatment control BMPs shall include vegetated swales and water quality basin.

HYD-2 Prior to the issuance of any permits, the availability to serve the proposed development, including domestic and fire flow supply, must be reaffirmed by the Eastern Municipal Water District, and a water supply service plan shall be approved between the developer and EMWD.

X.	LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: San Jacinto General Plan, Development Code, Luiseno Village development plans, Soboba Hotel and Casino development plans, and field review

Findings of Fact:

a) The location is along the perimeter of an established community along a major transportation corridor and the San Jacinto River. Therefore, the impact is less than significant. No

mitigation required.

b) The project site is designated for single family residential development within the existing General Plan and Zoning Map. A General Plan Amendment and change of zone applications have been filed in conjunction with development plans to establish a commercial zoning designation that reflects the proposed development and the emerging development pattern in the area. The General Plan Amendment would have to be approved in order for other applications to be approved.

c) The project site hosts habitat for three species of concern. These are the burrowing owl, San Bernardino Kangaroo Rat (SBKR), and the Los Angeles Pocket Mouse, (LAPM). The site also lies within the historic habitat of the Stephens Kangaroo Rat.

The following species were confirmed present on the site via field surveys and trapping activities.

Burrowing Owl

- A borrow with two burrowing owls were found in 2016 near the center of the site.
- A subsequent field survey in 2018 revealed that the burrows had been destroyed and no evidence of the burrowing owls were found in subsequent field investigations.
- The absence of the burrowing owls precludes the need for mitigation measures to be applied and no mitigation is required.

San Bernardino Kangaroo Rat

- Three San Bernardino Kangaroo Rats, (SBKR), were captured and released during trapping studies. They occupy six to seven acres of land in a narrow strip along the Ramona Expressway.
- A Joint Project Review and extensive negotiations with the Regional Conservation Authority and Department of Fish and Wildlife that resulted in a Determination of Biologically Equivalent or Superior Preservation Plan, (DBESP). The DBESP describes the proposed compensation measures for impacts to SBKR and LAPM that would be equivalent or superior to avoiding the occupied project area. The number of SBKR and LAPM on the project site are limited and considered trace by the surveying biologist.
- **Mitigation Measure BIO-1** contains the provisions of the DBESP plan for the SBKR. The provisions of the DBESP require that the receiver site have suitable soils and vegetation to support new habitat, that traps be set to verify that it is not occupied, then a trapping and relocation program may commence by a qualified small mammal expert. The developer must then provide an endowment for the continued maintenance and monitoring of the site by the RCA in perpetuity.

Los Angeles Pocket Mouse

- Four LA Pocket Mice (LAPM) were captured and released during trapping studies. They occupy 3.7 acres within the same narrow strip as the SBKR.
- A Joint Project Review and extensive negotiations with the Regional Conservation Authority and Department of Fish and Wildlife that resulted in a Determination of Biologically

Equivalent or Superior Preservation Plan, (DBESP)

Mitigation Measure BIO-2 contains the provisions of the DBESP plan for the SBKR. The provisions of the DBESP require that the receiver site have suitable soils and vegetation to support new habitat, that traps be set to verify that it is not occupied, then a trapping and relocation program may commence by a qualified small mammal expert. The developer must then provide an endowment for the continued maintenance and monitoring of the site by the RCA in perpetuity.

Stephens Kangaroo Rat

Riverside County Ordinance No. 663 requires the payment of fees to acquire habitat for the Stephens Kangaroo Rat as set forth in **Mitigation Measure BIO-3**.

With implementation of **Mitigation Measures BIO-1 through BIO-3**, the impacts can be mitigated to a level of insignificance.

XI. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a),b) Source: San Jacinto General Plan Environmental Impact Report Findings of Fact: The Surface Mining and Reclamation Act of 1975 (SMARA) established four Mineral Resource Zone (MRZ) categories with MRZ 1 being least and MRZ 4 being greatest in mineral resource value. The California Geologic Survey classifies all lands within the City of San Jacinto as MRZ 1. Therefore significant mineral deposits are unlikely to exist in the City. No mitigation is required.				
XII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: KPC Promenade Noise Impact Study, MD Acoustics, August 17, 2016

Regulatory Setting:

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

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

Findings of Fact:

The City of San Jacinto outlines their noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the Municipal Code. Applicable policies and standards governing environmental noise in the City are set forth in the General Noise Element. Table N-1 from the Noise Element outlines the acceptable exterior/interior noise standards as 65 dBA CNEL / 45 dBA CNEL, respectively, for residential developments and general commercial, restaurants and retail. Therefore, the project must demonstrate compliance to the City's exterior/interior noise standards

Section 8.40.040(A-E) from the noise ordinance outlines the City's exterior noise limits as it relates to stationary noise sources. (A) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone: Table 10 outlines the

allowable exterior noise level.

Table 10 Allowable Exterior Noise Level1

Noise Zone	Type of Land Use	Allowed Equivalent Noise Level, Leq ²	
		7:00 am to 10:00 pm	10:00 pm to 7:00 am
I	Single-Family Residential	65 dBA	45 dBA
II	Multifamily Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Notes:
 1. If the ambient noise exceeds the resulting standard, the ambient noise level shall be the standard.
 2. Measurements for compliance are made on the affected property pursuant to Section 8.40.160.

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

a), c) Table 11 compares the without and with project scenario and shows the change in traffic noise levels as a result of the proposed project. It takes a change of 3 dB or more to hear an audible difference. As demonstrated in Table 4, the project is anticipated to change the noise 1 to 3 dBA CNEL. Although there is an increase along these two roadways, the noise levels would still be below the 65 dBA CNEL residential standard at any on-site and off-site sensitive receptors. As shown in Table 4, the Existing Plus Project 65 dBA CNEL contour would start at 136 feet from the center of Ramona Expressway and 58 feet from the center of Main Street. All existing or proposed residential land uses are located in the 65 dBA CNEL contour or lower. Although there is an increase in traffic noise levels the impact is considered less than significant as the noise levels at or near any existing or proposed sensitive receptor would be 65 dBA CNEL or less. In addition, a car wash facility is proposed along the northern project boundary behind a proposed convenience store. A noise study was prepared to assess ambient noise at the project site. A post-construction acoustical analysis will need to be prepared applying the type of car wash, the equipment to be used, and fencing design to assure that the noise levels from the car wash onto the adjoining property will be consistent with the Section 8.40.090 of the Municipal Codes. With **Mitigation Measures N-2 and N-3** noise impacts will reduce these impacts to a level of insignificance.

Table 11 Noise Levels Along Roadways (dBA CNEL)

Existing Without Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Ramona Expressway	north of Main Street	71.5	63	136	292	629
Main Street	west of Ramona Expressway	63.0	17	37	80	172

Existing With Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Ramona Expressway	north of Main Street	72.5	74	158	341	735
Main Street	west of Ramona Expressway	66.0	27	58	126	271

Change in Existing Noise Levels as a Result of Project

Roadway ¹	Segment	CNEL at 50 Feet dBA ²			
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
Ramona Expressway	north of Main Street	71.5	72.5	1.0	No
Main Street	west of Ramona Expressway	63.0	66.0	3.0	No

Notes:
¹ Exterior noise levels calculated at 5 feet above ground level.
² Noise levels calculated from centerline of subject roadway.

b) Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bull dozer. A large bull dozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet, which is perceptible but below any risk to architectural damage. The distance of the construction equipment will be 150 feet or more from any existing structure. At a distance of 150 feet a large bull dozer would yield a worst-case 0.012 PPV (in/sec) which is below any perceptible level. The impact is less than significant and no mitigation is required.

d) Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code (Section 8.40.090). Construction is anticipated to occur during the permissible hours according the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction measures are provided to further reduce construction noise (Section 8.3). **Mitigation Measure N-1** will reduce the impact to a level of insignificance.

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

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

Mitigation Measures:

N-1:

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

1. Construction should occur during the permissible hours as defined in Section 8.40.090.
2. During construction, the contractor shall ensure all construction equipment is equipped with

appropriate noise attenuating devices.

3. The contractor should locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

4. Idling equipment shall be turned off when not in use.

5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

N-2:

Prior to obtaining building permits, the applicant shall provide an interior acoustic isolation analysis verifying separating assemblies (e.g. demising wall and floor/ceiling assemblies) for the senior housing and hotel meet Title 24 STC/IIC sound attenuation requirement as outlined within Chapter 12, Section 1207 of the 2013 California Building Code.

N-3:

An exterior post-construction acoustical study shall be prepared for review and approval by staff to assure that noise from the proposed car wash into adjoining property will comply with the Section 8.40.090 of the Municipal Code. Appropriate noise attenuation measures shall be recommended and incorporated into the project design to maintain a noise level of 65 dba or less extending off site.

XIII.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: San Jacinto General Plan and field review

Findings of Fact:

a) The proposed project will introduce a multiple family density of 16 units per acre that adjoins land containing recorded lots for single family density at 4 units per acre. The design of the senior residential housing severs circulation patterns that were partially constructed for the adjoining single family development. The severed streets do not comply with City standards. **Mitigation Measure PH-1** will reduce the impact to a level of insignificance.

b),c) The project site is undeveloped vacant property. Therefore no housing or population will be displaced by the proposed development. No mitigation is required.

Mitigation Measure:

PH 1: Prior to the issuance of any permits, an improvement plan shall be submitted for City review and approval that addresses the termination and landscaping design of Cornflower Avenue and Poppy Street in compliance with City standards.

XIV. PUBLIC SERVICES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: San Jacinto Fire Department and Public Works comments. San Jacinto General Plan

a) The Riverside County Fire Department provides fire protection and emergency medical services under contract to the City. The nearest fire station is Station No. 25 located at First and San Jacinto Avenue. Winter staffing consists of three fire fighters and on engine. The force is doubled during the summer months. The project site is not located within a designated High Fire Area, according to the San Jacinto General Plan. The project will be designed, constructed, and operated under applicable fire prevention standards, and under the California Building Code. The proposed project features a hotel having a height of up to 90 feet. The fire rating and availability of adequate equipment to suppress fires shall be determined during the plan check stage for the hotel. Development Impact fees will be required as a condition of approval. These fees may be adjusted to accommodate additional equipment and/or personnel needs necessary to serve this development.

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

The San Jacinto Unified School District provides educational services in the City of San Jacinto for grades K-12. The proposed commercial uses and the age-restricted senior housing will not generate students. Secondary impacts would occur resulting in the need for educational services to serve the children of future project employees. The project will be required to pay school impact fees as stipulated under State law. The impact is less than significant.

The City of San Jacinto and Valley-Wide Recreation and Park District operate public park facilities in the City. The City General Plan establishes a standard of five (5) acres of park or recreational facilities for every 1000 people. The senior housing apartments are expected to generate 160 people. Adequate open space and recreation area is provided at the facility to meet the General Plan standards. The project will also be conditioned to pay development impact fees to offset impacts upon public parks facilities in the area. The impact is less than significant.

Other: Water supply: The nearest City water source is an 18" main line from the Lake Park Well that serves tracts to the west. These tracts operate at 40 to 45 psi directly from the well set pressure of 39 psi or lower. The Lake Park Well cannot be adjusted any higher due to the 80 psi running at the lower elevations of the City water system. To supply any locations on Ramona Expressway/Main Street would require either booster stations on the sites or creating an upper pressure zone, which would involve some considerable engineering and cost. Therefore, developments on Ramona Expressway/Main Street would need to be supplied by EMWD. The Tribal clinic, located one-half mile south of the site is also supplied by EMWD at this time. The impact upon City water supply can be mitigated to a level of insignificance under **Mitigation Measure PS-1**.

Mitigation Measure:

PS-1 Prior to the issuance of any permits, the availability to serve the proposed development, including domestic and fire flow supply, must be confirmed through a water supply service agreement with the Eastern Municipal Water District.

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

Source: Police, Fire and staff review

Findings of Fact:

a), b) The scope and size of the project would not require any facility expansion. The project will be conditioned to pay development impact fees to offset impacts upon public park facilities. Commercial development will not generate impacts upon recreational facilities. Recreation and open space spaces are designed as part of the senior housing development. However, no detailed plans have been submitted to define the extent and feasibility of recreational features and compliance with the Municipal Code needs to be verified. This is addressed under **Mitigation Measure R-1**

Likewise, no floor plans were provided for the proposed hotel. Since hotel amenities impact parking count, the nature and extent of amenities are minimized under the project's conditions of approval. Under **Mitigation Measure R-2**, floor plan must be submitted for review and approval to assure that amenities within the hotel to no exceed the amount of parking. The is reduce the impact to a level of insignificance.

Mitigation Measures:

R-1 Prior to the issuance of any permits, detailed landscape and improvements plans shall be submitted for staff review and approval encompassing the exterior recreation and open space serving the senior residential area. These plans shall address fencing locations and materials as well as amenities serving the senior housing and commercial center in accordance with the conditions of approval.

R-2 Prior to the issuance of any permits, floor plans and any interior common amenities within the hotel shall be submitted for staff review and approval to demonstrate compliance with Section 17.430.310 of the Development Code.

XVI.	TRANSPORTATION / TRAFFIC. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	designated roads or highways?				
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: KPC Promenade Traffic Impact Analysis, TJW Engineering, Inc., September 6, 2016, KPC Promenade Shared Parking Analysis, TJW Engineering, January 18, 2019

Findings of Fact:

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

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

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

Table 12 shows the ITE 9th Edition trip generation rates used to calculate forecast trip generation of the proposed project, except where noted. The project will generate approximately 8549 daily trips. Of these 607 will be during the AM peak hour and 572 will be during the PM peak hour at the project driveways. After accounting for internal trips among the mix of uses within the development, the net AP peak hour will generate 334 trips and the PM peak hour will generate 321 trips. The overall daily trips will be 5279 on the surrounding roadway.

Table 12 Trip Generation Rates for Proposed Project Land Uses

Land Use (ITE Code)	Unit	AM Peak Hour			PM Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
Senior Adult Housing-Attached (252)	DU	0.07	0.13	0.20	0.14	0.11	0.25	3.44
Hotel (310)	Rooms	0.31	0.22	0.53	0.31	0.29	0.60	8.17
Medical Office (720)	TSF	1.89	0.50	2.39	1.00	2.57	3.57	36.13
Shopping Center (820)	TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70
Shopping Center Pass-by		0%			34%			34% ¹
Quality Restaurant (931)	TSF	0.41	0.40	0.81	5.91	3.94	9.85	127.15
Quality Restaurant Pass-By		0%			44%			10% ²
Fast Food With Drive-Thru (934)	TSF	23.16	22.26	45.42	16.98	15.67	32.65	496.12
Fast Food With Drive-Thru Pass-By		50%			50%			50% ²
Gasoline Station With Convenience Market (945)	VFP	5.08	5.08	10.16	6.76	6.75	13.51	162.78
Gasoline Station with Convenience Market Pass-By		62%			56%			50% ²

Note: TSF = thousand square feet, DU = dwelling unit, VFP = vehicle fueling position
 Source: ITE Trip Generation, 9th Edition (2012). ITE Trip Generation Handbook, 3rd Edition (2014) except for
 1 = San Diego Land Development Code Trip Generation Manual (May 2003), which recommends a 50% daily pass-by, adjusted down to ITE's recommended PM pass-by rate
 2 = LADOT Traffic Study Policies and Procedures (August 2014)

A number of vehicles will already be accounted for on the roadway system that are characterized as pass-by traffic. Table 13 shows the peak hour trip generation after the pass-by traffic has been accounted for.

Table 13 Net New Trip Generation of Proposed Project

Land Use	Quantity	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Attached Senior Housing	114 DU	8	15	23	15	13	28	392
	Internal Trip Capture (See App A)	0	-3	-3	-5	-5	-10	-20
	<i>Senior Housing Total</i>	8	12	20	10	8	18	372
Hotel	120 Rooms	38	26	64	37	35	72	980
	Internal Trip Capture (See App A)	-2	-2	-4	-10	-8	-18	-49
	<i>Hotel Total</i>	36	24	60	27	27	54	931
Medical Office	9.6 TSF	12	4	16	7	17	24	298
	Internal Trip Capture (See App A)	-2	-3	-5	-3	-2	-5	-15
	<i>Medical Office Total</i>	10	1	11	4	15	19	283
Retail	6.3 TSF	4	2	6	11	12	23	269
	Internal Trip Capture (See App A)	-1	0	-1	-8	-7	-15	-13
	Retail Subtotal	3	2	5	3	5	8	256
	Pass-by (34% PM & Daily)	0	0	0	-1	-2	-3	-87
	<i>Retail Total</i>	3	2	5	2	3	5	169
Quality Restaurant	5.0 TSF	2	2	4	25	12	37	450
	Internal Trip Capture (See App A)	0	0	0	-3	-2	-5	-23
	Quality Restaurant Subtotal	2	2	4	22	10	32	427
	Pass-by (44% PM, 10% Daily)	0	0	0	-10	-4	-14	-43
	<i>Quality Restaurant Total</i>	2	2	4	12	6	18	384
Fast Food With Drive-Thru	7.8 TSF	181	173	354	132	123	255	3870
	Internal Trip Capture (See App A)	-7	-3	-10	-13	-17	-30	-194
	Fast Food Restaurant Subtotal	174	170	344	119	106	225	3676
	Pass-by (50% AM, PM & Daily)	-87	-85	-172	-59	-53	-113	-1838
	<i>Fast Food Restaurant Total</i>	87	85	172	60	53	112	1838
Gas Station/Convenience Market	16 VFP	81	82	163	108	108	216	2604
	Pass-by (62% AM, 56% PM, 50% Daily)	-50	-51	-101	-61	-60	-121	-1302
	<i>Gas Station/Convenience Market Total</i>	31	31	62	47	48	95	1302
Net New Trips on Roadway Network		177	157	334	162	160	321	5,279

Note: TSF = Thousand Square Feet, DU = Dwelling Unit

Land Use	Quantity	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Attached Senior Housing	114 DU	8	15	23	15	13	28	392
	Internal Trip Capture (See App A)	0	-3	-3	-5	-5	-10	-20
	<i>Senior Housing Total</i>	8	12	20	10	8	18	372
Hotel	120 Rooms	38	26	64	37	35	72	980
	Internal Trip Capture (See App A)	-2	-2	-4	-10	-8	-18	-49
	<i>Hotel Total</i>	36	24	60	27	27	54	931
Medical Office	9.6 TSF	12	4	16	7	17	24	298
	Internal Trip Capture (See App A)	-2	-3	-5	-3	-2	-5	-15
	<i>Medical Office Total</i>	10	1	11	4	15	19	283
Retail	6.3 TSF	4	2	6	11	12	23	269
	Internal Trip Capture (See App A)	-1	0	-1	-8	-7	-15	-13
	Retail Subtotal	3	2	5	3	5	8	256
	Pass-by (34% PM & Daily)	0	0	0	-1	-2	-3	-87
	<i>Retail Total</i>	3	2	5	2	3	5	169
Quality Restaurant	5.0 TSF	2	2	4	25	12	37	450
	Internal Trip Capture (See App A)	0	0	0	-3	-2	-5	-23
	Quality Restaurant Subtotal	2	2	4	22	10	32	427
	Pass-by (44% PM, 10% Daily)	0	0	0	-10	-4	-14	-43
	<i>Quality Restaurant Total</i>	2	2	4	12	6	18	384
Fast Food With Drive-Thru	7.8 TSF	181	173	354	132	123	255	3870
	Internal Trip Capture (See App A)	-7	-3	-10	-13	-17	-30	-194
	Fast Food Restaurant Subtotal	174	170	344	119	106	225	3676
	Pass-by (50% AM, PM & Daily)	-87	-85	-172	-59	-53	-113	-1838
	<i>Fast Food Restaurant Total</i>	87	85	172	60	53	112	1838
Gas Station/Convenience Market	16 VFP	81	82	163	108	108	216	2604
	Pass-by (62% AM, 56% PM, 50% Daily)	-50	-51	-101	-61	-60	-121	-1302
	<i>Gas Station/Convenience Market Total</i>	31	31	62	47	48	95	1302
Net New Trips on Roadway Network		177	157	334	162	160	321	5,279

Note: TSF = Thousand Square Feet, DU = Dwelling Unit

Existing plus ambient plus project (EAP) conditions analysis is intended to identify the project-related impacts on both the existing and planned near-term circulation system by comparing EAP conditions to existing conditions. EAP volumes include background traffic plus the addition of the traffic projected to be generated by the proposed project. Since the proposed project is expected to be built and generating trips in 2019, EAP volumes include an ambient growth rate of 2% per year for three years, applied to existing volumes. EAP conditions AM and PM peak hour intersection analysis is shown in Table 14.

As shown in Table 14, the study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for EAP conditions with the exception of the Sanderson Avenue/Ramona Expressway intersection (LOS F AM peak hour), San Jacinto Avenue/Ramona Expressway intersection (LOS F AM peak hour), and the San Jacinto Avenue/Main St-Ramona Blvd intersection (LOS F AM and PM peak hours). The study roadway segments are projected to operate at an acceptable LOS (LOS D or better) for EAPC conditions. The addition of project generated trips is projected to not have a significant direct impact at any of the study intersections since the three deficiently operating intersections operate at a deficient LOS pre-project.

Table 14 Intersection Analysis – Existing Plus Ambient Plus Project Conditions

Intersection	Control Type	Peak Hour	Existing Conditions	EAP Conditions		
				Delay – LOS	Change in Delay	Impact?
City of San Jacinto			Delay – LOS	Delay – LOS	Change in Delay	Impact?
Sanderson Ave/ Ramona Expwy	Signal	AM PM	70.4 – E 35.1 – D	86.8 – F 43.4 – D	16.4 8.3	Yes, Cumulative
State St/ Ramona Expwy	Signal	AM PM	28.3 – C 30.1 – C	30.2 – C 32.3 – C	1.9 2.2	No
San Jacinto Ave/ Ramona Expwy	Signal	AM PM	55.3 – E 14.0 – B	55.9 – E 14.5 – B	0.6 0.5	Yes, Cumulative
San Jacinto Ave/ Main St-Ramona Blvd	Signal	AM PM	61.2 – E 51.0 – D	71.6 – E 55.0 – D	10.4 4.0	Yes, Cumulative
San Jacinto Ave/ 7 th St	Signal	AM PM	21.1 – C 25.4 – C	23.5 – C 30.3 – C	2.4 4.9	No
San Jacinto Ave/ Esplanade Ave	Signal	AM PM	25.9 – C 30.4 – C	28.1 – C 32.7 – C	2.2 2.3	No
San Jacinto Ave/ Menlo Ave	Signal	AM PM	12.1 – B 15.5 – B	12.7 – B 16.8 – B	0.6 1.3	No
Hewitt St/ Main St	AWSC	AM PM	11.3 – B 9.3 – A	14.5 – B 10.9 – B	3.2 1.6	No
Ramona Expwy/ Main St	Signal	AM PM	21.3 – C 22.0 – C	23.1 – C 28.0 – C	1.8 6.0	No
Ramona Expwy/ Esplanade Ave	Signal	AM PM	14.4 – B 20.1 – C	15.4 – B 23.2 – C	1.1 3.1	No
Ramona Expwy/ Hemet St	Signal	AM PM	24.4 – C 15.7 – B	27.9 – C 18.3 – B	3.5 2.6	No
Ramona Expwy/ Signalized Driveway	Signal	AM PM	N/A	5.3 – A 4.9 – A	5.3 4.9	No
Ramona Expwy/ RIRO Driveway	OWSC	AM PM	N/A	10.2 – B 11.7 – B	10.2 11.7	No
Main Street/Driveway	OWSC	AM PM	N/A	9.8 – A 9.8 – A	9.8 9.8	No
City of Hemet			V/C – LOS	V/C – LOS	Change in V/C	Impact?
San Jacinto Ave/ Menlo Ave	Signal	AM PM	0.408 – A 0.515 – A	0.432 – A 0.543 – A	0.024 0.028	No
Ramona Expwy/ Hemet St	Signal	AM PM	0.609 – B 0.508 – A	0.658 – B 0.549 – A	0.049 0.041	No

Note: AWSC = All-Way Stop-Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle, V/C = Volume-to-Capacity ratio, RIRO = right-in/right-out only

1 = Per the 2010 Highway Capacity Manual, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

Transportation improvements throughout the County of Riverside are funded through a combination of direct project mitigation, fair share contributions or development impact fee programs such as the City’s adoption of the Transportation Uniform Mitigation Fee (TUMF) program and the City of San Jacinto Development Impact Fee (DIF) program. The proposed project will be required to pay the TUMF and the City’s DIF fees.

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study completed in early 2002 and updated in 2005, 2009 and 2015 to address major changes in right of way acquisition and improvement cost factors. The TUMF program identifies network backbone and local roadways that are needed to accommodate growth

through 2035. The regional program was put into place to ensure that developments pay their fair share and that funding is in place for the construction of facilities needed to maintain an acceptable level of service for the transportation system. The TUMF is a regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County. TUMF fees are imposed on new residential, industrial and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit phase.

Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. The project's contribution to these transportation impact fee programs fee, or as a fair share contribution towards a cumulatively impacted facility not found to be covered by a preexisting fee program, are only effective if a mechanism is in place to ensure that the improvements will be completed before the project is completed. **Mitigation Measures T-1 through T-4** are recommended in order to mitigate cumulative traffic impacts identified in the project traffic study. These mitigation measures will reduce the impacts to a level that is less than significant.

There is a Class I (off-street) bike trail on the west side of Ramona Expressway between Main Street and San Jacinto Avenue and a Class II (on-street) on-street bicycle lane in both directions on Ramona Expressway between San Jacinto Avenue and Sanderson Avenue. According to the San Jacinto General Plan Circulation Element, Class II (on-street) bicycle lanes are planned on State Street and Esplanade Avenue, and a Class I (off-street) bicycle path is planned for the entire length of Ramona Expressway within the City. Sidewalks and curb ramps at intersections are generally present where development has occurred within the study area, and absent where development has yet to occur. Sidewalks are currently not present along the proposed project's frontage.

The City of San Jacinto is served by the Riverside Transit Agency which provides bus service to the desert cities. There is one transit route, directly serving the project site, Riverside County Transit Route 42, with a stop at the Miracle Drive/Main Street intersection less than 1/10 of a mile west of the proposed project site. The impacts are less than significant and no mitigation is required.

In compliance with Calgreen development standards, bicycle racks and electric power vehicle charging stations are incorporated into the design of the project. Pursuant to Chapter 17.620 Planned Development Permits and Chapter 17.330.060 Shared Parking, the applicant has submitted a peak demand analysis prepared by a licensed traffic engineer to justify a reduction in parking from 570 spaces to 422 spaces. The difference in parking count is largely attributable to 75% of the spaces required for hotel guests being allotted for common area uses in the hotel (gymnasium, restaurants, conferencing, etc., which are either not proposed or vary limited within the proposed hotel. Therefore, the potential impacts arising from parking adequacy are less than significant.

b) The proposed SR-79 realignment project, currently in the environmental review phase, will realign SR-79 between Domenigoni Parkway and Gilman Springs Road as a freeway facility, which will reduce traffic volumes at the Sanderson Avenue/Ramona Expressway intersection and produce an acceptable level of service. **Mitigation Measure T-1** requires that improvement to be in place prior to the occupancy of the hotel.

The intersection at San Jacinto Avenue/Ramona Expressway requires improvement of the westbound Ramona Expressway approach from one left-turn lane and two through lanes to two left-turn lanes and two through lanes. Improvement of the northbound San Jacinto Avenue approach from one left-turn lane and one right-turn lane to two left-turn lanes and one right-turn lane with overlap signal phasing. Improvement of the eastbound right-turn approach to include right-turn overlap signal phasing. Implementation of **Mitigation Measure T-2** prior to the issuance of any building permits will reduce the impact to a level of insignificance.

The intersection of San Jacinto Avenue/Main Street-Ramona Boulevard requires improvement to the eastbound Main Street approach from one shared left-through-right-turn lane to one left-turn lane and one through/right-turn lane. Improvement of the westbound Main Street approach from one shared left-through-right turn lane to one left-turn lane and one through/right-turn lane. Improvement of the northbound San Jacinto Avenue approach from one left-turn lane and one through/right-turn lane to one left-turn lane, one left turn/through lane and one through/right-turn lane. Improvement of the southbound San Jacinto Avenue approach from one left-turn/through lane and one right-turn lane to one left-turn/through lane, one through lane and one right-turn lane. Improvement of southbound San Jacinto Avenue south of the intersection to allow for two receiving lanes for the recommended westbound dual left-turn lane. Implementation of **Mitigation Measure T-3** prior to the issuance of any building permits will reduce the impact to a level of insignificance.

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

d) The local transportation system is in place. Therefore, the project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, there is no impact.

e) The proposed project will add access points and traffic onto the existing transportation system that has the potential to impair the movement of emergency vehicles in transit from or to calls. The Fire Department has conditioned the project for access to within 150 feet of all buildings, driveway loops, fire apparatus access lanes, and entrance curb radius to accommodate emergency vehicles. Compliance with the City's design standards for access will reduce the impact to a level of insignificance.

The following mitigation measures shall be implemented to mitigate the cumulative impacts at study intersections, and to reduce peak hour delay at these intersections to achieve a LOS D or better. The City Engineer shall have the authority to alter the timing of implementation upon approval of a phasing plan by City staff.

T-1 Sanderson Avenue/Ramona Expressway: The proposed SR-79 realignment project, currently in the environmental review phase, will realign SR-79 between Domenigoni Parkway and Gilman Springs Road as a freeway facility, which will reduce traffic volumes at the Sanderson Avenue/Ramona Expressway intersection and supersede the need for any further widening of the intersection. This project is funded in part with TUMF fees. Therefore, compliance with Mitigation Measure T-4 will reduce this impact to a level of insignificance.

T-2 San Jacinto Avenue/Ramona Expressway: Improve the westbound Ramona Expressway approach from one left-turn lane and two through lanes to two left-turn lanes and two through lanes. Improve the northbound San Jacinto Avenue approach from one left-turn lane and one right-turn lane to two left-turn lanes and one right-turn lane with overlap signal phasing. Improve the eastbound right-turn approach to include right-turn overlap signal phasing. These improvements shall be constructed by the developer prior to the issuance of any building permits

T-3 San Jacinto Avenue/Main Street-Ramona Boulevard: Improve the eastbound Main Street approach from one shared left-through-right-turn lane to one left-turn lane and one through/right-turn lane. Improve the westbound Main Street approach from one shared left-through-right turn lane to

one left-turn lane and one through/right-turn lane. Improve the northbound San Jacinto Avenue approach from one left-turn lane and one through/right-turn lane to one left-turn lane, one left turn/through lane and one through/right-turn lane. Improve the southbound San Jacinto Avenue approach from one left-turn/through lane and one right-turn lane to one left-turn/through lane, one through lane and one right-turn lane. Improve southbound San Jacinto Avenue south of the intersection to allow for two receiving lanes for the recommended westbound dual left-turn lane. These improvements shall be constructed by the developer prior to the issuance of any building permits

T-4 The applicant shall participate in the funding or construction of regional improvements, including the SR 79 freeway upgrade, that are needed to serve cumulative traffic conditions through the payment of the Transportation Uniform Mitigation Fees (TUMF) and City of San Jacinto Development Impact Fees (DIF) or a fair share contribution as directed by the City. These fees are collected prior to the issuance of occupancy permits as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Comply with federal, state, and local statutes and regulations related to solid	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

waste?				
Sources: Eastern Municipal Water District website: https://www.emwd.org/services/wastewater-service . State of California Cal Recycle website: http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/o				
<p>a-e) The project site lies within the service area of Eastern Municipal Water District for wastewater collection and treatment. Wastewater treatment capacity is projected to be 10.1 million gallons per day by 2020. This would be expanded to 18 mgd by 2023. This capacity is expected to handle the projected increase from the proposed project and meet all applicable Regional Water Quality Control Board standards. The project will be required to pay wastewater connection and under the project's conditions of approval as implementing development occurs expansion fees. No mitigation is required.</p> <p>b) The project site lies within the water service area of the City of San Jacinto. The City does not have sufficient water pressure to serve the proposed project without the construction of a booster station on the property. This would then impact pressure zones throughout the city. As an alternative, an interagency agreement with the Eastern Municipal Water District (EMWD) to provide water supply to the project will be required upon completion of a water service plan. The water service plan provides the infrastructure details of the delivery system and is required prior to any permits being issued. This will serve to reduce the impact of water supply to a level of insignificance under Mitigation Measure PS-1.</p> <p>c), d) The project site is separated from the San Jacinto River by the Ramona Expressway, which effectively functions as a levee protecting the site from river flows. With the absence of tributary flows entering the site, surface flows are managed on site by draining to a water quality basin along the westerly boundary of the site. Storm flows from the water quality basin will be outlet into a swale that ties into an existing storm drain system within Tract 32053 to the south. The project will be conditioned to provide complete hydrology reports and calculations as part of the permit process or the project. The impact is less than significant and no mitigation is required.</p> <p>f) Solid waste generated from the proposed project would be hauled to the Lambs Canyon Landfill, operated by the Riverside County Waste Management Agency, by a waste disposal firm contracted by the City. The landfill has a design capacity of 38,935,653 cubic yards with a site life through the year 2029. An expansion project is currently being planned. The project will also be required to comply with the provisions of AB 939 to divert refuse from the waste stream in order to meet designated goals for diverted waste. The impact is less than significant and no mitigation is required.</p>				
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b)	Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The project site has been surveyed and found not to possess and evidence of cultural resources. The site is located within the Multi-species Habitat Conservation Plan (MSHCP) Criteria Cell 3098, within Subunit 3, Upper San Jacinto River/Bautista Creek for the San Jacinto Valley Area Plan. Conservation within this cell Group will be approximately 5% of the Cell Group focusing in the southwestern portion of the Cell Group. The area of preservation is identified to be south of the project site.

The project site showed evidence of habitat for three species of concern. These are the burrowing owl, San Bernardino Kangaroo Rat (SBKR), and the Los Angeles Pocket Mouse (LAPM). The site also lies within the historic habitat range of the Stephens Kangaroo Rat. Protocol trapping surveys were performed on the site and resulted in trapping three SBKR and four LAPM. A Determination of Biological Equivalent or Superior Preservation Plan, (DBESP), was prepared by the City of San Jacinto and evaluated under a Joint Project Review by the Regional Conservation Authority. **Mitigation Measures B-1 through B-3** were identified in the DBESP that led to a determination of project consistency with MSHCP Criteria and Plan requirements. Impacts upon wildlife resources are less that significant with mitigation incorporated.

b) The proposed project features short term goals that could be detrimental to long-term environmental goals. The proposed hotel building height is allowed under a Planned Development Permit for which photo simulations (Appendix 3) have been provided to assess the impact on scenic vistas. The height includes an illuminated dome. **Mitigations Measure AE-1** requires a photometric plan to verify compliance with Section 17.300.080 of the Municipal Code. The proposed parking reduction is allowed under a Planned Development Permit for which a Shared Parking Analysis has been prepared by a licensed Engineer. The analysis supports the reduced parking based on overlapping uses within the proposed development and the level of amenities proposed within the hotel.

c) Implementation of the proposed project will not result in any individually significant environmental impacts, provided that all of the recommended mitigation measures are accepted and implemented. Cumulative impacts can be evaluated by comparing the proposed development to the broader context outlined under The San Jacinto General Plan Environmental Impact Report (SJGP EIR). The SJGP EIR identified cumulative impacts associated with Agriculture, Air Quality, Noise, Population and Housing, and Traffic that were significant and unavoidable. In adopting the SJGP EIR, The City Council adopted a Statement of Overriding Considerations that determined that the benefits accrued

through the build-out of the SJGP overrode the resulting impacts. The relationship of certain potentially significant impacts from the proposed project to the SJGP EIR are considered below.

Aesthetics and Land Use – The proposed project features a building height that is higher than allowed under the development code. However, under a Planned Development Permit, modifications to the standard are allowed. Emerging development trends and review of photo simulations support a finding that the potential impact is less than significant.

Agriculture – The project is classified as Important Farmland by the State Department of Conservation. A Statement of Overriding Considerations was adopted with the certification of the Final Environmental Impact Report for the San Jacinto General Plan in order to facilitate the conversion of agriculture to urban land use. The project site was designated for Low Density Residential on the General Plan. There are no Williamson Act contract in place on the property.

Air Quality – Impacts resulting from the proposed project are not cumulatively significant because none of the project-level significance thresholds will be exceeded.

Noise – Impacts resulting from the proposed project are not cumulatively significant because retail commercial land uses, that can tolerate high noise levels, are aligned along adjoining streets; and noise sensitive residential areas are oriented away from retail commercial and adjoining streets.

Traffic – Impacts relating to project traffic are cumulatively significant because the study intersections at the project site are projected to continue to operate at an unacceptable Level of Service (LOS) during the AM and PM peak hours. However, **Mitigation Measures T-1 through T-4** are requirements to improve the intersections of Sanderson Avenue/Ramona Expressway, San Jacinto Avenue/Ramona Expressway, and San Jacinto Avenue/Main Street-Ramona Boulevard intersections prior to the issuance of building permits.

Impacts relating to a reduced parking count can be found less than significant based on a study provided by a licensed traffic engineer, the mix of uses proposed on site, and the amenity package proposed for the hotel.

Utilities – Impacts relating to water supply are not cumulatively significant because **Mitigation Measure PS-1** require that proof of water availability be provided through a water supply service agreement with EMWD before any permits can be issued.

On the basis of the above findings, the proposed project will have less than a significant impact relating to cumulative impacts.

d) By adhering to the provisions of the San Jacinto General Plan and the San Jacinto Development Code, the project will not cause substantial adverse effects on human beings, either directly or indirectly. The findings of this initial study have determined that each potential impact will have a less than significant impact, or impacts can be reduces to a level of insignificance under the recommended mitigation measures.

EARLIER ANALYSIS

Final Environmental Impact Report for the City of San Jacinto General Plan Update, SCH No. 2001111165

General Plan Update EIR April 2006

REFERENCES

City of San Jacinto Final General Plan, May 2006

City of San Jacinto Development Code

KPC Promenade Preliminary Site Plan, GK Pierce Architects January 2019

KPC Promenade Architectural Plans, GK Pierce Architects May 2016

KPC Promenade Tentative Parcel Map, Blaine Womer Civil Engineering May 2016

KPC Promenade Grading and Drainage Plan, Blaine Womer Civil Engineering May 2016

KPC Promenade Conceptual Striping Plan, TJW Engineering

KPC Promenade Photo Simulations, Artistic Engineering, January 2019

Luiseno Village Site Plan, Tuttle Engineering, November 2017

Luiseno Village Architectural Plans, MPA Architects, November 2017

Soboba Hotel and Casino, <https://soboba.com/>

State Department of Transportation website

http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/

South Coast Air Quality Management District's 2012 Air Quality Management Plan

KPC Promenade Air Quality and Greenhouse Gas Impact Study, MD Acoustics, August 11, 2016

Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

General Biological Assessment Revised, LMG Residential Development, Hemet, CA, Natural Resources Assessment Inc., April 16, 2016.

Pre-Construction Biological Survey, KPC Promenade, San Jacinto, CA, Natural Resources Assessment, Inc. August 2017.

Results of a Burrowing Owl Focused Survey Conducted for the KPC Promenade, June 15, 2018, Glenn Lukos, Associates, Project, a 23-Acre Property Located in San Jacinto, Riverside County, California

San Bernardino Kangaroo Rat (*Dipodomys merriami parvus*) and Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*) Presence/Absence Trapping Studies, KPC Promenade Development, Natural Resources Assessment, Inc. 2017.

Determination of Biologically Equivalent or Superior Preservation Plan (DBESP), City of San Jacinto, January 10, 2018, (Revised July 26, 2018).

Joint Project Review 17-06-13-01, Regional Conservation Authority, January 24, 2018.

Phase 1 Cultural Resource and Paleontological Assessment for the KPC Promenade Project, Scientific Resource Surveys, April 28, 2016

Geotechnical Investigation, Proposed Commercial Complex, KPC Promenade, NWC West Ramona Expressway and Main Street, San Jacinto, CA

Soils Survey for Riverside Area, California, USDA 1971

California Department of Toxic Substances, <http://www.envirostor.dtsc.ca.gov>

KPC Promenade Noise Impact Study, MD Acoustics, August 17, 2016

KPC Promenade Traffic Impact Analysis, TJW Engineering, Inc., September 6, 2016

KPC Promenade Shared Parking Analysis, TJW Engineering, Inc., January 18, 2019

Eastern Municipal Water District website: <https://www.emwd.org/services/wastewater-service>.

State of California Cal Recycle website:

<http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/o>

APPENDIX 1
TRIBAL CONSULTATION LOG

SB 18 KPC Consultation Log												
S. Number	First Name	Last Name	Title	Tribal Name	Street Address	City, ST, Zip	Phone	E-mail	1st Contact	1st Response	2nd Contact	2nd Response
Honorable	Jeff	Grubbe	Chairperson	Augla Kallertie Band of Cahuilla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92162	(760) 325-3400	ifrey@auglakallertie-mni.gov	Mailed 7/2/2016	No Response	Mailed 8/2/2016	
Honorable	Adriana	Vance	Chairperson	Augustine Band of Cahuilla Mission Indians	P.O. Box 846	Cocchella, CA 92236	(760) 398-4722					
Ms.	Judy	Stapp	Director of Cultural Affairs	Cabazon Band of Mission Indians	84-245 Indio Springs Parkway	Indio, CA 92208	(760) 342-2593	stapp@cabazonindians-mni.gov	Mailed 7/2/2016	No Response	Mailed 8/22/2016	
Honorable	Doug	Weimas	Chairperson	Cabazon Band of Mission Indians	84-245 Indio Springs Parkway	Indio, CA 92208	(760) 342-2593					
Honorable	Luther	Salgado	Chairperson	Cahuilla Band of Indians	52701 U.S. Highway 371	Anza, CA 92539	(951) 763-5549	chairman@cahuilla.net				
Honorable	Ralph	Geff	Chairperson	Campo Band of Mission Indians	36190 Church Road, Suite 1	Campo, CA 91906	(619) 478-9046	rcgeff@campo-mni.gov				
Honorable	Robert	Pinto	Chairperson	Ewilaapaayp Tribal Office	4034 Willows Road	Alpine, CA 91901	(619) 445-6315	twmisklin@learninprode.net				
Honorable	Erica	Pinto	Chairperson	Jamul Indian Village	P.O. Box 612	Jamul, CA 91936	(619) 689-4785					
Mr.	James	Trujillo	Tribal Administrator	La Jolla Band of Luiseno	22000 Highway 78	Pauma Valley, CA 92051	(760) 742-3771	james.trujillo@lajolla-mni.gov				
Honorable	Thomas	Rodriguez	Chairperson	La Jolla Band of Luiseno	22000 Highway 78	Pauma Valley, CA 92051	(760) 742-3771					

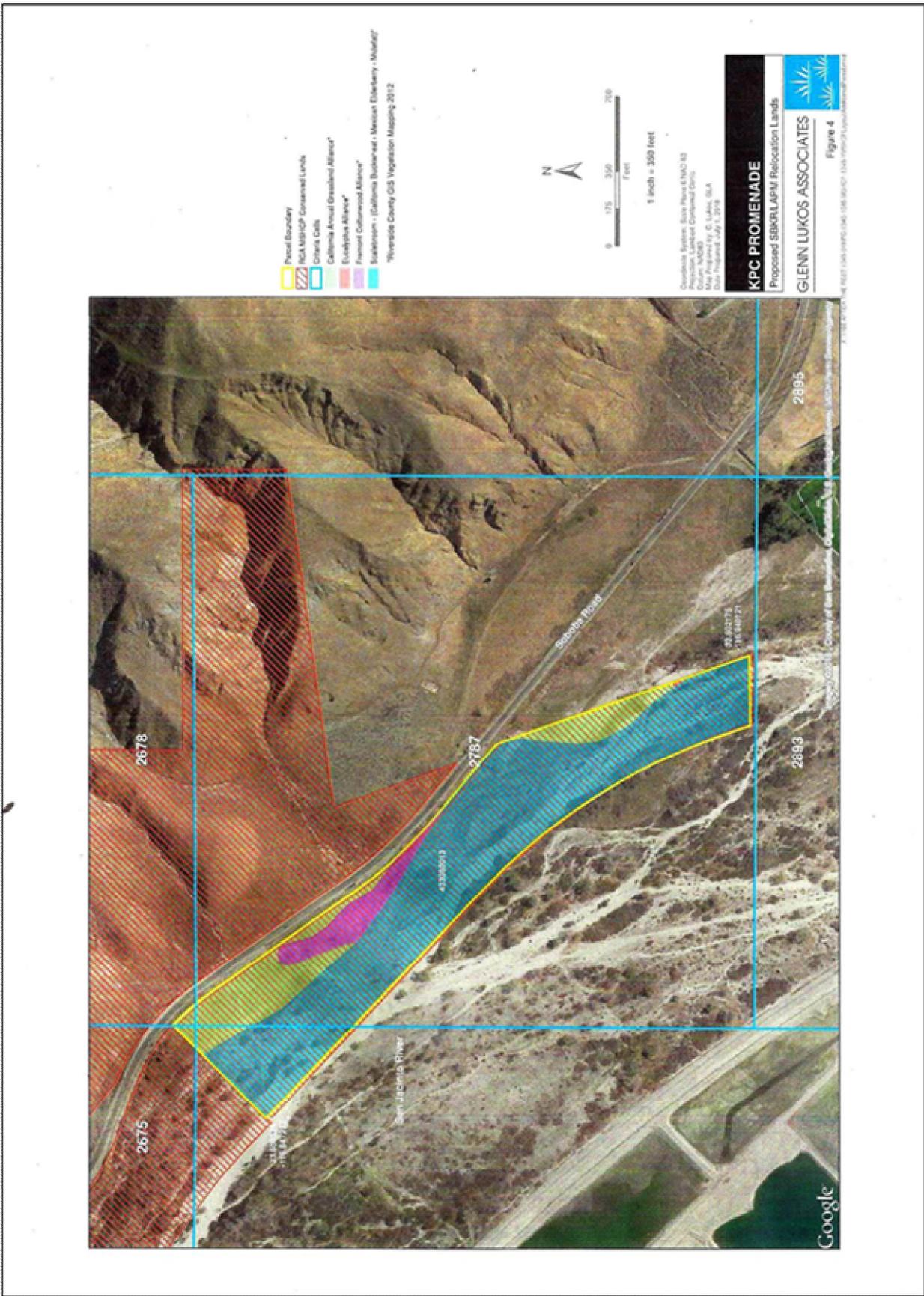
Salutation	First Name	Last Name	Title	Tribe Name	Street Address	City, ST, Zip	Phone	E-mail	1st Contact
Mr.	Javaughn	Miller	Tribal Administrator	La Poita Band of Mission Indians	8 Crestwood Road	Boulevard, CA 91905	(619) 478-2113		
Honorable	Gwendolyn	Parada	Chairperson	La Poita Band of Mission Indians	8 Crestwood Road	Boulevard, CA 91905	(619) 478-2113	L.P.13.boots@goi.com	
Honorable	Shane	Chapparosa	Tribal Administrator	Los Coyotes Band of Mission Indians	P.O. Box 389	Warner Springs, CA 92086-0189	(760) 782-0711	Chapparosa@msn.com	SB 18 Letters e-mailed 7/2/2016
Honorable	Angela Elliott	Santos	Chairperson	Manzanita Band of Kumeyaay Nation	P.O. Box 1302	Boulevard, CA 91905	(619) 766-4930		
Honorable	Virgil	Oyos	Chairperson	Mesa Grande Band of Mission Indians	P.O. Box 270	Santa Ysabel, CA 92070	(760) 762-3818	mesagrandeband@msn.com	
Honorable	Robert	Martin	Chairperson	Morongo Band of Mission Indians	12700 Pumerra Road	Banning, CA 92220	(951) 849-8807 (951) 755-5200	RHuete@morongo-nsn.gov	AB 52/SB 18 Letters e-mailed 7/2/2016
Mr.	Ray	Huete	Cultural Resources Manager	Morongo Band of Mission Indians	12700 Pumerra Road	Banning, CA 92220	(951) 849-8807		
Ms.	Shaasta	Gaughen, PhD, THPO		Pala Band of Mission Indians	PMB 50, 35008 Pala-Temecula Rd.	Pala, CA 92059	(760) 891-3515		SB 18 Letters e-mailed 7/2/2016
Honorable	Robert	Smith	Chairperson	Pala Band of Mission Indians	12700 Pumerra Road	Banning, CA 92220	(951) 849-8807	sgaughen@pala-nsn.com	
Honorable	Randall	Majel	Chairperson	Pauma Band of Luiseno Indians - Pauma & Yuima Reservation	P.O. Box 369	Pauma Valley, CA 92061	(760) 742-1289 ext. 303		SB 18 Letters e-mailed 7/2/2016
			Attn: EPA	Pauma Band of Luiseno Indians - Pauma & Yuima Reservation	P.O. Box 369	Pauma Valley, CA 92061	(760) 742-1289		
Ms.	Anna	Hoover	Cultural Analyst, Pechanga Cultural Resources Department	Pechanga Band of Mission Indians	P.O. Box 2183	Temecula, CA 92593	(951) 770-8104	ahoover@pechanga-nsn.gov	2/5B 18 Letters e-mailed 7/2/2016

Salutation	First Name	Last Name	Title	Tribal Name	Address	City, ST ZIP	Phone	E-mail	1st Contact
Honorable	Mark	Macarro	Chairperson	Pechanga Band of Mission Indians	P.O. Box 1477	Temecula, CA 92593	(951) 770-6100	stiplett@pechanga-nsn.gov	AB 5/18 Letters e-mailed 7/2/2016
Honorable	Joseph	Hamilton	Chairman	Ramona Band of Calhuilla Mission Indians	P.O. Box 391670	Anza, CA 92539	(951) 763-4105	johnnz@ramonatribe.com	SB 18 Letters e-mailed 7/2/2016
Mr.	John	Gomez	Environmental Coordinator	Ramona Band of Mission Indians	P.O. Box 391670	Anza, CA 92539	(951) 765-4105		
Mr.	Jim	McPherson	Tribal Historic Preservation Officer	Rincon Band of Mission Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 749-1051	whj@tribe@rincontribe.org	AB 52/SB 18 Letters e-mailed 7/2/2016
Honorable	Bo	Mazzetti	Chairperson	Rincon Band of Mission Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 749-1051	bo@mazzetti@aol.com	
Honorable		San Luis Rey	Tribal Council	San Luis Rey Band of Mission Indians	1889 Sunset Drive	Vista, CA 92081	(760) 724-8505		SB 18 Letters e-mailed 7/2/2016
			Cultural Department	San Luis Rey Band of Mission Indians	1889 Sunset Drive	Vista, CA 92081	(760) 724-8505	simolado@missionindians.org	
Honorable	Allen E.	Lawson	Chairperson	San Pasqual Band of Mission Indians	P.O. Box 365	Valley Center, CA 92082	(760) 749-3200	allen@sanpasqualtribe.org	
Mr.	Terry	Hughes	Tribal Administrator	Santa Rosa Band of Mission Indians	P.O. Box 609	Hemet, CA 92546		thughes@santarosacahuilla-nsn.gov	
Honorable	Steven	Estrada	Chairperson	Santa Rosa Band of Mission Indians	P.O. Box 391820	Anza, CA 92539	(951) 659-2700		
Mr.	Joseph	Ontiveros	Cultural Resource Manager	Soboba Band of Mission Indians	P.O. Box 487	San Jacinto, CA 92581	(951) 663-5279	jonriveros@soboba-nsn.gov	AB 52/SB 18 Letters e-mailed 7/2/2016
Ms.	Jessica	Valdez						jvaldez@soboba-nsn.gov	
Honorable	Rosemary	Monillo	Chairperson	Soboba Band of Mission Indians	c/o Carrie Garcia, P.O. Box 487	San Jacinto, CA 92581	(951) 654-2765	rmonillo@soboba-nsn.gov	

Salutation	First Name	Last Name	Title	Tribe Name	Street Address	City, ST Zip	Phone	E-mail	1st Contact
Honorable	Cody J.	Martinez	Chairperson	Sycuan Band of the Kumeyaay Nation	1 Kwaaypaay Court	El Cajon, CA 92019	(619) 445-2613	ssilva@sycuan-nsn.gov	AB 52/58 18 Letters e-mailed 7/2/2016
Mr.	Matthew	Krystal	Cultural Resources Manager	Torres-Martinez Desert Cahulla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300 (760) 409-2987	tmchair@torresmartinez.org	
Honorable	Mary	Resvaloso	Chairperson	Torres-Martinez Desert Cahulla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300		
Honorable	Robert J.	Welch	Chairperson	Viejas Band of Kumeyaay Indians	1 Viejas Grade Road	Alpine, CA 91901	(619) 445-3810	braison@viejas-nsn.gov	
AB 52 KPC Consultation Log									
Salutation	First Name	Last Name	Title	Tribe Name	Street Address	City, ST Zip	Phone	E-mail	1st Contact
Honorable	Robert	Marrin	Chairperson	Morongo Band of Mission Indians	12700 Pumura Road	Banning, CA 92220	(951) 849-8807 (951) 755-5200		Sent Via E-mail on 7/2/2016
Mr.	Raymond	Huaue	Cultural Resources Specialist	Morongo Band of Mission Indians	12700 Pumura Road	Banning, CA 92220		rhuaue@morongo-nsn.gov	
Ms.	Anna	Hoover	Cultural Analyst, Pechanga Cultural Resources Department	Pechanga Band of Mission Indians	P.O. Box 2183	Temecula, CA 92593	(951) 770-8104	ahoover@pechanga-nsn.gov	
Mr.	Jim	McPherson	Manager, Rincon Cultural Resources Department	Rincon Band of Luisefio Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 297-2635	emartinez@rincontribe.org	
Mr.	Joseph	Ontiveros	Cultural Resource Director	Soboba Band of Luisefio	P.O. Box 487	San Jacinto, CA 92581	(951) 654-5544 ext. 4137 (951) 663-5279 Cell	jontiveros@soboba-nsn.gov	

Salutation	First Name	Last Name	Title	Tribe Name	Street Address	City, ST Zip	Phone	E-mail	1st Contact	1st Response	2nd Contact	2nd Response
Ms.	Patricia	Garcia	Director of Tribal Historic Preservation Office	Agua Caliente Band of Cahuilla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92264	(760) 699-6907 P. (760) 567-3761 C. (760) 699-6924 F	acbc-tippo@aguacaliente.net		No Response		
Mr.	Michael	Mirelez	Cultural Resource Coordinator	Torres Martinez Desert Cahuilla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300 ext. 1213 Office, (760) 399-0022 Cell	mmirelez@tmdci.org				

**APPENDIX 2
HABITAT RELOCATION PLAN**



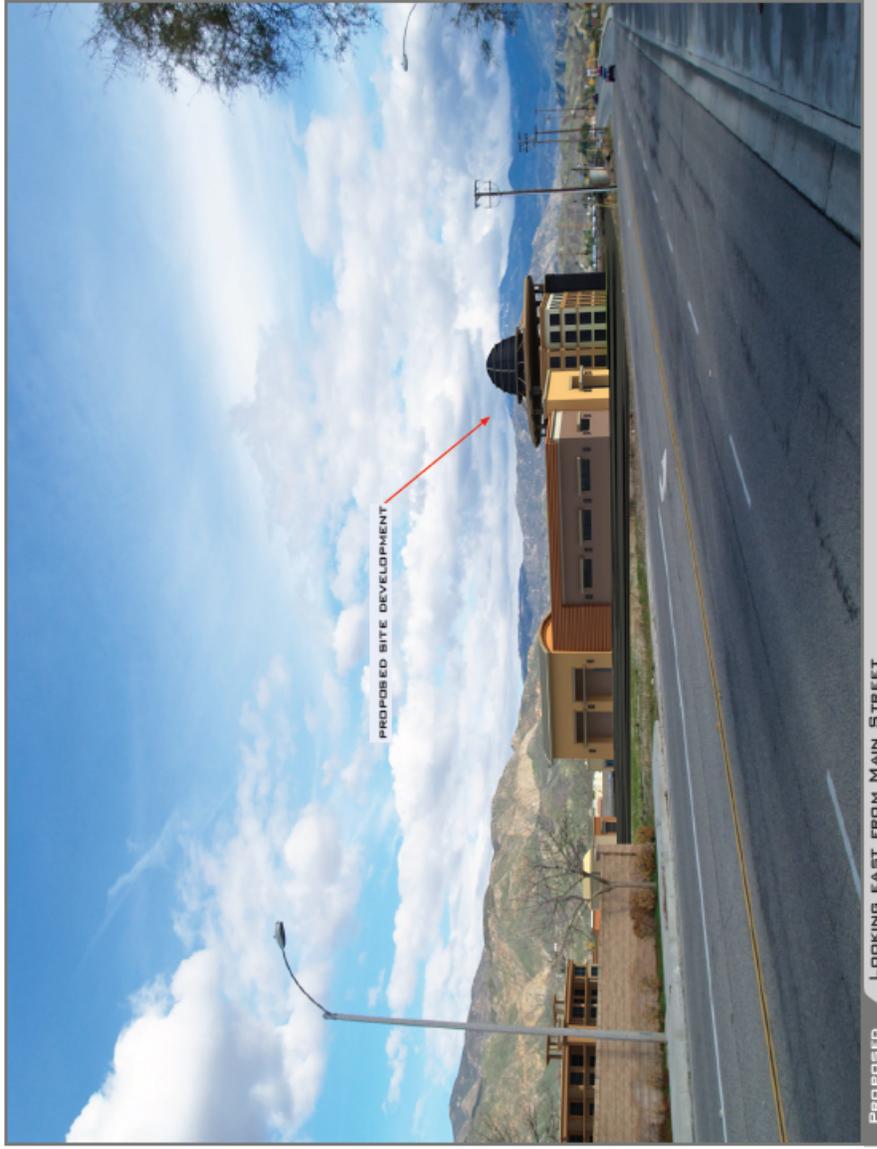
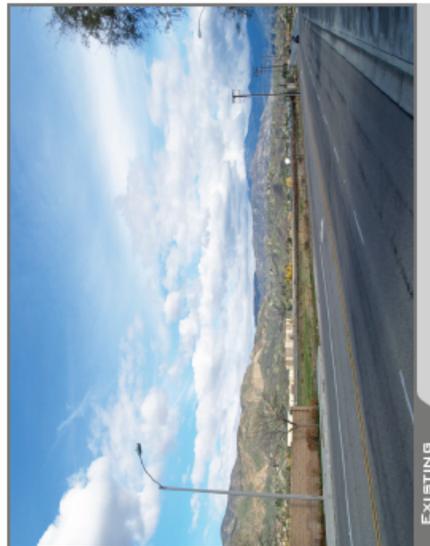
**APPENDIX 3
PHOTO SIMULATIONS**

KPC PROMENADE

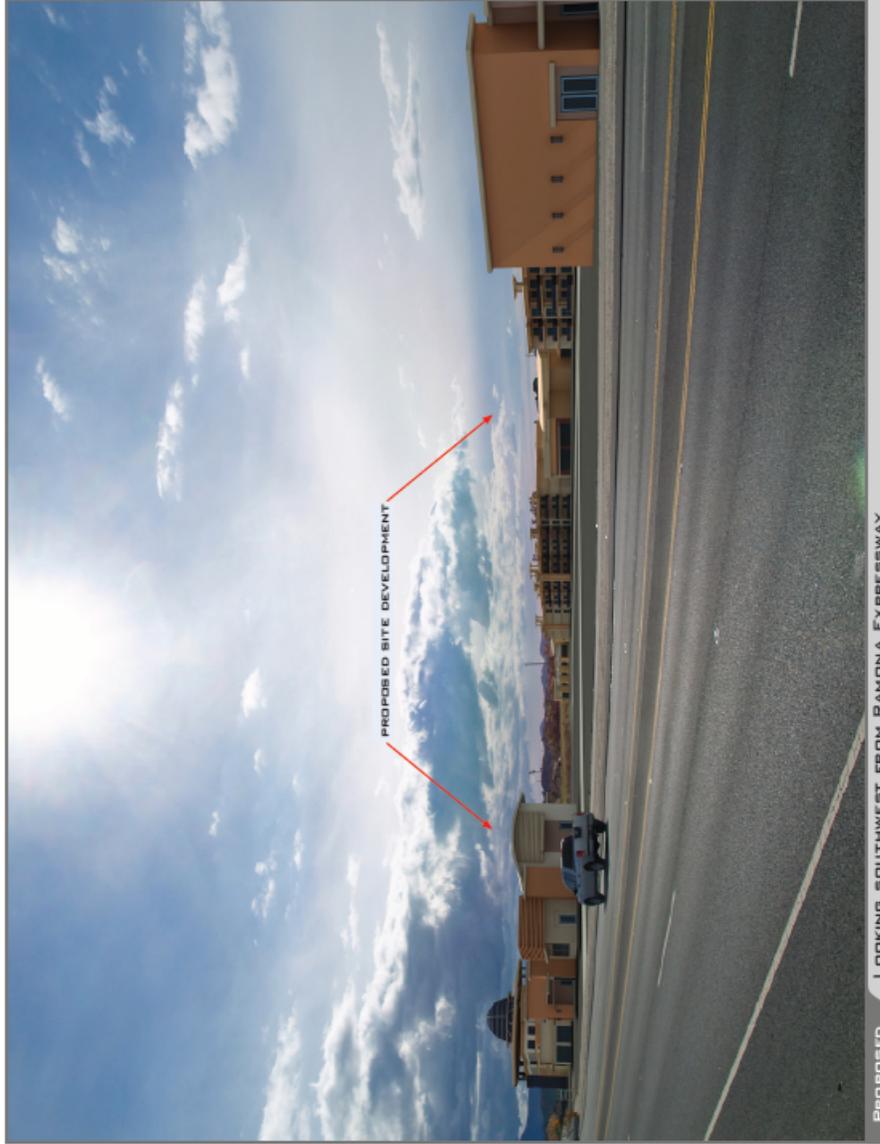
MAIN ST & RAMONA EXPRESSWAY SAN JACINTO CA 92583



VIEW 1



ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.

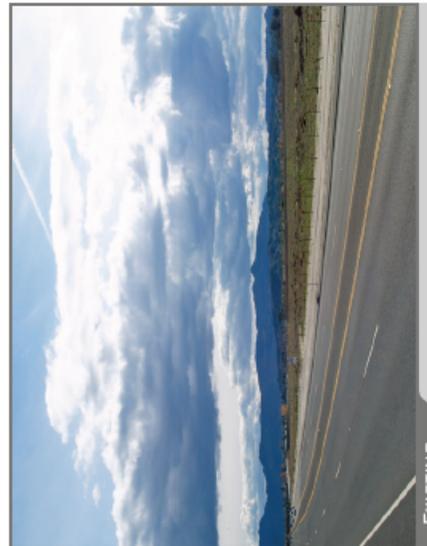
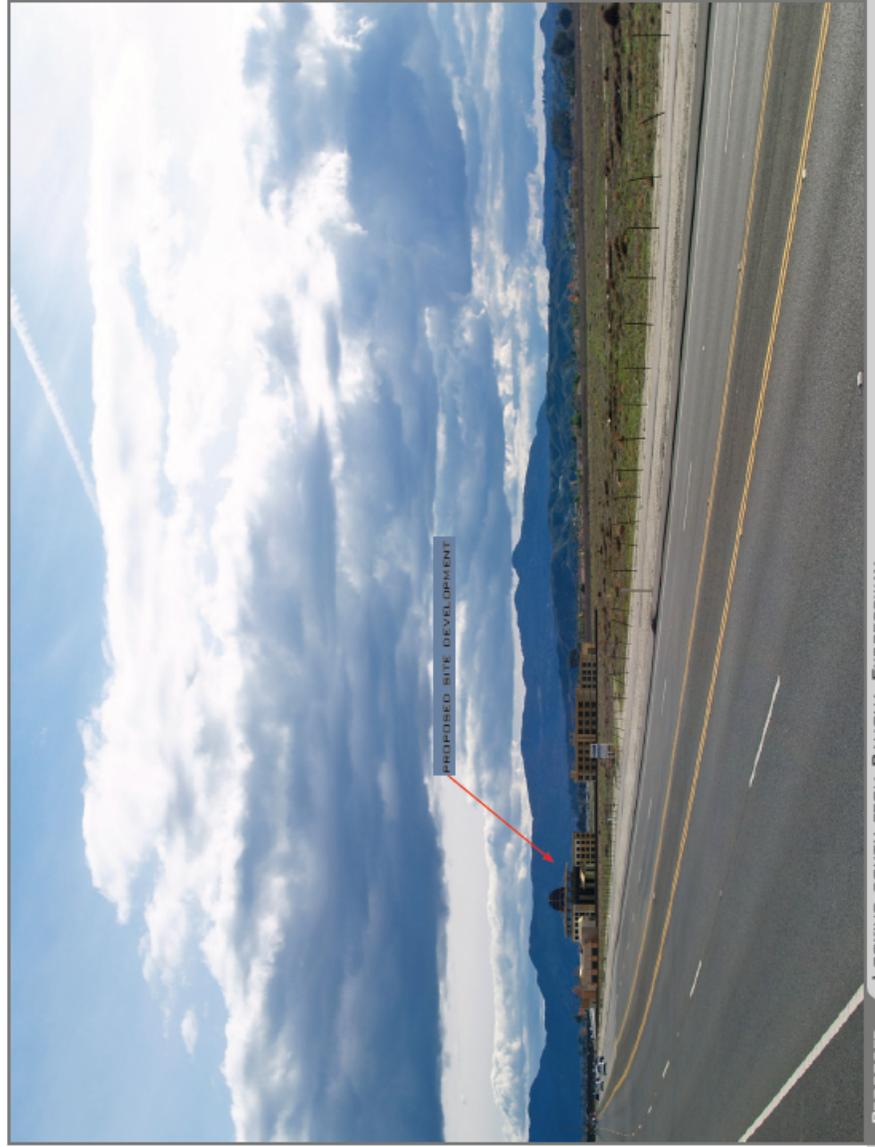


ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.

KPC PROMENADE

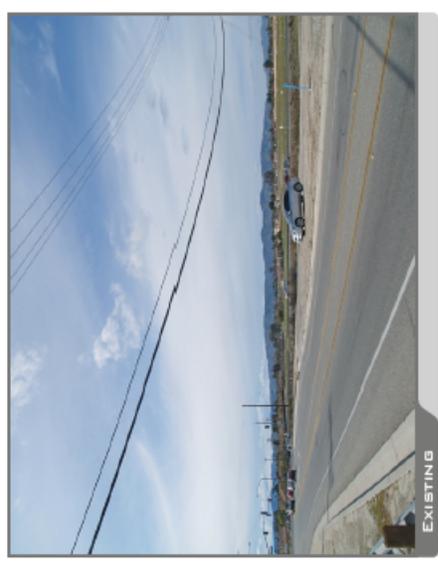
MAIN ST & RAMONA EXPRESSWAY SAN JACINTO CA 92583

VIEW 3

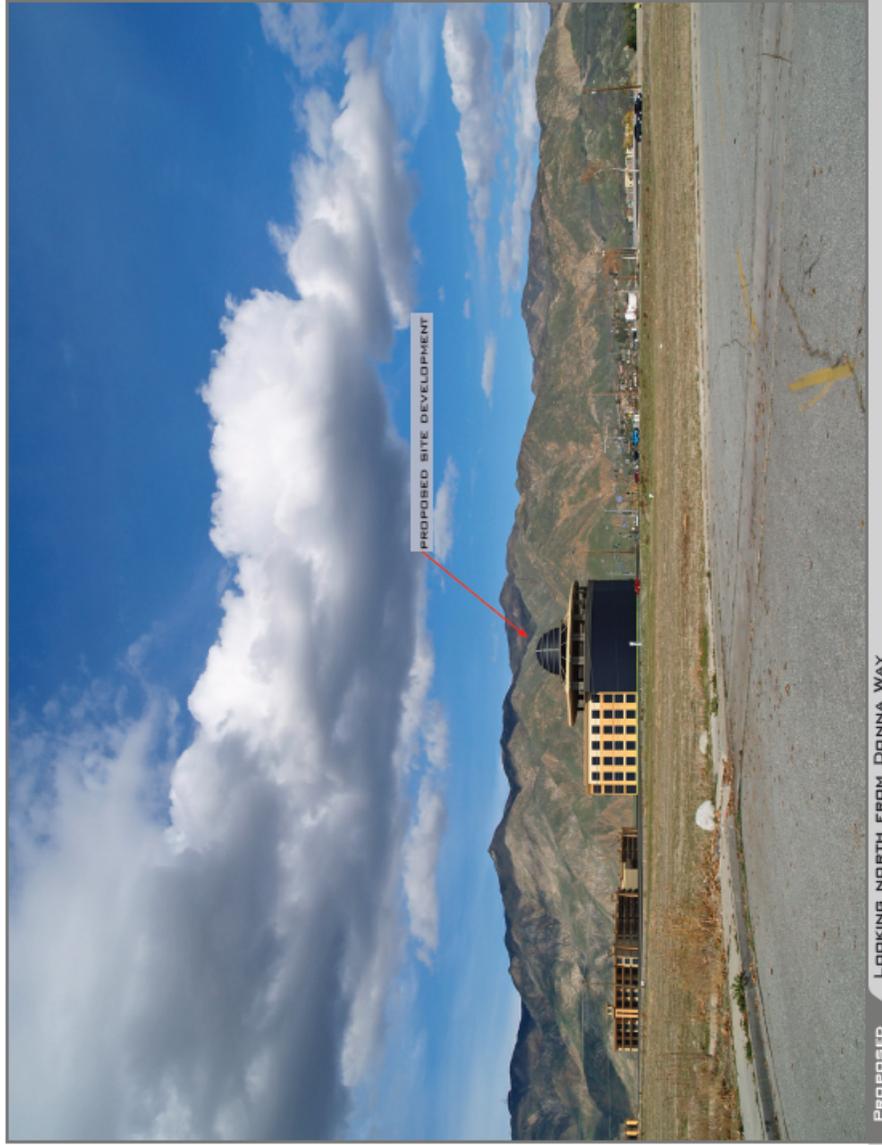
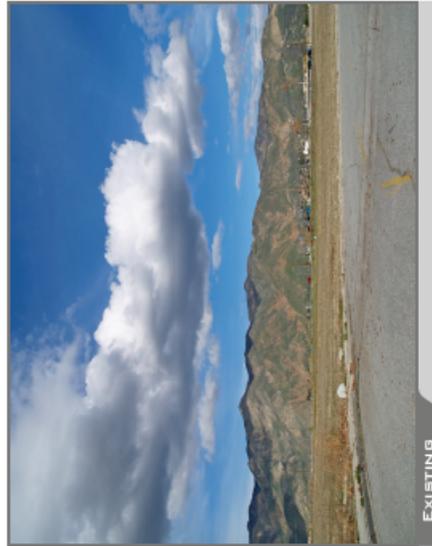


PROPOSED LOOKING SOUTH FROM RAMONA EXPRESSWAY

ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.



ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.



ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.