CITY COUNCIL AGENDA
CITY OF HEMET, CALIFORNIA

Tuesday, March 9, 2021
City Council Chamber
450 E. Latham Ave., Hemet, California 92543
REGULAR MEETING AT 7:00 P.M.

In accordance with the Governor's Declarations of Emergency for the State of California (Executive Orders N-25-20 and N-29-20) and the Governor's Stay at Home Order (Executive Order N-33-20), the City of Hemet is providing alternative measures for the public to attend/view City Council Meetings.

Council Chamber: In-person participation is limited in the Council Chamber in order to maintain social distancing room capacity.

Live stream: This meeting will be live streamed on the City's website at hemetca.gov/agenda.

Public Comments: Members of the Public who wish to comment on matters before the Council, in lieu of attending in person, may submit comments on or before 2:00 p.m. the day of the meeting by using the following link: Online Comment Form. Comments will be recorded in the official meeting record.

Teleconference: Residents may also submit public comments by teleconference during Communications from the Public by using the following teleconference number: (888) 585-9008, when prompted dial: 768-176-038, please mute your phone when not providing public comment. The teleconference line will be deactivated after public comments have been provided.

We appreciate your understanding during this unprecedented time of social distancing under the Safer at Home orders. These procedures may be modified in the future as social and public gathering protocols change. Thank you.

Notice Regarding Americans with Disability Act

In compliance with the Americans with Disability Act, if you need special assistance to participate in this meeting or if you need agenda documents provide in an alternate format, please contact the City Clerk's Office at (951) 765-2307 at least 48 hours prior to the meeting to ensure that reasonable arrangements can be made (28CFR 35.102-35.104 ADA Title II)

CLOSED SESSION – 5:00 P.M.

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT PERIOD - RULES OF DECORUM, RESOLUTION NO. 4545

At this time, members of the public may only comment on an item appearing on the agenda. Please adhere to the following when addressing the Council:
Comments will be limited to 3 minutes or less.
Comments should be directed to the Council as a whole and not directed to individual Council Members.
Please follow the adopted rules of decorum: Resolution No. 4545.

4. DISCUSSION ITEMS

4.A CONFERENCE WITH LABOR NEGOTIATORS
Government Code Section 54957.6
Agency Designated Representative: Christopher Lopez, City Manager
Employee Organization: HMMA, SEIU, and Confidential

4.B CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Significant Exposure
Pursuant to Paragraph (2) of Subdivision (d) of Section 54956.9
Number of Cases (2)

4.C CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Initiation Pursuant to Paragraph (4) of Subdivision (d) of Section 54956.9
Name of Case: Kenneth J. Graff v. Joe Males
Riverside County Superior Court Case No. CVSW2001682

5. ADJOURNMENT OF CLOSED SESSION

WORK STUDY SESSION – 5:30 P.M.

6. CALL TO ORDER

7. ROLL CALL

8. PUBLIC COMMENT PERIOD - RULES OF DECORUM, RESOLUTION NO. 4545

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Comments will be limited to 3 minutes or less.

Comments should be directed to the Council as a whole and not directed to individual Council Members.
Please follow the adopted rules of decorum: Resolution No. 4545.

9. WORK STUDY ITEMS

9.A Interview Prospective Applicants to Serve on the Measure U Oversight Committee 11 - 97

Staff Report #21-065 - Pdf

Recommendation: Staff respectfully recommends that the City Council interview applicants based on the criteria outlined in this staff report and set the ratification of appointments for the regular City Council meeting beginning at 7:00 p.m. Staff further recommends that the Council take whatever action it deems proper and appropriate with respect to any out of City limit applicant(s).

10. ADJOURNMENT OF WORK STUDY

REGULAR MEETING - 7:00 P.M.

11. CALL TO ORDER

12. ROLL CALL

13. INVOCATION

14. PLEDGE OF ALLEGIANCE

15. CITY ATTORNEY CLOSED SESSION REPORT

15.A City Attorney's Report regarding Closed Session

Recommendation: Information Only

16. COMMUNICATIONS FROM THE PUBLIC

Welcome to a meeting of the Mayor and City Council of the City of Hemet

- Anyone who wishes to speak during public comment or on a particular item will be required to fill out a speaker slip and turn it in to the City Clerk. Each request will cover one speaker.
- **There is a 3-minute-per-person time limit for all general public comments on non-public hearing items**.
- All who wish to speak, including Council members and staff, need to be recognized by the Mayor before speaking.
- Members of the public shall comply with the adopted Rules of Decorum, Resolution No. 4545. A copy of which can be requested through the City Clerk's Office.
- You may also fill out a form and submit your comments online at www.hemetca.gov and it will be read aloud. Submittal must be done before 2:00 p.m. the day of the meeting.
- For those that wish to join by teleconferencing, you will be able to join by calling (888) 585-9008, when prompted dial: 768-176-038. Reminder, if you are joining by teleconference, please mute your phone to prevent noise interference until you are given time to provide public comment.
- Please state your name and item you are commenting on before speaking.

16.A Public Comment for Items Listed on the Agenda: Consent and Discussion Items

16.B Public Comment for Items Not Listed on the Agenda, but within Jurisdictional Matter

17. PRESENTATIONS

17.A Proclaim March as American Red Cross Heart Month

17.B Hemet Woman's Club 115th Anniversary Recognition

17.C Community Appreciation Certificates

18. PUBLIC HEARING

The City Council's Procedures for Public Hearing will be as follows:

- Staff will provide a report and clarification of items presented.
- The public hearing will be opened for comments for those IN FAVOR of or IN OPPOSITION to the item: followed by rebuttal to any comments made.
- The Public Hearing will be closed, and the City Manager may respond to any questions raised by the public (the public will not have an opportunity to respond.).
- Discussion will be brought back to the City Council for direction or action.

19. RECEIVE AND FILE

19.A Approval of the Closed Session and Regular City Council Meeting Minutes of February 23, 2021. 99 - 109

Staff Report #21-062 - Pdf

Recommendation: Approval of Minutes of the Closed Session and Regular City Council Meeting Minutes of February 23, 2021.

19.B Approval of the Special City Council Meeting Minutes of January 29, 2021, and February 26, 2021. 111 - 115

Staff Report #21-068 - Pdf

Recommendation: Approval of Minutes of the Special City Council Meeting Minutes of January 29, 2021 and February 26, 2021.

19.C The City of Hemet Warrant Registers Dated February 11, 2021 in the Amount of $2,219,456.40 and February 25, 2021 in the Amount of $1,721,900.94 The Payroll Periods of January 25, 2021 to February 7, 2021 in the Amount of $620,267.26, February 8, 2021 to February 21, 2021 in the Amount of $651,640.97. 117 - 257

Staff Report #21-055 - Pdf

Recommendation: Receive and File.

20. CONSENT CALENDAR

All Consent Calendar items will be acted upon by a single action of the City Council unless otherwise requested by an individual Council Member for separate consideration.

20.A AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, APPROVING AN AMENDMENT TO THE HEMET MUNICIPAL CODE, CHAPTER 46, ARTICLE VI RELATED TO THE PROHIBITION OF FIREWORKS IN THE CITY OF HEMET. (Second reading and adoption). 259 - 267

Staff Report #21-063 - Pdf

Recommendation:
It is respectfully recommended that the City Council:

1. Waive further reading and adopt by title only, Ordinance No. 1972, An ordinance of the City Council of the City of Hemet, California Amending the Hemet Municipal Code, Chapter 46, Article VI related to the prohibition of fireworks in the City of Hemet

20.B A Resolution Awarding the Purchase of Five (5) Fully-Outfitted BMW R 1250 RT-P Police Motorcycles for the Amount of $222,750.28 from BMW Motorcycles of Escondido and Authorizing the City Manager to Execute the Agreement and Purchase Orders in Support of the Agreement 269 - 301

Staff Report #21-059 - Pdf

Recommendation: It is respectfully recommended that the City Council adopt a Resolution to purchase five (5) fully-outfitted BMW Police Motorcycles from BMW Motorcycles of Escondido in an amount not to exceed $222,750.28 and authorizing the City Manager to approve purchase orders in support of purchase.

20.C GENERAL PLAN AMENDMENT (GPA) 15-002 , SPECIFIC PLAN AMENDMENT (SPA) 15-001 OF THE PAGE RANCH SPECIFIC PLAN, TENTATIVE TRACT MAP NO. 36841 (MAP 15-008) and SUBSEQUENT ENVIRONMENTAL IMPACT REPORT) 303 - 1266

Staff Report #21-064 - Pdf

Recommendation:
It is respectfully recommended that the City Council:

Waive further reading, and adopt by title only, Ordinance No. 1973, An Ordinance of the City Council of the City of Hemet, California, Amending the Page Ranch Specific Plan (SPA) 15-001 (Rancho Diamante Phase II) based on Findings Outlined Therein. (***Second reading and adoption)***.

21. DISCUSSION - ACTION ITEMS

21.A Novel Coronavirus (COVID-19) Emergency Declaration Update 1267 - 1268

Staff Report #21-066 - Pdf

Recommendation: That the City Council receive the following information.

21.B Direction from City Council Regarding Participation in a Pavement Rehabilitation Project with Riverside County Transportation Department for San Jacinto Street — 1269 - 1278

Staff Report #21-060 - Pdf

RCTD exhibits-san jacinto

Recommendation: It is respectfully recommended that the City Council provide direction regarding participation in a pavement rehabilitation project with Riverside County Transportation Department for San Jacinto Street

21.C Appointment of Candidates to Serve on the Measure U Citizens Oversight Committee. — 1279 - 1364

Staff Report #21-067 - Pdf

Recommendation:
It is recommended that based on the scores and ranking, candidates be appointed to serve on the City of Hemet Measure U Citizens Oversight Committee for a term of two (2) years. Staff further recommends that the Council take whatever action it deems proper and appropriate with respect to any out of City limit applicant(s).

21.D AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER; AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER; AND A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, DELEGATING INVESTMENT AUTHORITY PURSUANT TO HEMET MUNICIPAL CODE 2-159 — 1365 - 1394

Staff Report #21-069 - Pdf

Recommendation:
It is recommended that the City Council:

(1) Approve an Urgency Ordinance Adding Division 6 to Article III to Chapter 2 of the Hemet Municipal Code Related to the City Treasurer; and

(2) Introduce for First Reading an Ordinance Adding Division 6 to Article III to Chapter 2 of the Hemet Municipal Code Related to the City Treasurer; and

(3) Approve a Resolution Delegating Investment Authority Pursuant to Hemet Municipal Code Section 2-15; and

(4) Direct the City Manager to solicit proposals and return to the City Council within sixty days with a recommendation for a qualified firm to

handle the investments and reporting of the City of Hemet along with proposal for these functions to be performed by City staff; and

(5) Appoint an ad-hoc committee to review the proposals submitted in response to number (4) above and to make recommendations to the City Council.

22. CITY COUNCIL AND STAFF REPORTS

COUNCIL MEMBER BROWN

1.Infrastructure Commission
2.League of California Cities
3.Riverside Transportation Commission
4.Riverside County Habitat Conservation Agency
5.Hemet San Jacinto Water Master Board *
6.Western Community Energy
7.Western Riverside Council of Governments *
8.CAJPIA Board

COUNCIL MEMBER KRUPA

1.Hemet Housing Authority
2.Investment Oversight Committee
3.Hemet Public Library Board of Trustees
4.Riverside County Airport Land Use Commission *
5.League of California Cities
6.Riverside County Transportation Commission *
7.Riverside Transit Agency
8.Ramona Bowl Board of Directors
9.Hemet San Jacinto Water Master Board *

COUNCIL MEMBER LILIENTHAL

1.Hemet Housing Authority
2.Skate Park Committee
3.League of California Cities
4.Riverside Transit Agency *
5.Western Riverside Council of Governments *

MAYOR PRO TEM MALES

1. Skate Park Committee
2. Planning Commission
3. Community Action Commission of Riverside County
4. League of California Cities
5. Ramona Bowl Board of Directors
6. Western Community Energy

MAYOR MEYER

1.Investment Oversight Committee
2.League of California Cities
3.CAJPIA Board

AD-HOC COMMITTEE REPORTS

1. Council Protocols Ad-Hoc Committee (Brown/Krupa, Feb. 25, 2020)
2. CDBG-CV Ad-Hoc Committee (Krupa/Brown, Jan 26, 2021)
3. Banking RFP Ad-Hoc Committee (Krupa/Lilienthal)
4. Vision and Mission Ad-Hoc Committee (Lilienthal/Meyer)
5. Clean up/Graffiti Ad-Hoc Committee (Lilienthal/Males, Feb, 23, 2021)
6. Homeless Outreach Ad-Hoc Committee (Lilienthal/Meyer, Feb 23, 2021)
7. Business Outreach Ad-Hoc Committee (Males/Lilienthal, Feb 23, 2021)

CITY MANAGER LOPEZ

23. FUTURE AGENDA ITEMS

If Members of Council have items for consideration at a future City Council meeting, please state the agenda item to provide direction to the City Manager.

1. Street Vendor Permit Regulations and Enforcement
2. Broadcasting of City Council Meetings
3. Vagrancy and Pan Handling Laws
4. Investment Portfolio Audit
5. Council Protocols
6. Animal Control Regulations for Businesses
7. Solar Feasibility
8. Consider Local Banking Options
9. Review of Resolution No. 4703
10. Legal Review of Hemet Youth Baseball
11. Code Enforcement Efficiency Plan

24. ADJOURNMENT

AFFIDAVIT OF POSTING

I, Daryl A. Betancur, Interim City Clerk for the City of Hemet, declare under penalty of perjury that the foregoing agenda was posted at City Hall located at 445 E. Florida Ave., the Council Chamber located at 450 E. Latham Ave., Hemet, CA, and the City Website.

Date & Time: _____

Meeting Schedule:	The City Council of the City of Hemet regularly meets on the second and fourth Tuesdays of each month at 7:00 p.m., unless otherwise noted. Closed and Special Sessions will be duly noticed as needed.
Council Agendas:	Agendas for Regular Meetings are available for public review on the City's website at hemetca.govand in the City Clerk's Office, 445 E. Florida Ave. typically by 4:00 p.m. on the Thursday prior to the meeting, but no later than 72 hours prior to the meeting. Agendas for Closed and Special Sessions are made available at least 72 hours prior to the meeting when possible, but no later than 24 hours prior to the meeting.
Livestream:	Regular City Council Meetings are available for viewing during the meeting at hemetca.gov.
Use of Equipment:	Please contact the City Clerk's Office if requesting to use the chamber equipment as part of a scheduled presentation 24 hours prior to the meeting at (951) 765-2307

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: Administration
Submitted by: Christopher Lopez, City Manager
Daryl Betancur, Interim City Clerk;

☐ **Receive and File** ☐ **Consent Calendar** ☒ **Business Item** ☐ **Public Hearing**

TITLE:

Interview Prospective Applicants to Serve on the Measure U Oversight Committee

RECOMMENDED ACTION:

Staff respectfully recommends that the City Council interview applicants based on the criteria outlined in this staff report and set the ratification of appointments for the regular City Council meeting beginning at 7:00 p.m. Staff further recommends that the Council take whatever action it deems proper and appropriate with respect to any out of City limit applicant(s).

BACKGROUND:

In accordance with Hemet City Ordinance No. 1918 (refer to attachment), the Measure U Citizen Oversight Committee (MUCOC) consists of seven (7) members appointed by the City Council to serve two (2) year terms. The purpose of the MUCOC is to independently review and advise upon the City's proposed expenditures of Measure U Funds as well as the actual expenditures of Measure U Funds and review of the annual audit conducted of Measure U Funds as required by Ordinance. The Committee is advisory only and reports its comments directly to the City Council. Committee members do not receive a City stipend.

Eligibility

Eligible community members must reside within the City limits or the sphere of influence or own a business having its primary offices located within the City limits. A majority (4 or more) of the Committee members shall be residents of the City of Hemet. It is further stipulated that at a minimum four (4) Committee Members shall be residents of the City of Hemet, Two (2) Committee Members shall be business owners, and one (1) Committee Member shall reside within the sphere of influence.

For purposes of eligibility sphere of influence is described as "a planning boundary outside of an agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area." In the City of Hemet's case, it includes generally the area of southeast of Florida and San Jacinto Avenues as well as area northwest near Esplanade and California Avenues.

List of Applicants

NAME	CITY RESIDENCY	SUBMITTED BY:	YEARS RESIDENCY	Within Sphere of Influence
Monica Cary	Hemet	Regular Mail	12	City Limits
Tammy K. Chennault	Hemet	Regular Mail	6	City Limits
George Dickson Clark	Hemet	Regular Mail	3 ½	City Limits
Sara Cortes de Pavon	Hemet	City's website	6	City Limits
Marianne Derouin	Hemet	City's website	4 ½	City Limits
William Fitz *	San Jacinto	City's website	16	Out of City Limits
Mark D. Fredricksen	Hemet	City's website	3	City Limits
Eric Gosch *	No	City's website	Business Owner	Sphere of Influence
Diane Graff	Hemet	City's website	19	City Limits
Antoine Jarvis	No	City's website	16	Out of City Limits
Carole Kendrick	Hemet	Email to City Clerk	21	City Limits
Suzzanne Kozma *	No	City's website	Unspecified	Sphere of Influence
Norm Kyriss	Hemet	Email to City Clerk	38	City Limits
DeniAntionette Mazingo	Hemet	Email to City Clerk	9	City Limits
Cami McGargill	Hemet	Email to City Clerk	45	City Limits
Mary Moreland	Hemet	Regular Mail	20	City Limits
Stacie Olson	Hemet	Email to City Clerk	8	City Limits
Hollie Tamez	Hemet	Email to City Clerk	36	City Limits
Lori VanArsdale	Hemet	Email to City Clerk	48	City Limits

* Further, from the list shown above, there are a few individuals who live outside the City of Hemet, such as Mr. William Fitz, a resident of San Jacinto, or are outside of the City limits, but are within the sphere of influence such as Mr. Eric Gosch, and Ms. Suzzanne Kozma.

DISCUSSION:

In order to facilitate the interview process, the Council is being requested to adhere to the following procedures:

1. The Council will determine eligible applicants.
2. The Council will adopt a standardized set of questions that will assist in screening applicants.
3. In order to conduct a fair and transparent selection process, each candidate will be asked the same set of questions and interviewed by the Council.
4. Staff will provide each Council Member with an Excel scoring sheet to independently rate each candidate as they make their presentation *(see attached).*
5. At the conclusion of the interview process, the Council will place their rating sheets with scores in a sealed envelope and provide it to the City Clerk.
6. The City Clerk will tally the results in an open process and will announce the rankings during the regular City Council meeting.
7. The Council then will discuss the scores and ranking and will take appropriate action.
8. In the event of a tie candidates will be determined by random selection.

FISCAL IMPACT:

There is no fiscal impact associated with this recommendation

ALTERNATIVE(S):

Council can choose a different path that adheres to Ordinance 1918.

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☒ Ordinance ☐ Agreement

ATTACHMENT(S):

Text of Ord. No. 1918
MEASURE U APPLICATION SCORING SHEET
Redacted_Apps

ENACTED BY VOTERS NOVEMBER 8, 2016

CITY OF HEMET
Hemet, California
ORDINANCE NO. 1918

AN ORDINANCE OF THE CITY OF HEMET, CALIFORNIA, ADOPTING A GENERAL TRANSACTIONS AND USE TAX, AS ENACTED BY THE CITY OF HEMET VOTERS

WHEREAS, Revenue and Taxation Code section 7285.9 authorizes the governing body of any city (i.e. the City Council) to levy a transactions and use tax for general revenue purposes under Part 1.6 of the Revenue and Taxation Code; and

WHEREAS, Revenue and Taxation Code section 7285.9 requires the City Council to adopt an ordinance proposing to levy a general purpose transactions and use tax by a two-thirds vote of the City Council, and to then submit the ordinance to the voters, who must approve the ordinance by a majority of the voters voting on the measure for it to take effect; and

WHEREAS, the City Council and the People of the City of Hemet desire to adopt a transactions and use tax pursuant to Revenue and Taxation Code section 7285.9 for general revenue purposes; and

WHEREAS, proceeds from this transactions and use tax may be used for any lawful purposes of the City, including but not limited to, police protection and crime suppression services, fire protection and suppression services, 9-1-1 / paramedic services and other general municipal services.

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THE PEOPLE AND THE CITY COUNCIL OF THE CITY OF HEMET DO ORDAIN AS FOLLOWS:

SECTION 1: CITY OF HEMET TRANSACTIONS AND USE TAX

A new Article V (Transactions and Use Tax) is added to Chapter 74 (Taxation) of the Hemet Municipal Code as follows:

"ARTICLE V. – TRANSACTIONS AND USE TAX

Sec. 74-130. – Title.

This article shall be known as the "City of Hemet Transactions and Use Tax Ordinance."

Sec. 74-131. – Purpose and Intent.

In enacting the City of Hemet Transactions and Use Tax Ordinance ("ordinance"), it is the purpose and intent of the People of the City of Hemet to:

A. Impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 7285.9 of Part 1.7 of Division 2 of the Revenue and Taxation Code which may be used for general municipal services and all lawful public purposes of the City.

B. Adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

C. Adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefore that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and

requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

D. Adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this article.

Sec. 74-132. – Transactions Tax Rate.

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated territory of the City, as it exists on the operative date of this article, and in the incorporated territory of the City as it may hereafter be amended through annexation, at the rate of one percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

Sec. 74-133. – Use Tax Rate.

An excise tax is hereby imposed on the storage, use or other consumption in the City of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in the incorporated territory of the City, and in the incorporated territory of the City as it may hereafter be amended through annexation, at the rate of one percent of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Sec. 74-134. – Independent Annual Audit.

The proceeds resulting from the transactions and use tax imposed by this article shall be deposited into the City's general fund and shall be subject to the same independent annual audit requirements as other general fund revenue. The independent auditor's report, which shall include an accounting of the revenues received and expenditures made from the transactions and use tax, will be presented annually to the citizen oversight committee, the City Council and made available for public review.

Sec. 74-135. – Operative Date.

"Operative Date" shall mean the first day of the first calendar quarter commencing more than 110 days after the adoption of the City of Hemet Transactions and Use Tax Ordinance.

Sec. 74-136. – Termination.

The transactions and use tax levied by this article shall commence on the operative date and shall continue for a period of ten (10) years thereafter unless extended by the necessary vote of the registered voters of the City.

Sec. 74-137. – Contract With State.

Prior to the operative date, the City shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this article; provided, that if the City shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Sec. 74-138. – Place Of Sale.

For the purposes of this article, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his or her agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Sec. 74-139. – Adoption Of Provisions Of State Law.

Except as otherwise provided in this article and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this article as though fully set forth herein.

Sec. 74-140. – Limitations On Adoption Of State Law And Collection Of Use Tax.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the state of California is named or referred to as the taxing agency, the name of the City shall be substituted therefor. However, the substitution shall not be made when:

1. The word "state" is used as a part of the title of the state Controller, state Treasurer, State Board of Control, State Board of Equalization, state Treasury, or the Constitution of the state of California.

2. The result of that substitution would require action to be taken by or against the City or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this article.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the state of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the state under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "city" shall be substituted for the word "state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the definition of that phrase in Section 6203.

Sec. 74-141. – Permit Not Required.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this article.

Sec. 74-142. – Exemptions and Exclusions.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the state of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2. Sales of property to be used outside the City which is shipped to a point outside the City, pursuant to the contract of sale, by delivery to such point by the retailer or his or her agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the City shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Article 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of

the Vehicle Code by registration to an out-of-city address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-city and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of the ordinance codified in this article.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of the ordinance codified in this article.

5. For the purposes of subsections (B)(3) and (B)(4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this article, the storage, use or other consumption in the City of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the

use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the state of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of the ordinance codified in this article.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of the ordinance codified in this article.

5. For the purposes of subsections (C)(3) and (C)(4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subsection (C)(7), a retailer engaged in business in the City shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the City or participates within the City in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or

indirectly, at a place of business of the retailer in the City or through any representative, agent, canvasser, solicitor, subsidiary, or person in the City under the authority of the retailer.

7. "A retailer engaged in business in the City" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Article 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the City.

D. Any person subject to use tax under this article may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Sec. 74-143. – Amendments.

All amendments subsequent to the effective date of this article to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are consistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this article, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this article.

Sec. 74-144. – Enjoining Collection Forbidden.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the state or the City, or against any officer of the state or the City, to prevent or enjoin the collection under this article, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Sec. 74-145. – Citizen Oversight Committee.

A. A citizens' oversight committee is hereby established to independently review and advise upon the City's expenditure of proceeds generated by the transactions and use tax. The committee shall meet at least twice each calendar year and more frequently if necessary to discharge the responsibilities of the committee. All meetings of the committee shall be held in accordance with provisions of the Ralph M. Brown Act (Cal. Gov. Code Section 54950 et seq.).

1. The committee shall consist of seven (7) members, all whom shall be residents of the City of Hemet, reside within its sphere of influence, or own a business having its primary offices located within the City of Hemet. A majority of committee members shall be residents of the City of Hemet. The City shall initially post and publish notice soliciting applications for persons interested in being members of the committee and shall thereafter repost and republish notice soliciting applications as necessary to fill vacancies on the committee. The City Council shall review all applications for eligibility and at a public meeting interview all eligible applicants and appoint seven (7) eligible applicants to serve as members of the committee. Each member of the committee shall serve for a term of two (2) years and such service shall be at the pleasure of the City Council. Four (4) members of the committee shall constitute a quorum. Members of the committee shall not receive a stipend for their service.

2. The citizens' oversight committee shall annually review and report on (i) the City's proposed and actual expenditure of proceeds generated by the transaction and use tax and (ii) the independent annual audit required under this

article. The committee's report shall be submitted to the City Council for review and discussion at a noticed public meeting of the City Council and shall be made available to the public at least five (5) business days prior to such public meeting.

3. The City shall provide such staff resources as are reasonably necessary to assist the committee with the discharge its duties under this article. The committee shall not have authority to hire or retain its own staff, consultants, or contractors."

SECTION 2: CEQA

The adoption of this ordinance is not a "project" subject to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). CEQA Guideline 15378(b)(4) provides that the creation of government funding mechanisms or other government fiscal activities that do not involve any commitment to a specific project that may result in a potentially significant physical impact on the environment are not projects subject to the requirements of CEQA.

SECTION 3: SEVERABILITY

If any part or provision of this ordinance, or the application of this ordinance to any person or circumstance, is held invalid, the remainder of this ordinance, including the application of such part or provisions to other persons or circumstances, shall not be affected by such a holding and shall continue in full force and effect. To this end, the provisions of this ordinance are severable.

SECTION 4: ELECTION REQUIRED; EFFECTIVE DATE.

This ordinance shall be submitted to the voters at the regular municipal election to be held on November 8, 2016. This ordinance shall not become operative unless and until a majority of the electors voting on the measure vote to approve this ordinance, in which case this ordinance shall go into effect ten (10) days after the date on which the election results are declared by the City Council.

PASSED, APPROVED, AND ADOPTED BY THE PEOPLE OF THE CITY OF HEMET AT THE REGULAR MUNICIPAL ELECTION HELD ON THE 8TH DAY OF NOVEMBER, 2016.

Bonnie Wright, Mayor

ATTEST:

Sarah McComas, City Clerk

APPROVED AS TO FORM:

Eric S. Vail, City Attorney

Ordinance No. 1918 was submitted to the People of the City of Hemet at the November 8, 2016, general election. It was approved by the following vote of the electors:

YES: 15744

NO: 10056

State of California)
County of Riverside)
City of Hemet)

I, Sarah McComas, City Clerk of the City of Hemet, do hereby certify that the foregoing Ordinance was approved for placement on the ballot at the regular meeting of the Hemet City Council on the 26th day of July, 2016, and was passed by the following vote:

AYES: **Council Members Krupa and Youssef, Mayor Pro Tem Raver Mayor Wright**

NOES: **Council Member Milne**

ABSTAIN:

ABSENT:

Sarah McComas, City Clerk

MEASURE U APPLICATION SCORING SHEET

(Scale 1-5 with 5 being the highest score)

	MEYER	MALES	BROWN	KRUPA	LILIENTHAL	TOTALS	RANKING (Based on Highest Score)
CANDIDATE 1	1	4	4	3	2	14	3
CANDIDATE 2	5	4	5	3	4	21	1
CANDIDATE 3	1	4	3	1	2	11	6
CANDIDATE 4	4	3	2	1	3	13	4
CANDIDATE 5	1	1	2	1	4	9	7
CANDIDATE 6	3	3	5	1	3	15	2
CANDIDATE 7	4	4	3	1	2	14	3
CANDIDATE 8	5	2	2	1	1	11	6
CANDIDATE 9	3	1	1	2	5	12	5

SAMPLE

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APR 13 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible.

City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Monica Cary	Home Address
City: Hemet, Ca	Zip: 92543
Name and Address of Business (if applying as business owner)	
Mobile Phone	Home Phone:
Work Phone:	Personal Email Address: ✓
Work Email Address:	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☑ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☑ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☑ Yes, # of years 12 years ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

Latino Caucus Organizer in Hemet and San Jacinto Ca (2016-2020)
Woman March Organizer at Hemet Ca (last 2 Years)
MC Permanent Make up (owner) retired

Advisory Body Experience (body and agency):	
Current: Hispanic Democrats of Hemet and San Jacinto, ca	Term: From 2016 to 2020
Previous:	Term: From _____ to _____

4. ADDITIONAL INFORMATION: The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

As a resident and owner of a Mobile Home (lost my house recession 2010) I would like to input my experience and ideas to Rent review Comission. Also as Latina Community Point of view.
As a University level teacher at University Auttonoma of Guadalaja in Mx.(I was teaching Administration) and as avid reader. I know the importance of reading and the impact of this does in our lifes. Giving us the opportunity to open our minds to improve our lifes. We need to organize Books Fairs, invite writers to read and present their books, so many things we need to do to make more interesting to come and use our beautiful Hemet Libray,

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

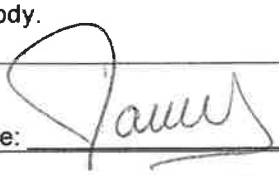
☑ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☑ Cell Phone ☐ Home Phone ☐ Work Phone
☑ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☑ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature:  Date: 4/11/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Monica Cary

Hemet CA 92543

Objective:

Seeking an Appointment to Volunteer Commissions /Board/Committees that will allow me to utilize my knowledge and experience as well as provide an opportunity to help and improve my community.

1.- Mobile Home Rent Review Commission.

2.- Library Board

Education:

University Autonoma of Guadalajara
Bachelor, Business Administration
Mexico

Work Experience:

Manager and Office Duties
Renting various Units
Training New employees
Recording Inventory
Processing Sales Orders
Planning Marketing Strategies
Bilingual- Spanish and English

Work History :

Latino Caucus Organizer
Hemet and San Jacinto, Ca
Feb 2020 to March 2020

MC Permanent Make up Owner
and Artist Riverside Ca. 2005 – 2018

Riverside County Registrar Of Voters
Temporary Election Assistant
Election 2018

Lexco-Corporation
CEO Assistant
Montclair, Ca 2003-2005

Anza Management
Assistant Manager
1999 -2003

Monica Cary

Hemet, Ca 92543

Work History Mexico:
Language Department Manager
University Autonoma de Guadalajara
1987-1989

Introduction To Administration Class Level 1
Professor
University Autonoma of Guadalajara
Mexico 1987-1989

Jorge Gleason Co.
Public Relations and Publicity Campaigns
Mexico 1990-1994

Gustavo Alatriste Enterprises
Ceo Assistant and
Public Relations
Mexico 1993-1995

Volunteer USA:

2016 Election
Registration and
Phone Banking
Hemet and San
Jacinto, Ca

2018 Election Campaign
Registration and Phone Banking
Hemet and San Jacinto

Women's March 2019
Organizer Hemet and
San Jacinto, Ca

Women's March 2020
Organizer Hemet and
San Jacinto, Ca

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JUL 13 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible.

City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Tammy K. Chennault	Home Address [redacted] urt
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone: (951) [redacted]	Home Phone:
Work Phone: (951) [redacted]	Personal Email Address: [redacted] m
Work Email Address: [redacted]	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☒ **Library Board** #2
☒ #1 **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 6 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

Kappa Delta Sorority, CSU San Bernardino (1994-1996) - Chapter Historian, Philanthropy Chair, Alumnae Relations
Inland Empire Alumnae Association of Kappa Delta Sorority (1996-1999) - President
Kappa Delta Sorority Southern California Council (1996-2000) - Inland Empire Representative
Substitute Teacher, Val Verde USD (1996-1997)
Public School Teacher, Val Verde USD (1997-present)
**See Attached*

Advisory Body Experience (body and agency):	
Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

I believe in the importance of Measure U to bolster the financing to support Hemet's police and fire departments, and I am one of the citizens who voted in favor of the measure. I strongly believe that the Measure U Citizen Oversight Committee has a responsibility to the public as well as to the police and fire departments to ensure that the funds deposited in the Measure U account are used appropriately, and that the decisions of the committee are transparent to the general public. I would like the opportunity to be a part of this committee so that I can become more involved in improving the safety of our community. **See Attached**

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

☐ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☐ Cell Phone ☐ Home Phone ☐ Work Phone
☐ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☒ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: _____ Date: 7/13/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Relevant Experience (continued)

History-Social Science Department Chair, Lakeside Middle School, Val Verde USD (2011-2015, 2018-present)
AVID Coordinator, Lakeside Middle School, Val Verde USD (2012-present)
Val Verde Teachers Association, Site Representative (2012-present)
March of Dimes Coordinator, Lakeside Middle School, Val Verde USD (2015-2018)
Cal Fire's Spark of Love Toy Drive, Co-coordinator for Lakeside Middle School (2018-present)

Additional Information (continued)

In cities, such as Hemet, the public library plays a critical role in not just providing information but access to information to citizens of all ages who reside in the city and in it's sphere of influence. I believe that the Hemet Public Library is in need of individuals with a vision for change to help guide the operations and services to meet the needs of our citizens in the 21st Century. As a teacher, I have witnessed the constantly evolving services that libraries provide and have given input to help the libraries meet their needs. I would like the opportunity to be part of the Hemet Public Library Board of Trustees so that I can provide advice based on my personal and professional experiences to help guide decisions that affect the citizens of Hemet.

Incumbent

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DEC 14 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION: "DICK CLARK"	
Name: GEORGE DICKSON CLARK IV	Home Address:
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner) N/A	
Mobile Phone:	Home Phone: N/A
Work Phone: N/A	Personal Email Address:
Work Email Address: N/A	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 3 ½ ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Please see attached

Advisory Body Experience (body and agency):	
Current: Measure U - Hemet	Term: From 2019 to Present
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Please see attached.

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

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- ☐ Cell Phone
- ☒ Personal Email address only
- ☐ Home Phone
- ☐ Business Email address
- ☐ Work Phone

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: [signature] Date: 12-7-2020

For Office Use Only
Assigned to Commission/Committee/Board:

- ☐ Planning Commission
- ☐ Infrastructure Commission
- ☐ Mobile Home Rent Review Commission
- ☐ Library Board
- ☐ Measure U Committee
- ☐ Evidence of Hemet Resident
- ☐ Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

City of Hemet Measure Application

Relevant Experience:

I am a retired Humboldt County Sheriff Deputy with 24+ years experience in law enforcement. My experience includes a city police department, juvenile & adult probation and Sheriff Deputy.

My firefighting experience began in my third grade and continued through the end of college. My family were members of two volunteer fire departments, and I was a wildland fire fighter for 6 seasons.

I possess a well-rounded appreciation and experience for life as a Police Officer and Fire Fighter.

I am a current member of the Measure U Committee.

Community Organizations and Education:

B.S. Range Management Humboldt State University

Native American Studies – 10 units shy of a B.A.

Past member of:

- Eureka OldTown Public Restroom Design Committee
- Eureka Downtown Merchants Association
- Eureka Police Officers Association
- Humboldt County Sheriff Officers Association
- PORAC
- Knights of Pythias Lincoln Lodge
- Society of Range Management

Current member:

- Hemet Measure U Oversight Committee
- Friends of San Jacinto Cemetery – Board Member

MBA

Political Activities:

Assisted in: 3 – District Attorney candidate campaigns

2 – Sheriff candidate campaigns

1 – Superior Court Judge campaigns

2 – Tax measures like Measure U

Ties to Community and Future Plans:

Following the passing of my father-in-law Richard "Dick" Howard in December 2016, my wife inherited his house and we moved back home. Connie was born in Hemet, her mother taught school at Little Lake Elementary School and her ancestors started the Howard Rose Company in Hemet in 1908 – a successful business here for many years. Her father retired from EMWD in upper management and was a member of local service clubs and clubs. Since we moved to Hemet, Connie and I have and continue to remodel our home adding many dollar$ into our local economy. We are semi-retired and plan to make this our forever home.

Connie and I have always believed in giving back to our community via organization memberships, church, school activities and coaching softball in the past. In 2019, I learned there were openings on the Measure U Committee, and I knew I would be a good fit. I applied and was happily appointed.

My whole career has been based on trustfulness first. I believe there is no room for bias or "shady dealings" especially when the public's money and trust is involved. If I do not understand an issue, I ask questions and many times pointed questions. If I do not agree with a proposal, I voice my concern and why, plus give opinions on how I would rather see the issue handled.

My concerns for our Police and Fire Personnel mirror my daily goal from my career. I want to see them do their job then safely return home to their families every day. Safety is #1 !!!! I will strive to support them in obtaining the best equipment, training and coworkers that can be afforded.

Soon, we have our work cut out for us in getting Measure U passed by the voters again. I will work on that campaign.

A Toast to Our City!!!!!!

Daryl Betancur

From: noreply@civicplus.com
Sent: Tuesday, February 16, 2021 5:52 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

FEB 17 2021
City Clerk's Office
City of Hemet

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
The Library Board consists of five members appointed by the City Council for three year terms. It meets on the 3rd Friday of each month at 10:00 a.m. Responsibilities are statutory and include setting policy on the operation and services of the Library. The Board advises the City Council on the budgetary needs of the Library, its services, and other related matters.

Infrastructure Commission - 2 Year Term
Established by Ordinance No. 1958, this commission is intended to periodically review and provide comments regarding public facilities and works of improvement that are planned by the City, including without limitation, City parks, open space and other recreational or community facilities and City capital improvement. The commission shall have its regular meeting on the last Monday of every other month on odd months at 4:00 p.m. The commission shall consist of five (5) voting members appointed by the City Council.

Measure U Citizen Oversight Committee - 2 Year Term
In accordance with Hemet City Ordinance No. 1918, the Measure U Citizen Oversight Committee consists of 7 members appointed by the city council to serve two (2) year terms. The purpose of the committee is to independently review and advise upon the City's proposed expenditures of Measure U Funds as well as the actual expenditures of Measure U Funds and review of the annual audit conducted of Measure U Funds as required by the Ordinance. The Committee is advisory only and reports its comments directly to the City Council. Eligible community members must reside within the city limits or the sphere of influence or own a business having its primary offices located within the city limits. A majority (4 or more) of the committee members shall be residents of the City of Hemet.

Mobile Home Rent Review Commission - 3 Year Term
Established by Ordinance No. 772, an initiative of the voters of the City of Hemet, this Commission meets by request only and with duties as outlined in the Hemet Municipal Code. It consists of five members appointed by the City Council to 3 year terms. The Commission shall be made up of one mobile home park owner, one mobile home park tenant and three "at large" residents who do not live in mobile home parks.

Planning Commission - 2 Year Term
Created in accordance with the provisions of the State Planning Act, the

Commission consists of five members appointed by the City Council to serve two year terms. The Commission meets on the first and third Tuesdays of the month at 6:00 p.m.

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	Sara
Last Name	Cortes de Pavon
Address1	
Address2	*Field not completed.*
City	Hemet
State	California
Zip	92543
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	Resume- S. Cortes de Pavon.pdf
Are you a City Resident?	Yes
Yes, number of years:	6 years
List Relevant Experience (employment, community organizations, etc.):	Grants Manager, City of Perris - Perris, California. 8/2015 to Current Administrative, professional, and fiscal leadership, including

	developing, implementing, and administering grants and programs for community and social services activities and infrastructure projects.
Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	For the past 13 years I have administered the federally funded Community Development Block Grant program. This program uses HUD funding to provide administrative, public service, and infrastructure programming to low and moderate-income residents of the city of Perris. Throughout this time I have managed over $8 million in federal funds, prepared fiscal reports, developed and managed budgets, and directed expenditures for these programs. Additionally, I routinely review sub-recipient audit reports to determine organizational fiscal capacity.

Read Carefully - Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason. I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

A.1	If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide link
A.2	Cell Phone, Personal Email
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad

Date of Submission	2/16/2021 5:51 PM
Applicants Signature	Sara Cortes de Pavon

Email not displaying correctly? View it in your browser.

RECEIVED
DEC 28 2020
City Clerk's Office
City of Hemet

City of Hemet

City Clerk's Office

445 E. Florida Ave

Hemet, CA 92543

12-23-2020

RE : Application for Measure U Citizen Oversight Committee

Good afternoon,

Please find attached my application for this committee. As a longtime Hemet business owner, I feel I can assist in this important task. If there is an interview process, please feel free to contact me.

Sincerely,

Mark D. Fredricksen

voice mail

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Mark D. Fredricksen	Home Address:
City: Hemet	Zip: 92545
Name and Address of Business (if applying as business owner)	
Mobile Phone:	Home Phone: None
Work Phone: 9	Personal Email Address:
Work Email Address: mark.fredricksen@hubinternational.com	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 3 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Business owner, property owner and employer in the city for over 30 years. Director of The Bank Of Hemet, Past President Hemet -San Jacinto Exchange Club, Director Hemet - San Jacinto Action Group, President Hemet Hospice Volunteers Advisory Board, Advisory Board Member CASA.

Advisory Body Experience (body and agency):	
Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

The passage of Measure U was an important event for our community. The successful prudent use of the funds is vital if we are to see positive results for our community. Also, if we are to go to the voters for additional funds in the future, our stewardship of these funds has to be completed in a manner that will take the detailed review we should expect will be coming from the community.

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

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I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

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☐ Cell Phone
☐ Personal Email address
☐ Home Phone
☒ Business Email address
☒ Work Phone

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: _____ Date: 12/22/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission
☐ Infrastructure Commission
☐ Mobile Home Rent Review Commission
☐ Library Board
☐ Measure U Committee
☐ Evidence of Hemet Resident
☐ Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

PROUD SUPPORTER

City of Hope.

Mr. Mark Fredricksen

SN BERNARDINO CA 923

24 DEC 2020 PM 5 L

City of Hemet
City Clerk's Office
445 E. Florida Ave
Hemet CA 92543

92543-426599

INCUMBENT

RECEIVED
By Clay James at 11:32 am, Dec 15, 2020

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible.

City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:

Name: ERIC GOSCH	Home Address: D
City: HEMET CA	Zip: 92544
Name and Address of Business (if applying as business owner) GOSCH AUTO GROUP 150 CAMPUS DR HEMET CA 92545	
Mobile Phone: 951-	Home Phone:
Work Phone: 951	Personal Email Address:
Work Email Address: .com	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☐ Yes, # of years _____ ☒ No, are you a resident of the Sphere of Influence? ☒ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

Business owner for 56 years in Valley.
Measure U supporter and Committee member since formation in 2017

Advisory Body Experience (body and agency):	
Current: U	Term: From 2017 to Present
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Very involved in Measure E & U passage. I want to see Measure U implemented as intended, for the benefit of our city.

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

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☐ Business Email address
☒ Work Phone

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OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: _____ Date: 12/15/20

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission
☐ Infrastructure Commission
☐ Mobile Home Rent Review Commission
☐ Library Board
☐ Measure U Committee
☐ Evidence of Hemet Resident
☐ Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

Incumbent

RECEIVED
DEC 15 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Diane Graff	Home Address: [redacted] St.
City: Hemet	Zip: 92545
Name and Address of Business (if applying as business owner) N/A	
Mobile Phone: 951- [redacted]	Home Phone: [redacted] 41
Work Phone: N/A	Personal Email Address: [redacted]
Work Email Address: —	[redacted]

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

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☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 19 ☐ No, are you a resident of the Sphere of influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Please see attached.

Advisory Body Experience (body and agency):	
Current: Measure U Oversight Comm	Term: From 2019 to 2021
Previous: —	Term: From ____ to ____

DIANE GUTORMSON GRAFF

December 7, 2020

Attn: City of Hemet City Clerk

Re: Application for membership on Measure U Oversight Committee 2021

The following is an outline of my qualifications for this position:

1. Current member of Measure U Oversight Committee since 2019
2. Current Treasurer of Seven Hills Ladies Golf Club
3. Current President of John R. Williams Memorial Scholarship Fund
4. Current member of Finance Committee of Community Christian Church
5. Former Treasurer and VP of Hemet Kiwanis Club
6. Retired from banking in 2009 after a 30 year career. Moved to Hemet, CA in 1990 to assist in founding Valley Merchants Bank. I formed the Loan Department and became Senior VP/Credit Administrator for 10 years. In 2000 the bank was sold and I became the Regional VP/Branch Manager for Business Bank of California. In 2001 I accepted a position as Senior VP/Senior Lender of Inland Empire National Bank in Riverside and in 2005 I accepted an offer to be Senior VP/Senior Lender of Palm Desert National Bank until my retirement in 2009.
7. My Banking career responsibilities included analyzing financial statements of business and individual clients, structuring commercial real estate loans and lines of credit, approving loans, managing loan staff, completing reports for Bank loan committee and assisting in preparation of bank budgets each year.

I have been honored to be a member of the City of Hemet's Measure U Oversight Committee over the past two years. There is always a learning curve, but I am fortunate to have had many years of analyzing [illegible] would like the City Council to consider appointing me to the Measure U Oversight Committee again for the 2021-2023 years.

Diane Graff

Incumbent

RECEIVED
DEC 21 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Suzzanne Kozma	Home Address
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone	Home Phone
Work Phone: N/A	Personal Email Address:
Work Email Address: N/A	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

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3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☐ Yes, # of years _____ ☒ No, are you a resident of the Sphere of Influence? ☒ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

35+ years of public sector employment, including 26 years at Hemet Police Department where I was responsible for budget preparation and oversight, grants; recruitment and selection of both safety and non-safety personnel; As Human Recources Director, worked closely with Fire Departments on matters of recruitment & selection and other matters. Active member of the Measure U Citizens Oversight Committee since 2017 (currently serving as Vice Chair). Previously served on the Hemet Library Board of Trustees for 4 years. Master of Science Degree in Human Resource Management; Bachelor of Science Degree in Business Administration. Active in 412 Church, including involvement with projects for My City Youth and Calicinto Ranch.
Previous member of Salvation Army Board and Soroptimist International.
Resume attached.

Advisory Body Experience (body and agency):	
Current: Measure U Citizens Oversight Committee	Term: From 2017 to 2021
Previous: Library Board of Trustees	Term: From 2006 to 2010

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

I have a genuine interest in representing the citizens, as well as visitors, of the City who contribute towards the 1% measure U transactions and use tax for the enhancement for public safety services. So much has already been accomplished by the Police and Fire Departments, but there is more to be done to make Hemet an even safer place to live, visit and shop. During these unprecedented times, difficult decisions must be made and priorities may have to be altered. I believe my experience and education have prepared me to analyze and make recommendations relative to the ever changing budget situation. I understand that this is an advisory board and not a legislative body. I have not missed one Measure meeting during my almost 4 years of serving on the Committee and until recently, I attended most City Council meetings during which Measure U and/or budgets were discussed. I still watch those council meetings live in order to stay informed. Thank you for your consideration.

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

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OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Suzzanne Kozma Date: 12/21/2020 12-21-2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of Influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Suzzanne Kozma

Hemet, CA 92544

December 21, 2020

Honorable Mayor Meyer and Members of the City Council
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543

Dear Mayor and Council Members:

I am pleased to submit my application for reappointment to the City's Measure "U" Citizen Oversight Committee. I have served on the Measure "U" committee since February 2017 and I am currently serving as Vice Chair of the Committee. I take the role seriously and I have attended every Measure "U" oversight committee meeting since being appointed and have actively participated. In addition, until recently, I attended a majority of the Council meetings in person when items related to the City's budget and/or updates from the Police and/or Fire Department were on the Council's agenda. I make every effort to stay current on these matters and I understand that the City is going through challenging and unprecedented times.

I sincerely believe that the funds generated from Measure "U" have made a positive impact on the quality of life in the City of Hemet. These funds have allowed both Police and Fire Departments to increase their staffing levels and put "more boots on the streets" as the residents desire.

I feel that the combination of my experience on the Measure "U" oversight committee, my employment background and my formal education would continue to be an asset to the committee and to the citizens. I have outlined my professional and educational background on my enclosed resume. Thank you for your time and your consideration and I would be honored to be reappointed to the Measure "U" Oversight Committee.

Sincerely,

Suzzanne Kozma

Suzzanne Kozma

Suzzanne Kozma

Hemet, California 92544

Objective

To be reappointed to the City of Hemet's Measure "U" Citizens Oversight Committee (currently serving as Vice Chair)

Education

DEGREES | SCHOOL

- **Master's of Science, Human Resources Management & Development**, Chapman University
- **Bachelor's of Science, Business Administration**, Chapman University
- Professional Certificate (2 yr.), Personnel Management & Employee Relations, UC/Riverside

Relevant Experience & Accomplishments

FISCAL MANAGEMENT AND CONTROL

- Planned, organized, prepared and administered $7.6 million budget with full signature control (Hemet
- Police Department)
- Accurately forecasted short and long term financial needs
- Prepared and submitted successful State and Federal grant applications; served as grant administrator, worked closely with the City's Finance Department

HUMAN RESOURCES ADMINISTRATION

- Successfully managed and administered human resources programs, functions and activities for a city of 350 plus employees, including public safety departments (Police and Fire)
- Planned and conducted employee recruitment and selection processes; developed and participated in assessment centers
- Served as chief negotiator and as a member of employer's labor negotiations teams; attended and made presentations in Council Closed Sessions
- Conducted confidential administrative investigations and prepared findings

Job Title/Organization/Dates

- **Human Resources Consultant, City of Big Bear Lake** **2018**
  - Served as City's chief negotiator, resulting in a three-year agreement

- **Consultant, City of Big Bear Lake** **1/2015-7/2015**
  - Assisted City staff in the City Clerk/City Manager's Office
  - Researched matters related to City Council compensation
  - Conducted labor negotiations resulting in a three-year agreement

Suzzanne Kozma

JOB TITLE/ORGANIZATION/DATES (Continued)

- **Human Resources Consultant/Human Resources Director, City of Big Bear Lake/ 2006-14**
  - Organized, directed and participated in all phases of the City's Human Resources/Risk Management Department, including recruitment and selection, classification, compensation and benefits; labor and employee relations, training and general liability claims
  - Worked closely with Fire Chief and staff and General Manager of DWP
  - Represented the City in matters of concern to unions; served as Chief Negotiator during "meet and confer" sessions
  - Conducted city-wide reorganization studies and made recommendations to the City Manager

- **Human Resources Director, City of Hemet** **1999-2005**
  - Managed the administration and operations of the Human Resources Department, including recruitment and selection, discipline, classification, compensation, labor and employee relations, benefits
  - Prepared and administered the department's budget
  - Recommended hiring, recognition and disciplinary actions
  - Served on City's labor negotiations team; conducted salary/benefit surveys, drafted proposals; prepared proposed MOU's (Memorandums of Understanding)

- **Assistant to the City Manager, City of Hemet** **1999**
  - Performed advanced staff work, assisted the City Manager, Mayor and Council members with various matters, including eminent domain and business relocations
  - Planned and conducted Assessment Centers, including Library Director and Community Development Director
  - Tracked pending legislation; attended legislative briefings; prepared letters in support and in opposition of state and federal legislation

- **Administrative Analyst, City of Hemet** **1991-1999**
  - Planned, coordinated and conducted recruitment and selection processes for safety and non-safety police personnel
  - Prepared and administered police budget with full signature control; applied for and administered state and federal grants
  - Managed police volunteer program
  - Served as Department Training Officer and Public Information Officer (PIO)

Daryl Betancur

From: noreply@civicplus.com
Sent: Friday, February 5, 2021 12:04 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
The Library Board consists of five members appointed by the City Council for three year terms. It meets on the 3rd Friday of each month at 10:00 a.m. Responsibilities are statutory and include setting policy on the operation and services of the Library. The Board advises the City Council on the budgetary needs of the Library, its services, and other related matters.

Infrastructure Commission - 2 Year Term
Established by Ordinance No. 1958, this commission is intended to periodically review and provide comments regarding public facilities and works of improvement that are planned by the City, including without limitation, City parks, open space and other recreational or community facilities and City capital improvement. The commission shall have its regular meeting on the last Monday of every other month on odd months at 4:00 p.m. The commission shall consist of five (5) voting members appointed by the City Council.

Measure U Citizen Oversight Committee - 2 Year Term
In accordance with Hemet City Ordinance No. 1918, the Measure U Citizen Oversight Committee consists of 7 members appointed by the city council to serve two (2) year terms. The purpose of the committee is to independently review and advise upon the City's proposed expenditures of Measure U Funds as well as the actual expenditures of Measure U Funds and review of the annual audit conducted of Measure U Funds as required by the Ordinance. The Committee is advisory only and reports its comments directly to the City Council. Eligible community members must reside within the city limits or the sphere of influence or own a business having its primary offices located within the city limits. A majority (4 or more) of the committee members shall be residents of the City of Hemet.

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Planning Commission - 2 Year Term
Created in accordance with the provisions of the State Planning Act, the

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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	Antoine
Last Name	Jarvis
Address1	
Address2	
City	Hemet
State	Ca
Zip	92543
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	3
List Relevant Experience (employment, community organizations, etc.):	*Field not completed.*

Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	*Field not completed.*

Read Carefully - Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason. I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

A.1	If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide link
A.2	Cell Phone, Personal Email
B.	*Field not completed.*
Date of Submission	2/5/2021 11:30 AM
Applicants Signature	Antoine Jarvis

Email not displaying correctly? View it in your browser.

Daryl Betancur

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

From: noreply@civicplus.com
Sent: Friday, January 15, 2021 11:24 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
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First Name	William
Last Name	Fitz
Address1	
Address2	*Field not completed.*
City	San jacinto
State	Ca
Zip	92583
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	Williamlfitz@yahoo.com
Mobile or Home Phone Number	
Applying For (Mark One or More):	Planning Commission, Measure U Citizen Oversight Committee, Infrastructure Commission
Qualifications	inbound8962660111186564693.pdf
Are you a City Resident?	Yes
Yes, number of years:	16
List Relevant Experience (employment, community organizations, etc.):	Was the tax preparer in latino American tax services in hemet, CA. A Registered Dental Assistant in Hemet Dental. I have a community organization what redemption studios in San

	Jacinto. Were we teach free music lessons. And produce and record film and music and media. And volunteer with helping the homeless. Etc.
Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	Measure U Citizen Oversight. Infrastructure Commission. Planning Commission. Advisory body board members. Are position I would love to volunteer. in committing in serving my community. And improving the well being of businesses and people serving this town. I have been volunteering most of my time on cleaning the city from graffiti and trash. Abd advising plans on creating opportunities in helping the homeless with mental illness programs. Suggested and a voice of creating safety on our community. And helping the youth with activities through music and as a youth leader at the 412 church as well. And creating film projects to showcase our work in these fields.

Read Carefully - Complete Section A or B then SIGN

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Date of Submission	1/15/2021 11:30 PM
Applicants Signature	William Fitz

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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Daryl Betancur

From: noreply@civicplus.com
Sent: Saturday, January 23, 2021 12:26 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

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City of Hemet

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First Name	Carole
Last Name	Kendrick
Address1	
Address2	*Field not completed.*
City	Hemet
State	Ca
Zip	92544
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	[redacted]
Mobile or Home Phone Number	
Applying For (Mark One or More):	Planning Commission, Measure U Citizen Oversight Committee, Mobile Home Rent Review Commission, Hemet Public Library Board of Trustees, Infrastructure Commission
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	21

List Relevant Experience (employment, community organizations, etc.):	I have been working in local government for over 22 years with the County of Riverside, City of Hemet and currently the City of Beaumont in different capacities within their planning departments. I have held positions from office assistant, land use technician, assistant planner, associate planner and currently senior planner. I am not associated with an community organization but have done some volunteer with Habitat for Humanity in the past.
Advisory Body Experience (body and agency)	City of Hemet, Infrastructure Commission Chairman, 2020 to current.
Additional Information:	I have been working in local government for over 20 years with the County of Riverside, City of Hemet and currently the City of Beaumont in different capacities within their planning departments. I have held positions from office assistant, land use technician, assistant planner, associate planner and currently senior planner. I am not associated with an community organization but have done some volunteer with Habitat for Humanity in the past.

Read Carefully - Complete Section A or B then SIGN

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A.1	*Field not completed.*
A.2	*Field not completed.*
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad

Date of Submission	1/23/2021 12:00 PM
Applicants Signature	Carole Lynn Kendrick

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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

City of Hemet

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Norm Kyriss	Home Address:
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone:	Home Phone:
Work Phone:	Personal Email Address:
Work Email Address:	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☒ **Planning Commission** 1	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee** 2	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 38 yrs ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

For the past 29 years, I have sold real estate in Hemet and the surrounding areas. Representing mostly home-owners, I have worked with investors, developers, and builders as well. The growth of Hemet has always been a topic of conversation. This will help my understanding how Hemet should grow in the future.
I am currently serving as a Director, & chairman of the Legislative committee for SRCAR, Director for Ramona Bowl Amphitheatre, and Director for Grandfathers for Golf. In 2012, I was selected to serve on the ROCS committee advising the Hemet City Council.
I was a Director for Hemet San Jacinto Habitat for Humanity when we built the six home development on Latham in between Tahquitz and Downen, this was my 1st experience with developing and building in Hemet.

Advisory Body Experience (body and agency): N/A	
Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

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☒ Cell Phone
☐ Personal Email address
☐ Home Phone
☒ Business Email address
☐ Work Phone

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Norm Kyriss Date: 12/31/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission
☐ Infrastructure Commission
☐ Mobile Home Rent Review Commission
☐ Library Board
☐ Measure U Committee
☐ Evidence of Hemet Resident
☐ Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

Daryl Betancur

From: Norm Kyriss <NormKyriss@hotmail.com>
Sent: Thursday, December 31, 2020 4:47 PM
To: City Clerk Staff
Subject: Citizen Advisory
Attachments: 2021 Hemet Citizens Application.pdf

Warning: This email originated from outside the City of Hemet. Think before you click!

attached is the application....Happy New Year....

What is my Home worth, click here to find out.

Sincerely,



Norm Kyriss, Realtor
Century 21 McDaniel & Associates
3980 W Florida Ave #100, Hemet CA 92545
2433 E Florida Ave, Hemet CA 92544
www.normkyriss.com
(951) 202-9754 call/text - DRE# 01108986
Member NAR nar.realtor
Member-CA Association of Realtors car.org
Member/Director-SRCAR srcar.org
Volunteer/Director-Ramona Bowl ramonabowl.com/
Member-Hemet Masonic Lodge hemetmasons.com
Member-Chamber of Commerce hemetsanjacintochamber.com
Member-Elks Lodge elks.org/lodges/home.cfm?LodgeNumber=1740
Member-FOE Eagles www.foe.com
Volunteer/Director-Grandfathers for Golf grandfathersforgolf.org
Volunteer-Habitat for Humanity hemetsanjacintohfh.org

Daryl Betancur

From: DeniAntionette Mazingo
Sent: Thursday, February 25, 2021 11:35 AM
To: Daryl Betancur; DeniAntionette Mazingo Esq
Subject: Fwd: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Please find a message sent to me from Hemet City. Advisor Form Submitted

Blessings and Stay Safe,

I am as always, gratefully yours,

DeniAntionette Mazingo, Esq.

---------- Forwarded message ---------
From: <noreply@civicplus.com>
Date: Thu, Feb 25, 2021 at 11:27 AM
Subject: Online Form Submittal: Advisory Body Application
To: <

Advisory Body Application

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First Name	DeniAntionette
Last Name	Mazingo
Address1	[redacted]
Address2	
City	Hemet
State	CA
Zip	92544
Name and Address of Business (if applying as a business owner)	Riverside County District 3
Personal Email Address	

Mobile or Home Phone Number	
Applying For (Mark One or More):	Planning Commission, Measure U Citizen Oversight Committee
Qualifications	Latest Bio (1) (1) (2).docx
Are you a City Resident?	Yes
Yes, number of years:	9
List Relevant Experience (employment, community organizations, etc.):	Please see bio
Advisory Body Experience (body and agency)	Commissioner for Women D\Riverside County District 3, MY 2013 - December 2019
Additional Information:	Refer to Bio

Read Carefully - Complete Section A or B then SIGN

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A.2	Business Email Address
B.	*Field not completed.*
Date of Submission	2/25/2021 11:30 AM

Applicants Signature DeniAntionette Mazingo



Since moving to Hemet, DeniAntionette Mazingo, has made countless contributions to the community, focusing on improving the lives of those less fortunate.

As Third District Commissioner for Women, Deni established a program to educate young people about the dangers of human trafficking.

She is an active member of Soroptimist International, living out the organization's mission aiding women and girls, and developing programs leading to social and economic empowerment, by:

- chairing several fundraisers
- providing educational grants and scholarships and
- working to host an annual Soroptimist Girl Power Conference for sixth and seventh grade girls
- providing them opportunities to succeed.

Deni tirelessly petitioned the Hemet Valley Medical Center Board to resume operating the Rape Crisis Center, which 'reopened in May of 2015'.

She is National Immediate Past President of Las Amigas Incorporated, whose mission is to enhance the quality of life and promote the general improvement within their communities. They accomplish this through educational programs, by providing non-perishable food items for those children who do not have access to nourishing food during the weekends, and by raising funds for scholarships and assist in raising funds for the Children's Defense Fund.

DeniAntionette is also a member of Rotary International, assisting folks throughout the world.

As President of Ladies of Charity for San Bernardino Diocese, she initiated the street ministry to serve the homeless by providing meals, clothing and referrals to assist them getting off of the streets and living in their cars.

Deni a lifetime member of The National Council of Negro Women, she is involved in pushing forth the rights of the people of color on all levels.

She is a member of the Hemet Woman's Club that is a California Federation whose Missions is to unite **women** of diversified backgrounds to work together for the benefit of our valley through a variety of programs, partnering with other non-profit community service-based organizations.

It's no wonder Deni was named 'The Woman of The Year' by CA Senator Mike Morrell in 2016 after seeing all the Advocacy Work, she does on a daily basis!

Deni was a practicing attorney (16+ years) in the Nation's Capital and now provides pro bono services to individuals unable to afford needed help.

Deni will tell you that she strives to put her faith first through earnest prayer.

Daryl Betancur

RECEIVED
FEB 16 2021
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City of Hemet

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Mobile Home Rent Review Commission - 3 Year Term
Established by Ordinance No. 772, an initiative of the voters of the City of Hemet, this Commission meets by request only and with duties as outlined in the Hemet Municipal Code. It consists of five members appointed by the City Council to 3 year terms. The Commission shall be made up of one mobile home park owner, one mobile home park tenant and three "at large" residents who do not live in mobile home parks.

Planning Commission - 2 Year Term
Created in accordance with the provisions of the State Planning Act, the

Commission consists of five members appointed by the City Council to serve two year terms. The Commission meets on the first and third Tuesdays of the month at 6:00 p.m.

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	Cami
Last Name	McGargill
Address1	
Address2	*Field not completed.*
City	Hemet
State	Ca
Zip	92545
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	45
List Relevant Experience (employment, community organizations, etc.):	I have been involved in several communities events over the last ten years.

Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	I have strong ties to the community and are always looking for ways to improve our City.

Read Carefully - Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason. I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

A.1	If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide link
A.2	Personal Email
B.	*Field not completed.*
Date of Submission	2/5/2021 12:15 PM
Applicants Signature	Cami Marie McGargill

Email not displaying correctly? View it in your browser.

RECEIVED
DEC 28 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Mary Moreland	Home Address: [redacted] ve
City: Hemet	Zip: 92545
Name and Address of Business (if applying as business owner)	
Mobile Phone: [redacted] 9	Home Phone: [redacted]
Work Phone: [redacted]	Personal Email Address: [redacted]
Work Email Address: [redacted]	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 20 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Resume attached.

Advisory Body Experience (body and agency):	
Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

voicemail 305

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Additional information attached.

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

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☐ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☐ Cell Phone ☐ Home Phone ☐ Work Phone
☐ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☒ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Mary Moreland Date: 12/24/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Mary S. Moreland

[redacted]
Email: [redacted]

Qualifications

Over 30 years experience in areas that include:

Local Government/Cities and County
Public Relations
Motivation and Training
Communication
Research and Reports
Verbal and Written Presentations
Leadership and Supervision
Decision Making and Problem Solving

Significant Experience

2008 – 2018 Consultant, Instructor in Emergency Management

Served as a member/consultant on the Riverside County Fire Department on the County's Fire Hazard Reduction Task Force and developed presentations for the Board of Supervisors; participated in Community Emergency Response Team (CERT) training; developed and taught a course entitled *Emergency Management Training for Future Health Care Professionals* for over 600 doctoral students at Western University of Health Science which included a table-top exercise for all students; conducted analysis of emergency operations for Lake County, CA and presented findings to Lake County Board of Supervisors; developed a home hazard assessment course (Wildland Fire Assessment Program) for the National Volunteer Fire Association (NVFC) which has been taught throughout the United States.

2004 – 2008 Director, Riverside County Office of Emergency Services
Homeland Security Grant Administration

Responsible for planning, coordinating and directing the operations of the Riverside County Office of Emergency Services (OES), which included all activities related to mitigation, preparation, response and recovery; served as key advisor to County Executive Officer and County Board of Supervisors on all matters relative to emergency management; responsible for the administration of Riverside County's Homeland Security Grant funds; responsible for coordinating emergency services under the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) and ensuring compliance with these legislative requirements. Developed and taught numerous courses to include *Elected Officials Guide to Emergency Management*; published *Successful Disaster Preparedness: Practice, Pro-activity and Partnerships* for CSAC's "California County" Magazine, Jan- Feb. 2006,

1997 – 2004 **Chief of Staff, Riverside County Board of Supervisors**
Supervisor Jim Venable

Responsible for all aspects of office and staff management, budget oversight, analytical and legislative duties in the office of the Supervisor; responsible for all public relations including development of annual Strategic Vision Plan, staff brochure, website, press releases, public service announcements, speeches and Supervisor's bio; required to deal with sensitive and confidential information and exercise the highest level of judgment and tact; responsible to represent the Supervisor and present decisions, recommendations and findings of the Board at a variety of meetings, gatherings and conferences including California State Association of Counties; attend meetings of local government agencies, commissions and organizations; perform advanced analysis of agendas and assemble and prepare background information to agenda items for review and consideration by the Supervisors.

1990– 1997 **Emergency Services Coordinator**
Riverside County Fire Department ~ OES

Responsible for developing viable emergency management program for County and fourteen contract cities and worked directly with County Chief Executive Officer, city managers and elected officials; developed and maintained state mandated emergency operations plans; developed and conducted training courses for city and County officials, school districts and the private sector; designed and coordinated annual emergency management exercises; compiled documentation for reports and applications for reimbursement and financial assistance needed to recover from seven Presidentially declared disasters; ensured currency and compliance with all state and federal emergency management legislation for the County and the contract cities.

1985-1990 **Public Relations Director**
American Red Cross ~ Riverside County Chapter

Responsible for preparing and presenting speeches and displays throughout the County; developed quarterly newsletter, including writing, editing, photography and layout; organized press conferences; responsible for all press releases and public service announcements; primary responsibility for interviewing, training, and placing volunteers in organization and for arranging and conducting annual volunteer recognition ceremony; assisted with special events and fund raising; prepared annual budgets for public relations and volunteer programs; served as staff advisor to several board level committees.

Achievements/Certificates

Certified Emergency Manager, National Coordinating Council on Emergency Management
Member and Past President, Greater Riverside Chamber of Commerce
Charter President, Emergency Manager's Association of Riverside County
Riverside County Fire Department's Distinguished Service Award
Certificate of Merit, Governor's Office of Emergency Services
Communication and Leadership Award, Toastmaster's International
Professional Development Series, Governor's Office of Emergency Services
Charter Member and Vice-Chairman, California Operational Area Coalition
Chairman, Riverside County Operational Area Planning Committee
Member, California State Association of Counties

Education/Training

Riverside Community College, Riverside, California
California Baptist University, Riverside, California
College of the Desert, Palm Desert, California
Major: Business GPA 4.0 Management Certificate 12/96
Over 1000 hours of vocational training from American Red Cross, Federal Emergency Management Agency and the Governor's Office of Emergency Services

Item 4. Additional Information for City of Hemet, Application for Appointment to Volunteer Commissions/Boards/Committees – Measure U

I would very much appreciate the opportunity to serve the City of Hemet as an Advisory Member of the City's Measure U Committee. I feel that my background in government, including serving as Chief of Staff to a County Supervisor and as the Director of the County's Emergency Management Department, gives me the skills, training and experience that could be of benefit to this important Committee. I understand first-hand the vital importance of public safety for the City of Hemet and the need for equipping our first responders adequately while at the same time ensuring fiscal prudence and accountability for the City and the taxpayers.

My husband and I moved to City of Hemet over 20 years ago because we wanted live in the Third District and get to know the residents that I helped serve. We fell in love with the people and the City and we both are committed to staying here in this beautiful valley and working to make it a great place to live. Since we both are retired, we believe in donating our time to make a difference in our community. We both volunteer extensively through our church, Community Christian, and also through My City Youth Center. I serve on the Board of FitOne Foundation, a Riverside based health and wellness organization. I am a member of the Community Advisory Board for the Hemet Medical Center and also serve on the Board of the Western Science Center Board since 2014.

If I am appointed to this important Measure U Advisory Member position, I will take that responsibility seriously and I will commit to serving with dedication and integrity. Thank you.

Daryl Betancur

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

From: noreply@civicplus.com
Sent: Friday, February 5, 2021 12:17 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
The Library Board consists of five members appointed by the City Council for three year terms. It meets on the 3rd Friday of each month at 10:00 a.m. Responsibilities are statutory and include setting policy on the operation and services of the Library. The Board advises the City Council on the budgetary needs of the Library, its services, and other related matters.

Infrastructure Commission - 2 Year Term
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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

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First Name	Stacie
Last Name	Olson
Address1	[redacted]
Address2	*Field not completed.*
City	Hemet
State	CA
Zip	92545
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	[redacted]
Mobile or Home Phone Number	[redacted]
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	8
List Relevant Experience (employment, community organizations, etc.):	Management experience, involvement with Hemet politics and philanthropic work for many years, Founder and previous President of a non profit organization.

Advisory Body Experience (body and agency)	Non profit board member
Additional Information:	*Field not completed.*

Read Carefully - Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason. I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

A.1	*Field not completed.*
A.2	*Field not completed.*
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad
Date of Submission	2/5/2021 12:15 PM
Applicants Signature	Stacie Olson

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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Daryl Betancur

From: noreply@civicplus.com
Sent: Saturday, February 13, 2021 3:44 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

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Application for Appointment to Volunteer Commissions/Boards/Committees

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First Name	Hollie
Last Name	Tamez
Address1	
Address2	*Field not completed.*
City	Hemet
State	CA
Zip	92545
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	1989-2017, 2019-present
List Relevant Experience (employment, community organizations, etc.):	29 years of nursing professionalism with dedication to patients & organization, critical thinking and innovation, analytical thinking & problem-solving skills. Experience in change

	management, strategic focus, customer service, fiscal management, project management, process improvement, change leadership, human capital management, staff development, & technology management. Participation on multiple committees within the hospital setting providing oversight, input, and collaboration to ensure accountability and common goals were met. District Nurse - Hemet Unified School District (2019-current) Associate Director, Digestive Diseases Ambulatory Clinic - Cedars Sinai in Los Angeles (2017-2019) Surgical Services Manager - Riverside Community Hospital (2015-2017)
Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	*Field not completed.*

Read Carefully - Complete Section A or B then SIGN

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A.1	*Field not completed.*
A.2	*Field not completed.*
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad
Date of Submission	2/13/2021 3:45 PM

Applicants Signature Hollie Tamez MSN, RN

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FEB 16 2021
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Lori VanArsdale	Home Address:
City: Hemet, CA	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone:	Home Phone:
Work Phone:	Personal Email Address.
Work Email Address:	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☒ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application. Please See Attached

Are you a City resident? ☒ Yes, # of years 48 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Please see attached Bio Summary and list of organizations on which I have served.

Advisory Body Experience (body and agency):	
Current: Planning Commission	Term: From 11-13-18 to 6-1-21
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Presently serving on the Hemet Planning Commission I find that my previous City Council has served as a good foundation for understanding projects that have come before us. I appreciate being able to contribute some historical information when appropriate and when needed and believe that it has also been helpful to my fellow commissioners and our staff.

I was a part of the group that formed to support Measure U for the City of Hemet in 2016. I have been a staunch supporter of our Public Safety and would like to assist in making sure that funds are used for what the public intended and help look to the future of supporting a Measure when Measure U sunsets.

PLEASE SEE ATTACHED BIO SUMMARY

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

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☒ Cell Phone ☐ Home Phone ☐ Work Phone
☐ Personal Email address ☐ Business Email address

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OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Lori VanArsdale Date: 12-31-20

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Lori VanArsdale
Bio Summary

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FEB 16 2021
City Clerk's Office
City of Hemet

Lori VanArsdale was born in Cortez, Colorado and spent her childhood years living on the Navajo Reservation where she experienced much of the culture and traditions of Native Americans of Southwestern Colorado and Southeastern Utah. She moved with her family to Hemet in 1975 where throughout her school and college years she served in many student government offices including President of the Student Body of Mt. San Jacinto College.

Lori began her professional career in the field of real estate and marketed properties in the San Jacinto Valley for over 20 years. She received numerous top sales awards and became President of the board of Realtors. She also served as a Director for the California Association of Realtors where she focused on government affairs.

Lori was elected to the Hemet City Council in 1992 and served as Council Member and Mayor for 16 years. She was honored by many public and private sector organizations including being named Woman of the Year twice by the California State Assembly for the district. Recently she received Senator Mike Morrell's award for Woman of distinction for the City of Hemet.

In Addition to serving on numerous local committees, boards and commissions, Lori was also on many regional, state and federal committees . Some of her longer term committee service includes:

Western Riverside Council of Governments
Southern California Association of Governments
- Energy and Environment Committee
- Waste Committee
- Water Quality Committee

Chair of California League of Cities Environmental Quality Committee
U.S. Conference of Mayors Environmental Quality & International Trade
U.S. Department of Commerce Inland Empire District Export Council Chair
- Vice-Chair of the National Distict Export Council Steering Committee
- Chair of the Green Industry and Technology

Continued on Page 2

Lori VanArsdale Continued

Professional Career in Real Estate for over 20 Years and served as:

- Real Estate Agent in Hemet and San Jacinto
- President and Board Member of Hemet/San Jacinto Board of Realtors
- Director for California Association of Realtors
- Top 10 Selling Agent in the Hemet/San Jacinto Board of Realtors multiple times

International Trade

- Worked on projects in Iraq helping U.S. Companies connect with Iraqi companies and contracts for rebuilding the country
- Met with and advised newly formed local government officials in Iraq
- Worked on Solar Project in Czech Republic
- International Trade Conferences in London, Denmark & the Middle East

Served on Hemet City Council 16 Years from 1992 to 2008:

- Served as Mayor of Hemet 3 terms
- Was a member of 19 Local, Regional & State committees, boards & commissions
- Headed up Nationwide efforts to Pass Federal Legislation, "The Housing for Older Persons Act" to protect Senior Housing
- Awarded Woman of the Year twice for California State Assembly
- October 2015 Received Senator Mike Morrell's award for Woman of Distinction Award for City of Hemet

Presently Serving on the Following Boards and Committees:

- Soboba Economic Development Corporation
- City of Hemet Planning Commission
- U.S Department of Commerce District Export Council appointed by the Secretary of Commerce for 18 years
- Ramona Bowl Amphitheatre Board of Directors
- Valley Health Systems Advisory Committee
- Secretary of Healthy Valley Foundation
- Mt. San Jacinto College Foundation Board
- Western Science Center Board Member
- Hemet San Jacinto Action Group
- Diamond Valley Lake Implementation Committee

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: City Council
Submitted by: Christopher Lopez, City Manager
Daryl Betancur, Interim City Clerk;

☒ **Receive and File** ☐ **Consent Calendar** ☐ **Business Item** ☐ **Public Hearing**

TITLE:

Approval of the Closed Session and Regular City Council Meeting Minutes of February 23, 2021.

RECOMMENDED ACTION:

Approval of Minutes of the Closed Session and Regular City Council Meeting Minutes of February 23, 2021.

FISCAL IMPACT:

There is no fiscal impact associated with the approval of these minutes.

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☐ Ordinance ☐ Agreement

ATTACHMENT(S):

CC_Regular Mtg_Minutes_02-23-21 (2)

MINUTES
City Council Meeting

City of Hemet
City Council Chamber
Teleconference Number: (888) 585-9008, when prompted dial: 768-176-038
Tuesday, February 23, 2021

CLOSED SESSION - 6:00 P.M.

1. CALL TO ORDER

The City Council of the City of Hemet met this 23rd day of February, 2021 in a Closed Session at 6:00 p.m. in the City Council Chamber, 450 E. Latham Avenue, Hemet, California with Mayor Meyer presiding.

1.A Motion to excuse absent Council Member

To excuse Council Member Krupa from this meeting.

Motion by Council Member Brown, second by Council Member Lilienthal, to excuse Council Member Krupa. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

2. ROLL CALL

Interim City Clerk Betancur provided the Roll Call as follows:

Present: Council Member Brown
Council Member Lilienthal
Mayor Pro Tem Males
Mayor Meyer
Absent: Council Member Krupa
Staff Present: City Manager Lopez
Interim City Attorney Graham
Interim City Clerk Betancur

3. PUBLIC COMMENT PERIOD - RULES OF DECORUM, RESOLUTION NO. 4545

Mayor Meyer opened for public comment. There were no public comments.

Council recessed to closed session at 6:03 p.m.

4. DISCUSSION ITEMS

4.A CONFERENCE WITH LABOR NEGOTIATORS
Government Code Section 54957.6
Agency Designated Representative: Christopher Lopez, City Manager
Employee Organization: HMMA, SEIU, and Confidential

4.B CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Significant Exposure
Pursuant to Paragraph (2) of Subdivision (d) of Section 54956.9
Number of Cases (2)

4.C CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Initiation Pursuant to Paragraph (4) of Subdivision (d) of Section 54956.9
Name of Case: Kenneth J. Graff v. Joe Males
Riverside County Superior Court Case No. CVSW2001682

Mayor Pro Tem Males recused from participating in discussion of item 4C.

5. ADJOURNMENT OF CLOSED SESSION

Council reconvened from Closed Session at 6:58 p.m.

REGULAR MEETING - 7:00 P.M.

6. CALL TO ORDER

The City Council of the City of Hemet met this 23rd day of February, 2021 in a Regular Session at 7:07 p.m. in the City Council Chamber, 450 E. Latham Avenue, Hemet, California with Mayor Meyer presiding.

6.A Motion to excuse absent Council Member.

To excuse Council Member Krupa from this meeting.

Motion by Council Member Brown, second by Council Member Lilienthal, to excuse Council Member Krupa. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

7. ROLL CALL

Interim City Clerk Betancur provided the Roll Call as follows:

Present:	Council Member Brown Mayor Meyer Mayor Pro Tem Males Council Member Lilienthal
Absent:	Council Member Krupa
Staff Present:	City Manager Lopez Interim City Attorney Graham Interim City Clerk Betancur

8. INVOCATION

The invocation was offered by Pastor Bob Scott.

9. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Meyer.

10. CITY ATTORNEY CLOSED SESSION REPORT

Interim City Attorney Graham stated there were no reportable actions from the 6:00 p.m. Closed Session.

11. COMMUNICATIONS FROM THE PUBLIC

Welcome to a meeting of the Mayor and City Council of the City of Hemet

- Anyone who wishes to speak during public comment or on a particular item will be required to fill out a speaker slip and turn it in to the City Clerk. Each request will cover one speaker.
- There is a 3-minute-per-person time limit for all comments.
- Written comments on any item may also be submitted to the City Clerk to be included in the meeting record; however, they will not be read aloud.
- All who wish to speak, including Council members and staff, need to be recognized by the Mayor before speaking.
- Members of the public shall comply with the adopted Rules of Decorum, Resolution No. 4545. A copy of which can be requested through the City Clerk's Office.
- Please turn off or mute your cell phone while the meeting is in session

Mayor Meyer asked for Public Comments, the following citizen spoke:
In person: Roy McDaniel, Doris McCoy, Jeff Mopstedd, Kenneth Prado, and Matt Thornton
Teleconference: None
Electronic Comments: Patricia Ann Gregory, Jacob Beamesderfer, and James Salvador, Special Districts Supervisor, Valley-Wide Recreation and Park District

11.B Public Comment for Items Listed on the Agenda: Consent and Discussion Items

11.C Public Comment for Items Not Listed on the Agenda, but within Jurisdictional Matter

12. PUBLIC HEARING

12.A AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, APPROVING AN AMENDMENT TO THE HEMET MUNICIPAL CODE, CHAPTER 46, ARTICLE VI RELATED TO THE PROHIBITION OF FIREWORKS IN THE CITY OF HEMET

Interim City Attorney Graham presented the staff report, and answered Council's questions.

Motion by Council Member Brown, second by Mayor Pro Tem Males, to waive further reading, and introduce the ordinance by title only. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

12.B Draft Community Development Block Grant-Coronavirus (CDBG-CV3) Substantial Amendment to 2020-25 Consolidated Plan and 2020/21 Annual Action Plan

Veronica Allen, Management Analyst presented the staff report.

Motion by Council Member Lilienthal, second by Council Member Brown, to approve the item as presented. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

12.C GENERAL PLAN AMENDMENT (GPA) 15-002, SPECIFIC PLAN AMENDMENT (SPA) 15-001 OF THE PAGE RANCH SPECIFIC PLAN, TENTATIVE TRACT MAP NO. 36841 (MAP 15-008) and SUBSEQUENT ENVIRONMENTAL IMPACT REPORT)

H.P. Kang, Community Development Director made brief introductory comments and asked David Leonard, Planning Consultant to present the staff report.

Motion by Council Member Lilienthal, second by Mayor Meyer, to approve the item as presented, waive further reading and introduce the ordinance by title only. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

13. PRESENTATIONS

13.A Highlight Reel of Recent Accomplishments in Hemet

A brief presentation showcasing some of the City's recent accomplishments was presented.

13.B Proclamation Honoring Rick Bishop, Executive Director of WRCOG upon his retirement

A proclamation was read into the record by Mayor Meyer.

13.C Black History Month Presentations

Certificates of recognition were presented to the following business leaders: Ayisha Burks, James Davis, James Greene, Jeffery Moore, Kevin Saunders, Patricia Scott, Rendesia White, Doug Burns, Deborah Johnson, Lamont Johnson, and DeniAntoinette Mazingo.

14. RECEIVE AND FILE

No formal motion was entertained for these items.

14.A Approval of the Closed Session and Regular City Council Meeting Minutes of December 8, 2020.

14.B Approval of the Closed Session and Regular City Council Meeting Minutes of February 9, 2021.

14.C Treasurer's Monthly Report #3

15. CONSENT CALENDAR

All Consent Calendar items will be acted upon by a single action of the City Council unless otherwise requested by an individual Council Member for separate consideration.

15.A Resolution Authorizing the City Manager as a Signatory to Maintain the Fiscal Year 2019/20 Homeland Security Grant Program

15.B Consideration of Allocations for 2021-2022 Program Year Community Development Block Grant Entitlement and Previously Unexpended Funding

15.C A Resolution Accepting the FY19-20 State COPS Supplemental Law Enforcement Services Account (SLESA) Allocation

Motion by Council Member Brown, second by Council Member Lilienthal, to approve consent items 15A, 15B, and 15C with item 15D pulled by staff for the purpose of a presentation. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

15.D Adopt Resolution for Credit Agreement for Don McCoy on Development Impact Fees (DIF) and Transportation Uniform Management Fee (TUMF) for Storm Drain Installation at the Hemet Auto Mall Specific Plan and submit the TUMF Credit Agreement to Western Riverside Council of Governments (WRCOG).

H.P. Kang, Community Development Director presented the staff report.

Motion by Council Member Brown, second by Council Member Lilienthal, to approve the item as presented. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

16. DISCUSSION - ACTION ITEMS

16.A A Resolution to enter into an agreement with Riverside County Public Safety Enterprise Communication System to provide primary public safety radio communication services for the Hemet Police Department and an agreement to provide emergency radio communication services to the Hemet Fire Department, and authorizing the City Manager to execute these agreements and purchase orders in support of the agreements.

Police Chief Pust presented the staff report and answered Council's questions.

Motion by Council Member Brown, second by Mayor Pro Tem Males, to adopt a Resolution to enter into an agreement with Riverside County Public Safety Enterprise Communication System to provide primary public safety radio communication services for the Hemet Police Department and an agreement to provide emergency radio communication services to the Hemet Fire Department, and authorizing the City Manager to execute these agreements and purchase orders in support of the agreements. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

16.B A Resolution Awarding a Contract to Purchase 6 Motorola MCC7500e Dispatch Consoles, Supporting Equipment, and Warranty to Motorola Solutions in an Amount not to Exceed $1,351,096.80 and Authorizing the City Manager to Execute the Agreement and Purchase Orders in Support of the Agreement

Police Chief Pust presented the staff report.

Motion by Council Member Brown, second by Mayor Pro Tem Males, to adopt a Resolution awarding a contract to purchase 6 Motorola MCC7500e dispatch consoles and supporting equipment to Motorola Solutions in an amount not to exceed $1,351,096.80 and authorizing the City Manager to execute the agreement and purchase orders in support of the agreement. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

16.C Novel Coronavirus (COVID-19) Emergency Declaration Update

City Manager provided status report.

16.D 2nd Quarter Fiscal Year 2020/2021 Budget Update and Mid-Year Review

Lorena Rocha, Finance Director presented the staff report.

Motion by Council Member Lilienthal, second by Council Member Brown, to receive and file the 2nd Quarter FY2020/2021 Budget Report, and adopt a Resolution Amending the Budget and Approving Appropriations for FY2020/2021. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

16.E Acceptance and Approval to Initiate the 6th Cycle Housing Element Update (2021-2029), Addendum to the City's General Plan Safety Element, and Addition of Environmental Justice Element and Adoption of a Resolution Approving Agreement with Kimley-Horn and Associates, Inc.

H.P. Kang, Community Development Director presented a brief staff report.

Motion by Council Member Lilienthal, second by Council Member Brown, to adopt a Resolution Approving an Agreement with Kimley-Horn and Associates, Inc., and Authorizing the City Manager to utilize the General Fund with equal amount reimbursement from the Local Early Action Planning (LEAP) Grant funding program up to $250,000 for the 6th Cycle Housing Element Update, addendum to the City's Safety Element, and addition of Social Justice Element. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer

NOES: None
ABSENT: Council Member Krupa

BRIEF RECESS

The City Council recessed at 9:50 p.m. for a short break and reconvened at 9:55 p.m. with all Council Members present. Council Member Krupa was excused from this meeting.

1. Motion to continue

Motion by Council Member Brown, second by Council Member Lilienthal, to continue the meeting past 10:00 p.m. Passed 4/0.

AYES: Council Members Brown, Lilienthal, Mayor Pro Tem Males, and Mayor Meyer
NOES: None
ABSENT: Council Member Krupa

17. CITY COUNCIL AND STAFF REPORTS

Mayor Meyer asked for Council Comments. Council Members Brown, Lilienthal, Mayor Prom Tem Males, and Mayor Meyer gave reports.

COUNCIL MEMBER BROWN

1.Infrastructure Commission
2.League of California Cities
3.Riverside Transportation Commission
4.Riverside County Habitat Conservation Agency
5.Hemet San Jacinto Water Master Board *
6.Western Community Energy
7.Western Riverside Council of Governments *
8.CAJPIA Board

COUNCIL MEMBER KRUPA

1.Hemet Housing Authority
2.Investment Oversight Committee
3.Hemet Public Library Board of Trustees
4.Riverside County Airport Land Use Commission *
5.League of California Cities
6.Riverside County Transportation Commission *
7.Riverside Transit Agency
8.Ramona Bowl Board of Directors
9.Hemet San Jacinto Water Master Board *

COUNCIL MEMBER LILIENTHAL

1.Hemet Housing Authority
2.Skate Park Committee

3.League of California Cities
4.Riverside Transit Agency *
5.Western Riverside Council of Governments *

MAYOR PRO TEM MALES

1. Skate Park Committee
2. Planning Commission
3. Community Action Commission of Riverside County
4. League of California Cities
5. Ramona Bowl Board of Directors
6. Western Community Energy

MAYOR MEYER

1.Investment Oversight Committee
2.League of California Cities
3.CAJPIA Board

AD-HOC COMMITTEE REPORTS

1. Council Protocols Ad-Hoc Committee (Brown/Krupa, Feb. 25, 2020)
2. CDBG-CV Ad-Hoc Committee (Krupa/Brown, Jan 26, 2021)
3. Banking RFP Ad-Hoc Committee (Krupa/Lilienthal)
4. Vision and Mission Ad-Hoc Committee (Lilienthal/Meyer)
5. Clean up/Graffiti Ad-Hoc Committee (Lilienthal/Males, Feb 23, 2021)
6. Homeless Outreach Ad-Hoc Committee (Lilienthal/Meyer, Feb 23, 2021)
7. Business Outreach Ad-Hoc Committee (Males/Lilienthal, Feb 23, 2021)

CITY MANAGER LOPEZ

There was no report from the City Manager

18. FUTURE AGENDA ITEMS

If Members of Council have items for consideration at a future City Council meeting, please state the agenda item to provide direction to the City Manager.

Mayor Brown asked Council if there were any requests for Future Agenda Items; no changes were made. However, a request was made to remove the fire works ordinance as this is now in process.

1. Street Vendor Permit Regulations and Enforcement
2. Broadcasting of City Council Meetings
3. Vagrancy and Pan Handling Laws
4. Investment Portfolio Audit
5. Council Protocols
6. Animal Control Regulations for Businesses
7. Solar Feasibility
8. Consider Local Banking Options
9. Review of Resolution No. 4703

10. City Attorney Function
11. Legal Review of Hemet Youth Baseball
12. Code Enforcement Efficiency Plan

19. ADJOURNMENT

The City Council recessed to closed session at 10:17 p.m. to address item 4C, and reconvened at 10:48 p.m.

Interim City Attorney Graham reported that by a vote of 3-0, with Council Member Krupa absent, the Council chose to intervene only to protect public trust and the public interest. Mayor Pro Tem Males recused.

There being no further business, Mayor Meyer adjourned the meeting at 10:49 p.m. The next Regular City Council Meeting will be at 7:00 p.m. on March 9, 2021.

APPROVAL: ATTEST:

_____ _____

Karlee Meyer, Mayor

Daryl A. Betancur, MMC
Interim City Clerk

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: City Council
Submitted by: Christopher Lopez, City Manager
Daryl Betancur, Interim City Clerk;

☒ **Receive and File** ☐ **Consent Calendar** ☐ **Business Item** ☐ **Public Hearing**

TITLE:

Approval of the Special City Council Meeting Minutes of January 29, 2021, and February 26, 2021.

RECOMMENDED ACTION:

Approval of Minutes of the Special City Council Meeting Minutes of January 29, 2021 and February 26, 2021.

FISCAL IMPACT:

There is no fiscal impact associated with the approval of these minutes.

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☐ Ordinance ☐ Agreement

ATTACHMENT(S):

CC_Special Mtg_Minutes_01-29-21
CC_Special Mtg_Minutes_02-26-21

MINUTES
Special City Council Meeting

City of Hemet
City of Hemet Public Library
Teleconference Number: (888) 585-9008, when prompted dial: 768-176-038
Friday, January 29, 2021

1. CALL TO ORDER

The City Council of the City of Hemet met this 29th day of January, 2021 in a Special Session at 8:07 a.m. at the City of Hemet Public Library at 300 E. Latham Avenue, Hemet, California with Mayor Meyer presiding.

2. ROLL CALL

Interim City Clerk Betancur provided the Roll Call as follows:

Present:	Council Member Brown
	Council Member Krupa
	Council Member Lilienthal
	Mayor Pro Tem Males
	Mayor Meyer

Staff Present:

City Manager:	Lopez
Interim City Attorney:	Graham
Interim City Clerk:	Betancur

3. INVOCATION

The invocation was offered by Pastor Vasquez.

4. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Pro Tem Males.

5.

Welcome to a meeting of the Mayor and City Council of the City of Hemet

- Anyone who wishes to speak during public comment or on a particular item will be required to fill out a speaker slip and turn it in to the City Clerk. Each request will cover one speaker.
- There is a 3-minute-per-person time limit for all comments.
- Written comments on any item may also be submitted to the City Clerk to be included in the meeting record; however, they will not be read aloud.
- All who wish to speak, including Council members and staff, need to be recognized by the Mayor before speaking.
- Members of the public shall comply with the adopted Rules of Decorum, Resolution No. 4545. A copy of which can be requested through the City Clerk's Office.
- Please turn off or mute your cell phone while the meeting is in session

Mayor Meyer asked for Public Comments, the following individuals provided public comment:
Teleconference: Jeff Davis: HPMA

6. DISCUSSION

6.A. City Council Policy Priorities Discussion

City Manager Lopez presented the staff report using a PowerPoint and made introductory comments regarding the purpose of the special meeting.

7. ADJOURNMENT

There being no further business, Mayor Meyer adjourned the meeting at 12:00 p.m. The next Regular City Council Meeting will be at 7:00 p.m. on February 9, 2021.

APPROVAL: ATTEST:

_____ _____

Karlee Meyer, Mayor

Daryl A. Betancur, MMC
Interim City Clerk

MINUTES
Special City Council Meeting

City of Hemet
City of Hemet Public Library
Teleconference Number: (888) 585-9008, when prompted dial: 768-176-038
Friday, February 26, 2021

1. CALL TO ORDER

The City Council of the City of Hemet met this 26th day of February, 2021 in a Special Session at 8:00 a.m. at the City of Hemet Public Library at 300 E. Latham Avenue, Hemet, California with Mayor Meyer presiding.

Mayor Meyer called the meeting to order at 8:15 a.m.

2. ROLL CALL

All Council Members were physically present for this special meeting.

Present:	Council Member Brown Council Member Krupa Council Member Lilienthal Mayor Pro Tem Males Mayor Meyer
Absent:	None
Staff Present:	City Manager Lopez Interim City Attorney Graham

3. INVOCATION

The invocation was offered by Council Member Lilienthal.

4. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Council Member Brown.

5. COMMUNICATIONS FROM THE PUBLIC

Welcome to a meeting of the Mayor and City Council of the City of Hemet

- Anyone who wishes to speak during public comment or on a particular item will be required to fill out a speaker slip and turn it in to the City Clerk. Each request will cover one speaker.
- There is a 3-minute-per-person time limit for all comments.
- Written comments on any item may also be submitted to the City Clerk to be included in the meeting record; however, they will not be read aloud.
- All who wish to speak, including Council members and staff, need to be recognized by the Mayor before speaking.
- Members of the public shall comply with the adopted Rules of Decorum, Resolution No. 4545. A copy of which can be requested through the City Clerk's Office.
- Please turn off or mute your cell phone while the meeting is in session

Mayor Meyer asked for Public Comments, the following individual(s) provided public comment:
Teleconference: Jeff Davis: HPMA

6. DISCUSSION

6.A. City Council Policy Priorities Discussion

The Council discussed policy priorities for the City of Hemet.

7. ADJOURNMENT

There being no further business, Mayor Meyer adjourned the meeting at 10:29 a.m. The next Regular City Council Meeting will be at 7:00 p.m. on March 9, 2021.

APPROVAL: ATTEST:

_____ _____

Karlee Meyer, Mayor

Daryl A. Betancur, MMC
Interim City Clerk

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: Finance
Submitted by: Christopher Lopez, City Manager
Lorena Rocha, Finance Director;

☒ **Receive and File** ☐ **Consent Calendar** ☐ **Business Item** ☐ **Public Hearing**

TITLE:

The City of Hemet Warrant Registers Dated February 11, 2021 in the Amount of $2,219,456.40 and February 25, 2021 in the Amount of $1,721,900.94 The Payroll Periods of January 25, 2021 to February 7, 2021 in the Amount of $620,267.26, February 8, 2021 to February 21, 2021 in the Amount of $651,640.97.

RECOMMENDED ACTION:

Receive and File.

BACKGROUND:

The City of Hemet Warrant Registers Dated February 11, 2021 in the Amount of $2,219,456.40 and February 25, 2021 in the Amount of $1,721,900.94 are Currently Posted on the City's Website in the Finance Department Section, Under *Financial Information*.

The Payroll Periods of January 25, 2021 to February 7, 2021 in the Amount of $620,267.26, February 8, 2021 to February 21, 2021 in the Amount of $651,640.97.

CLAIMS VOUCHER APPROVAL

“I Lorena Rocha, Finance Director, do hereby certify that to the best of my knowledge and ability, that the warrant register posted on the City’s website is a true and correct list of warrants for bills submitted to the City of Hemet, and the payroll register through the dates listed above, and that there will be sufficient monies in the respective funds for their payment”

ANALYSIS:

Checks over $500,000

Check #	Vendor	Amount	Description

194543	California JPIA	$	863,900	Annual Contribution - Liability Program & Worker's Comp. Program

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☐ Ordinance ☐ Agreement

ATTACHMENT(S):

February 11, 2021 Voucher List
February 25, 2021 Voucher List

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194517	2/11/2021	10345 ADAMSON POLICE PRODUCTS	INV344981		40MM LAUNCHERS AND IMPACT SPON	
				2021-000300	40MM LAUNCHERS AND IMPACT SPON	
					110-3101-2700	4,895.94
					NEW Riverside Co Sales Tax	
					110-3101-2700	428.40
					Total :	**5,324.34**
194518	2/11/2021	97270 ADASTRAGOV INC	2020-10091		LABOR COSTING MODULE	
				2021-000426	LABOR COSTING MODULE~	
					100-1400-2710	9,500.00
					Total :	**9,500.00**
194519	2/11/2021	90694 ADLERHORST INTERNATIONAL LLC	105869		K-9 SUPPLIES	
					K-9 SUPPLIES	
					110-2079	248.36
					Total :	**248.36**
194520	2/11/2021	84512 ADVANCE PLANNING LLC	20210201		ENVIRONMENTAL SERVICES FOR RAN	
				2021-000247	ENVIRONMENTAL CONSULTANT SERVI	
					120-2190	2,204.40
			20210202		SB2 PLANNING GRANT PROGRAM	
				2020-000453	ADMINISTRATION OF THE SB2 PLANNI	
					120-1710-2710	2,025.00
					Total :	**4,229.40**
194521	2/11/2021	85950 AETNA	FEB 2021		MEDICARE PPO- RETIRED EMPLOYEE	
					MEDICARE PPO- RETIRED EMPLOYEE	
					689-2150-2400	17,283.44
					Total :	**17,283.44**
194522	2/11/2021	87633 AETNA	FEB 2021		RETIREES OVER 65 AND DEPENDENTS	
					RETIREES OVER 65 AND DEPENDENTS	
					689-2150-2400	28,591.24
					RETIREES OVER 65 AND DEPENDENTS	
					750-2152	1,007.72

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194522	2/11/2021	87633 AETNA	(Continued)			
					RETIREES OVER 65 AND DEPENDENTS	
					750-2154	650.21
					Total :	**30,249.17**
194523	2/11/2021	92605 AETNA	FEB 2021		AETNA MEDICARE HMO 047710-0003	
					AETNA MEDICARE HMO 047710-0003	
					689-2150-2400	4,578.90
					Total :	**4,578.90**
194524	2/11/2021	96895 AETNA	FEB 2021		AETNA MEDICARE SILVERSCRIPT	
					AETNA MEDICARE SILVERSCRIPT	
					689-2150-2400	14,651.46
					AETNA MEDICARE SILVERSCRIPT	
					750-2152	970.52
					Total :	**15,621.98**
194525	2/11/2021	92494 AETNA HEALTH OF CALIFORNIA	Ben471177		AETNA COMBINED 1011	
					AETNA COMBINED 1011	
					689-2150-2400	152,939.16
					AETNA COMBINED 1011	
					750-2153	2,895.33
					Total :	**155,834.49**
194526	2/11/2021	54790 AIRGAS USA, LLC	9976610816		WELDING & OXYGEN SUPPLIES	
				2021-000165	WELDING & OXYGEN SUPPLIES	
					684-4550-2350	21.27
				2021-000165	CO#1 FOR ADDITIONAL SUPPLIES NEE	
					684-4550-2350	337.73
					Total :	**359.00**
194527	2/11/2021	94094 ALL VENTURE GLASS	16184		BLANKET PO FOR PARTS AND SUPPLII	
				2021-000406	PARTS AND SUPPLIES	
					685-4560-2460	4,624.00
				2021-000406	correcting entry to charge PO for	
					685-4560-2460	-2,806.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194527	2/11/2021	94094 94094 ALL VENTURE GLASS	(Continued)		**Total :**	**1,818.00**
194528	2/11/2021	94493 ALLIANT CONSULTING INC	12310		LABOR COMPLIANCE OVERSIGHT FOF	
				2021-000200	Oversight~	
					110-3101-5400	137.50
			12504		LABOR COMPLIANCE OVERSIGHT FOF	
				2021-000200	Oversight~	
					110-3101-5400	605.00
					Total :	**742.50**
194529	2/11/2021	10710 AL'S KUBOTA TRACTOR INC	198986		MISC TRACTOR PARTS & SUPPLIES	
				2021-000185	MISC TRACTOR PARTS & SUPPLIES	
					684-4550-2350	91.35
					Total :	**91.35**
194530	2/11/2021	79612 AMAZON.COM	5780		MISC CITY DEPARTMENT SUPPLIES	
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					680-1930-2450	1,718.32
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					254-4600-2250	118.95
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					254-4650-2250	118.95
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					571-9000-2250	188.32
					Total :	**2,144.54**
194531	2/11/2021	11526 ANADY'S TROPHIES & ENGR INC	114101		ENGRAVING, PLAQUES, NAME PLAQUI	
				2021-000002	ENGRAVING, PLAQUES, NAME PLAQUI	
					110-3100-2701	14.95
					Total :	**14.95**
194532	2/11/2021	69018 ANIMAL MEDICAL CENTER	160835		PD K-9 VET SERVICES	
				2021-000035	PD K-9 Vet Services	
					110-3100-2711	190.00
					Total :	**190.00**
194533	2/11/2021	73291 ARROW PRINTING, INC	21265		PRINTING SERVICES FOR PD	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194533	2/11/2021	73291 ARROW PRINTING, INC	(Continued)			
				2021-000036	Printing services for PD forms,	
					110-3100-2717	79.74
			21286		PRINTING SERVICES FOR PD	
				2021-000036	Printing services for PD forms,	
					110-3100-2717	292.00
					Total :	**371.74**
194534	2/11/2021	81117 ARROWHEAD FORENSICS	132912		BLANKET PURCHASE ORDER FOR PD	
				2021-000407	Blanket Purchase Order for various	
					110-3100-2702	291.29
			133592		BLANKET PURCHASE ORDER FOR PD	
				2021-000407	Blanket Purchase Order for various	
					110-3100-2701	2,550.67
				2021-000407	correcting entry to charge inv #'s	
					110-3100-2702	-2,339.66
			133630		BLANKET PURCHASE ORDER FOR PD	
				2021-000407	Blanket Purchase Order for various	
					110-3101-2700	765.39
			133642		BLANKET PURCHASE ORDER FOR PD	
				2021-000407	Blanket Purchase Order for various	
					110-3100-2702	195.00
			133814		BLANKET PURCHASE ORDER FOR PD	
				2021-000407	Blanket Purchase Order for various	
					110-3100-2701	103.42
					Total :	**1,566.11**
194535	2/11/2021	97305 BAMER, LINDA	94191		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	205.16
					Total :	**205.16**
194536	2/11/2021	74471 BEHAVIOR ANALYSIS TRAINING INC	REQ 020421		INV. INTERVIEW & INTERROG. DEL BOI	
					INV. INTERVIEW & INTERROG. DEL BOI	
					110-3101-2560	481.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194536	2/11/2021	74471 74471 BEHAVIOR ANALYSIS TRAINING INC	(Continued)		**Total :**	**481.00**
194537	2/11/2021	74335 BEST BUY STORES LP	01017220210126		EMPLOYEE COMPUTER PURCHASE PI	
				2021-000397	Microsoft 365 Personal (1 Person) (12	
					110-1246	49.99
			01017220210127		EMPLOYEE COMPUTER PURCHASE PI	
				2021-000397	EMPLOYEE COMPUTER PURCHASE K.	
					110-1246	1,249.99
				2021-000397	Apple Care for MacBook - 3 Year Plan	
					110-1246	249.00
				2021-000397	Incase-Hardshell Dot Case for the 2020	
					110-1246	49.95
				2021-000397	Insignia - USB-C to HDMI Multiport	
					110-1246	35.99
					CA RECYCLE TIER 1	
					110-1246	4.00
					NEW Riverside Co Sales Tax	
					110-1246	116.89
			01017220210128		EMPLOYEE COMPUTER PURCHASE PI	
				2021-000398	EMPLOYEE COMPUTER PURCHASE~	
					110-1246	1,249.99
					CA RECYCLE TIER 2	
					110-1246	5.00
					NEW Riverside Co Sales Tax	
					110-1246	109.37
					Total :	**3,120.17**
194538	2/11/2021	82452 BOYD, JASMINE	138501		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	18.26
					Total :	**18.26**
194539	2/11/2021	16112 BURKE, WILLIAMS & SORENSEN LLP	263455		LEGAL FEES	
					LEGAL FEES	
					691-1600-2710	32,500.00
					LEGAL FEES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194539	2/11/2021	16112 BURKE, WILLIAMS & SORENSEN LLP	(Continued)			
					691-1600-2755	21,595.22
					Total :	**54,095.22**
194540	2/11/2021	19035 C P S HR CONSULTING	SOP52307		POLICE EXAMS	
					POLICE EXAMS	
					100-1800-2710	550.00
					Total :	**550.00**
194541	2/11/2021	76831 C R & R INC	0002530		STREET SWEEPING SERVICE	
					STREET SWEEPING SERVICE	
					254-2179	4,076.04
					Total :	**4,076.04**
194542	2/11/2021	91072 C S G CONSULTANTS INC	34545		FIRE PLAN CHECK SERVICES FY 20/21	
				2021-000241	CC APPROVED AGREEMENT SEPTEME	
					110-3225-2400	2,255.00
			F200857		FIRE PLAN CHECK SERVICES FY 20/21	
				2021-000241	CC APPROVED AGREEMENT SEPTEME	
					110-3225-2400	825.00
					Total :	**3,080.00**
194543	2/11/2021	75433 CALIFORNIA JPIA	PRIM01850-2		ANNUAL CONTRIBUTION: 2020-21 2ND	
					ANNUAL CONTRIBUTION: 2020-21 2ND	
					683-2200-2500	477,450.00
					ANNUAL CONTRIBUTION: 2020-21 2ND	
					681-2350-2500	386,450.00
					Total :	**863,900.00**
194544	2/11/2021	83610 CALIFORNIA LICENSED PHLEBOTOMI	HPD01-21		LICENSED PHLEBOTOMIST SERVICES	
				2021-000039	~	
					110-3100-2711	380.00
					Total :	**380.00**
194545	2/11/2021	60100 CALIFORNIA, STATE OF (DOJ)	490767		FINGERPRINTS/BLOOD ALCOHOL	
					FINGERPRINTS/BLOOD ALCOHOL	
					110-3100-2711	35.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194545	2/11/2021	60100 CALIFORNIA, STATE OF (DOJ)	(Continued)			
			491416		FINGERPRINTS/BLOOD ALCOHOL	
					FINGERPRINTS/BLOOD ALCOHOL	
					110-3100-2713	162.00
					Total :	**197.00**
194546	2/11/2021	93130 CANON FINANCIAL SERVICES INC	26035590		BLANKET PURCHASE ORDER LEASE C	
				2021-000347	LEASE AGREEMENT~	
					110-3101-2400	249.58
			26176024		LEASE OF CANON C5255 COPIER PD A	
				2021-000045	Lease of Canon Imagerunner Advance	
					110-3100-2403	268.78
			26176025		LEASE AGREEMENT CANON IMAGERU	
				2020-000431	Year 3 of 5 (60 month) Lease Agreement	
					110-3100-5410	82.54
					Total :	**600.90**
194547	2/11/2021	74244 CANON SOLUTIONS AMERICA INC	4034990770		MAINTENANCE AGREEMENT	
				2021-000243	Building Division~	
					120-3300-2400	35.40
			4035055540		COPIER MTNCE AND USAGE	
					COPIER MTNCE AND USAGE	
					100-1200-2400	175.99
			4035261727		MAINTENANCE AGREEMENT CANON C	
				2021-000046	Maintenance Agreement~	
					110-3100-2403	214.08
					Total :	**425.47**
194548	2/11/2021	96811 CA-NV AMERICAN WATER WORKS	02418		RENEWAL/CLASS FEES - T. STOCKTON	
					RENEWAL/CLASS FEES - T. STOCKTON	
					571-9000-2560	100.00
					Total :	**100.00**
194550	2/11/2021	66525 CARL WARREN & COMPANY	CWC-2007957		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	17.40

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194550	2/11/2021	66525 CARL WARREN & COMPANY	(Continued)			
			CWC-2007958		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	43.50
			CWC-2007959		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	8.70
			CWC-2007960		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	43.50
			CWC2007961		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	60.90
			CWC-2007962		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	217.50
			CWC-2008098		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	8.70
			CWC-2008099		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	34.80
			CWC-2008100		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	26.10
			CWC-2008101		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	60.90
			CWC-2008102		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	26.10
			CWC-2008103		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	1,148.40
			CWC-2008104		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194550	2/11/2021	66525 CARL WARREN & COMPANY	(Continued)			
					683-2200-2400	43.50
			CWC-2008105		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	34.80
			CWC-2008106		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	60.90
			CWC-2008107		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	34.80
			CWC-2008108		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	69.60
			CWC-2008109		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	52.20
			CWC-2008110		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	34.80
			CWC-2008111		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	26.10
			CWC-2008112		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	722.10
			CWC-2008113		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	130.50
			CWC-2008114		ADMINISTER LIABILITY CLAIMS PROGF	
				2021-000291	CLAIMS INVESTIGATIONS FOR FY 20/2	
					683-2200-2400	8.70
					Total :	**2,914.50**
194551	2/11/2021	17920 CASTELLANO'S TOWING	77194		VEHICLE TOW SERVICES FOR EVIDEN	
				2021-000065	Vehicle Tow Services for Evidence and	

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194551	2/11/2021	17920 CASTELLANO'S TOWING	(Continued)			
					130-3100-2350	45.00
					Total :	**45.00**
194552	2/11/2021	79149 CHARTER INDUSTRIAL SUPPLY, INC	1167003		HARDWARE & MATERIALS	
				2021-000206	HOSE/PIPE FITTINGS/SUPPLIES	
					684-4550-2350	240.48
					Total :	**240.48**
194553	2/11/2021	82210 CHEM PRO LABORATORY, INC	670827		WATER TREATMENT SERVICE, CHEMI(	
				2021-000029	WATER TREATMENT SERVICES	
					685-4560-2400	305.00
					Total :	**305.00**
194554	2/11/2021	90033 CIVICPLUS	206133		CIVICPLUS ANNUAL WEBSITE RENEW/	
				2021-000399	Website Annual Fee Renewal for Website	
					680-1930-2265	8,027.80
					Total :	**8,027.80**
194555	2/11/2021	18860 COMTRONIX COMMUNICATIONS INC	47727		RADIO INSTALLATION REPAIRS & MISC	
				2021-000131	RADIO INSTALLATION REPAIRS & MISC	
					110-3100-2713	1,200.00
					Total :	**1,200.00**
194556	2/11/2021	77258 CORE & MAIN LP	J523459		RADIO READ WATER METERS	
				2018-000542	ALLEGRO BASE STATION RANGE TBD	
					571-5654-5400	30,864.20
				2018-000542	OMINDIRECTIONAL ANTENNA FOR A 9(	
					571-5654-5400	1,867.28
				2018-000542	BACK UP POWER SUPPLY (UPS) FOR	
					571-5654-5400	2,314.81
					INVOICE BALANCE	
					571-5654-5400	438.08
					NEW Riverside Co Sales Tax	
					571-5654-5400	3,104.87
			N544056		PIPELINE MATERIALS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194556	2/11/2021	77258 CORE & MAIN LP	(Continued)			
				2021-000170	PIPELINE MATERIALS~	
					571-9000-2450	746.45
					Total :	**39,335.69**
194557	2/11/2021	97032 CROSSTOWN ELECTRICAL & DATA	4325-21-001		TRAFFIC SIGNAL MAINTENANCE	
				2020-000474	TRAFFIC SIGNAL MAINTENANCE SERV	
					221-4200-2400	1,320.00
					Total :	**1,320.00**
194558	2/11/2021	70968 CUMMINS SALES AND SERVICE	X5-75279		DIESEL REPAIR/PARTS	
				2021-000207	DIESEL PARTS/REPAIR	
					684-4550-2350	29.61
					Total :	**29.61**
194559	2/11/2021	19092 CURRY COPY CENTER	33999		PRINTING SERVICES	
					PRINTING SERVICES	
					571-9000-2250	329.34
			34060		PRINTING SERVICES	
					PRINTING SERVICES	
					100-1200-2220	761.25
					Total :	**1,090.59**
194560	2/11/2021	90324 D & M MANUFACTURING, INC	7723		BACKFLOW PRODUCTS	
					BACKFLOW PRODUCTS	
					110-4250-2450	924.63
					BACKFLOW PRODUCTS	
					225-8250-2450	924.63
			7725		BACKFLOW PRODUCTS	
					BACKFLOW PRODUCTS	
					110-4250-2450	544.84
					BACKFLOW PRODUCTS	
					225-8250-2450	544.84
					Total :	**2,938.94**
194561	2/11/2021	86716 DATA TICKET INC	120465		CITATION PROCESSING	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194561	2/11/2021	86716 DATA TICKET INC	(Continued)			
					CITATION PROCESSING	
					110-3100-2403	11.50
					Total :	**11.50**
194562	2/11/2021	69031 DEYO, ARTHUR	FEB 2021		REIMB MEDICAL INSURANCE PREMIUM	
					REIMB MEDICAL INSURANCE PREMIUM	
					689-2150-2400	3,051.42
					Total :	**3,051.42**
194563	2/11/2021	77516 DIRECTV	076091856		DIRECTV SERVICES	
					DIRECTV SERVICES	
					110-3100-2402	217.24
					Total :	**217.24**
194564	2/11/2021	92194 DIVERSIFIED DISTRIBUTION	2000994		VEHICLE BATTERIES	
				2021-000208	VEHICLE BATTERIES	
					684-4550-2350	717.68
			2001014		VEHICLE BATTERIES	
				2021-000208	VEHICLE BATTERIES	
					684-4550-2350	1,196.14
					Total :	**1,913.82**
194565	2/11/2021	97303 DORVALL, SAVANNAH	EDUCAT 1		EDUCAT REIMB	
					EDUCAT REIMB	
					100-1400-1400	1,194.00
			EDUCAT 2		EDUCAT REIMB	
					EDUCAT REIMB	
					100-1400-1400	806.00
					Total :	**2,000.00**
194566	2/11/2021	78286 DOUGLAS, JOSIAH	TRAVEL 3		REIMBURSE EXPENSES	
					REIMBURSE EXPENSES	
					110-3100-2563	245.00
					Total :	**245.00**
194567	2/11/2021	13570 E S BABCOCK & SONS, INC	CA11344-0142		LABORATORY TESTING OF CITY'S POT	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194567	2/11/2021	13570 E S BABCOCK & SONS, INC	(Continued)			
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	267.40
			CA11345-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	30.00
			CA11346-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	30.00
			CA11831-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	267.40
			CA11833-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	30.00
			CA11836-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	94.00
			CA11840-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	756.80
					Total :	**1,475.60**
194568	2/11/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	10745501		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					571-9000-2160	5,615.87
			14710404		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	129.77
			20512502		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8272-2110	2,210.80
			20512602		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8272-2110	1,625.38
			21575502		CITY OF HEMET WATER ACCOUNTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194568	2/11/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
					CITY OF HEMET WATER ACCOUNTS	
					228-8280-2110	252.66
			22462602		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8292-2110	670.55
			22630902		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8292-2110	515.79
			22886504		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8288-2110	669.14
			23306402		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8265-2110	430.70
			23971301		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8276-2110	482.48
			24497401		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8265-2110	1,504.52
			3717401		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	413.70
			9109502		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	126.00
			9161202		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	378.84
					Total :	**15,026.20**
194569	2/11/2021	96054 ECOHERO SHOW LLC	1594		ECOHERO SHOW PERFORMANCES	
				2021-000251	THE ECOHERO PERFORMANCE LIVE-S	
					686-4150-2801	275.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194569	2/11/2021	96054 96054 ECOHERO SHOW LLC	(Continued)		**Total :**	**275.00**
194570	2/11/2021	75913 ELITE FIRE PROTECTION INC	52040		ANNUAL MAINTENANCE OF FIRE EXTII	
				2021-000031	ANNUAL FIRE EXTINGUISHER SERVICI	
					685-4560-2400	1,614.83
					Total :	**1,614.83**
194571	2/11/2021	23225 ENTENMANN-ROVIN CO	0156273-IN		BADGES/CASES	
					BADGES/CASES	
					110-3200-2700	203.11
					Total :	**203.11**
194572	2/11/2021	82121 F M LOCK & SAFE INC	97908		CITYWIDE LOCK & KEYS	
				2021-000032	CITYWIDE LOCK AND KEYS	
					684-4550-2350	9.79
			97920		CITYWIDE LOCK & KEYS	
				2021-000032	CITYWIDE LOCK AND KEYS	
					685-4560-2450	8.70
					Total :	**18.49**
194573	2/11/2021	88472 FAMILY SERVICES ASSOCIATION	1		CDBG REIMBURSEMENT	
					CDBG REIMBURSEMENT	
					240-3454-2400	17,906.15
					Total :	**17,906.15**
194574	2/11/2021	97261 FARIBA, BENYAMIN	123227		REFUND CLOSED UTILITY ACCT	
					REFUND CLOSED UTILITY ACCT	
					571-0835	113.60
					Total :	**113.60**
194575	2/11/2021	97302 FORENSIC NURSE RESPONSE TEAM	12-15-2021		SART EXAM- REQ BY LA SHERIFF	
					SART EXAM- REQ BY LA SHERIFF	
					110-3100-2712	1,060.00
					Total :	**1,060.00**
194576	2/11/2021	94495 FRONTIER	2090189078		PHONE BILLS	
					PHONE BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194576	2/11/2021	94495 FRONTIER	(Continued)			
					680-1930-2200	23.13
			2091884196		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	2,733.33
			2130482384		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	28.80
			2131573051		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	58.98
			9516521190		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	126.13
			9516524798		PHONE BILLS	
					PHONE BILLS	
					110-3100-2403	300.20
			9516580089		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	154.02
			9516583052		PHONE BILLS	
					PHONE BILLS	
					110-3100-2201	57.63
			9519291671		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	57.63
			9519295692		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	321.60
			9519297978		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	126.13
					Total :	**3,987.58**
194577	2/11/2021	93391 G M S T P A SERVICES	FEB 2021		DENTAL & VISION BENEFITS ADMIN FE	
					DENTAL & VISION BENEFITS ADMIN FE	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194577	2/11/2021	93391 G M S T P A SERVICES	(Continued)			
					682-2150-2710	2,125.60
					DENTAL & VISION BENEFITS ADMIN FE	
					689-2150-2710	3,924.80
			FEB 2021		DENTAL & VISION BENEFITS ADMIN FE	
					DENTAL & VISION BENEFITS ADMIN FE	
					682-2150-2710	2,181.20
					DENTAL & VISION BENEFITS ADMIN FE	
					689-2150-2710	3,898.60
					Total :	**12,130.20**
194578	2/11/2021	70822 GALLS, LLC	BC1274094		PD UNIFORMS & SUPPLIES	
				2021-000051	PD Uniforms & supplies	
					110-3100-2701	295.80
					Total :	**295.80**
194579	2/11/2021	80767 GARDA CL WEST, INC	20462583		ARMORED TRANSPORT	
					ARMORED TRANSPORT	
					140-1500-2770	77.50
					Total :	**77.50**
194580	2/11/2021	96313 GERKE, BRIAN	REQ 020321		REIMB FOR CONTACT HOURS	
					REIMB FOR CONTACT HOURS	
					571-9000-2560	100.00
					Total :	**100.00**
194581	2/11/2021	74737 GOSCH FORD	1026230		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	120.54
			1026233		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	803.39
			1026260		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	215.74
			1026502		CITY VEHICLE PARTS/SUPPLIES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194581	2/11/2021	74737 GOSCH FORD	(Continued)			
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	243.53
			1026545		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	36.26
			1026570		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	192.62
			1026617		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	356.17
					Total :	**1,968.25**
194582	2/11/2021	97271 GOVINVEST INC	2020-3002		OPEB AND PENSION SOFTWARE	
				2021-000427	OPEB AND PENSION SOFTWARE~	
					100-1400-2710	17,000.00
					Total :	**17,000.00**
194583	2/11/2021	92110 GRUNING PRECISION	8030 H		REPAIR & UPGRADE FOR REMINGTON	
					REPAIR & UPGRADE FOR REMINGTON	
					110-3100-2701	1,076.75
					Total :	**1,076.75**
194584	2/11/2021	74038 H D L COREN & CONE	SIN006354		PROPERTY TAX REPORTS FOR FY 20/2	
				2021-000286	PROPERTY TAX REPORTS FOR FY 20/2	
					100-1400-2710	4,200.00
					Total :	**4,200.00**
194585	2/11/2021	96309 H R GREEN PACIFIC INC	139996-1		ENGINEERING SERVICES FOR FISCAL	
				2021-000253	ENGINEERING SERVICES FOR FISCAL	
					120-4100-2710	3,405.62
				2021-000253	ENGINEERING SERVICES FOR FISCAL	
					120-4125-2710	3,405.63
			139996-2		PROFESSIONAL ENGINEERING SERVI(	
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194585	2/11/2021	96309 H R GREEN PACIFIC INC	(Continued)			
					120-4100-2710	50,236.50
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5686-2710	326.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					326-5592-2710	392.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					329-5613-2710	65.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					329-5651-2710	195.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5696-2710	522.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5705-2710	185.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5704-2710	3,861.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					571-9000-2450	2,275.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					370-5697-2710	260.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					370-5698-2710	423.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					370-5699-2710	423.00
					Total :	**65,974.75**
194586	2/11/2021	94586 HASA INC	729421		CHLORINE FOR CITY WELLS	
				2021-000178	AS-NEEDED MULTI-CHLOR 12.5% SOD	
					571-9000-2450	164.00
			730201		CHLORINE FOR CITY WELLS	
				2021-000178	AS-NEEDED MULTI-CHLOR 12.5% SOD	
					571-9000-2450	75.69
			730202		CHLORINE FOR CITY WELLS	
				2021-000178	AS-NEEDED MULTI-CHLOR 12.5% SOD	
					571-9000-2450	277.53

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194586	2/11/2021	94586 94586 HASA INC	(Continued)		**Total :**	**517.22**
194587	2/11/2021	29915 HEMET INDUSTRIAL SUPPLY	53829		PARTS & SUPPLIES	
				2021-000152	PARTS & SUPPLIES	
					571-9000-2450	21.64
					Total :	**21.64**
194588	2/11/2021	69934 HEMET TRUE VALUE HARDWARE	4391		PARTS & SUPPLIES	
					PARTS & SUPPLIES	
					685-4560-2450	38.23
					Total :	**38.23**
194589	2/11/2021	30607 HEMET VALLEY PIPE & SUPPLY	200533		IRRIGATION SUPPLIES	
				2021-000195	IRRIGATION SUPPLIES	
					228-8250-2450	46.06
					Total :	**46.06**
194590	2/11/2021	30608 HEMET VALLEY TOOL	150757		SMALL TOOL SERVICE/SUPPLIER	
				2021-000153	SMALL TOOL SERVICE	
					571-9000-2450	91.28
					Total :	**91.28**
194591	2/11/2021	18626 HEMET, CITY OF WATER	3287		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					100-1200-2710	112.10
			3288		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	49.20
			3352		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	368.43
			3353		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	172.43
			45821		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194591	2/11/2021	18626 HEMET, CITY OF WATER	(Continued)			
			54122		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	37.23
			54803		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.29
			89684		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	37.23
			89685		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	30.15
			93042		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	73.87
					Total :	**977.17**
194592	2/11/2021	97306 HOAK, JOHN / NANCY	142773		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	114.41
					Total :	**114.41**
194593	2/11/2021	85208 HOMESTEAD PROPERTIES, JON LEE	2593		REFUND CLOSED UTIL, 356 CALLAO S	
					REFUND CLOSED UTIL, 356 CALLAO S	
					571-0835	116.10
					Total :	**116.10**
194594	2/11/2021	92434 HUNTINGTON BEACH HONDA	104855		MOTORCYCLE PARTS & SERVICE	
				2021-000213	PD MOTORCYCLE REPAIR/SERVICE	
					684-4550-2350	2,319.25
					Total :	**2,319.25**
194595	2/11/2021	71205 ICE AUTO REPAIR INC	20184		VEHICLE WHEEL ALIGNMENT SERVICE	
				2021-000214	WHEEL ALIGNMENTS & REPAIRS	
					684-4550-2350	177.84

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194595	2/11/2021	71205 ICE AUTO REPAIR INC	(Continued)			
			20213		VEHICLE WHEEL ALIGNMENT SERVICE	
				2021-000214	WHEEL ALIGNMENTS & REPAIRS	
					684-4550-2350	60.00
					Total :	**237.84**
194596	2/11/2021	32981 ICMA RETIREMENT TRUST M & T BK	Ben471626		DEFERRED COMP MGMT: PAYMENT	
					DEFERRED COMP MGMT: Payment	
					750-2135	2,807.78
					DEFERRED COMP ROTH IRA: Payment	
					750-2135	100.00
					DEFERRED COMP: Payment	
					750-2135	19,303.64
					DEFERRED COMP PART TIME: Paymen	
					750-2135	461.18
					DEFERRED COMP RETIREE MED: Payr	
					750-2135	7,075.00
					DEFERRED COMP MATCH: Payment	
					750-2135	2,285.00
					Total :	**32,032.60**
194597	2/11/2021	95615 IMPERIAL SPRINKLER SUPPLY INC	4504318-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8276-2450	1,406.28
			4504319-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					225-8250-2450	412.42
			4504321-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8292-2450	393.95
			4504322-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					225-8250-2450	493.45
			4504323-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8271-2450	605.64

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194597	2/11/2021	95615 IMPERIAL SPRINKLER SUPPLY INC	(Continued)			
			4504423-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8280-2450	659.31
			4504574-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8270-2450	212.92
			4504588-00		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8288-2450	1,050.11
					Total :	**5,234.08**
194598	2/11/2021	89812 INLAND LIGHTING SUPPLIES INC	252610		ELECTRICAL/LIGHTING PARTS	
				2021-000053	ELECTRICAL/LIGHTING PARTS	
					685-4560-2450	212.06
					Total :	**212.06**
194599	2/11/2021	73030 JIM MCCOMAS AUTO BODY RPR INC	1624		BODY REPAIRS ON UNIT 3067	
				2021-000384	BODY REPAIRS ON UNIT 3067~	
					684-4550-2350	1,496.97
				2021-000384	23.6 HRS OF BODY LABOR @ $58.00/HI	
					684-4550-2350	1,368.80
				2021-000384	11.4 HRS OF PAINT LABOR @ $58.00/HI	
					684-4550-2350	661.20
				2021-000384	11.4 HRS OF PAINT SUPPLIES @ $42.0(	
					684-4550-2350	478.80
				2021-000384	MISCELLANEOUS	
					684-4550-2350	15.00
					NEW Riverside Co Sales Tax	
					684-4550-2350	173.75
					Total :	**4,194.52**
194600	2/11/2021	36951 KAISER FOUNDATION HEALTH PLAN	Ben471153		MEDICAL INS/ ACTIVE EMPLOYEES	
					MEDICAL INS/ ACTIVE EMPLOYEES	
					750-2156	234,046.64
					MEDICAL INS/ ACTIVE EMPLOYEES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194600	2/11/2021	36951 KAISER FOUNDATION HEALTH PLAN	(Continued)			
					680-1930-1410 MEDICAL INS/ ACTIVE EMPLOYEES	1,446.02
					228-8265-1410 MEDICAL INS/ ACTIVE EMPLOYEES	1,446.02
					120-3350-1410 MEDICAL INS/ ACTIVE EMPLOYEES	1,446.02
					685-4560-1410 MEDICAL INS/ ACTIVE EMPLOYEES	208.60
					571-9000-1410	1,446.02
					Total :	**240,039.32**
194601	2/11/2021	78064 KAISER FOUNDATION HEALTH PLAN	Ben471169		KAISER LOW-OPTION	
					KAISER LOW-OPTION 750-2156	84,983.51
					KAISER LOW-OPTION 110-3100-1410	-59.38
					KAISER LOW-OPTION 100-1300-1410	148.63
					KAISER LOW-OPTION 571-9000-1410	2,502.14
					Total :	**87,574.90**
194602	2/11/2021	84865 KAISER FOUNDATION HEALTH PLAN	FEB 2021		MEDICAL INS-TRIETSCH & ELISON	
					MEDICAL INS-TRIETSCH & ELISON 689-2150-2400	1,682.90
					Total :	**1,682.90**
194603	2/11/2021	85881 KAISER FOUNDATION HEALTH PLAN	FEB 2021		MEDICAL INS/RETIREES	
					MEDICAL INS/RETIREES 689-2150-2400	83,160.85
					MEDICAL INS/RETIREES 750-2156	1,891.47
					Total :	**85,052.32**
194604	2/11/2021	96675 KOA CORPORATION	JB96109-5		CIP 5697, 5698, 5699 MC SWEENY FARI	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194604	2/11/2021	96675 KOA CORPORATION	(Continued)			
				2021-000173	CIP 5697, 5698, 5699 Mc Sweeny Farms	
					370-5697-5500	1,430.55
				2021-000173	CIP 5697, 5698, 5699 Mc Sweeny Farms	
					370-5698-5500	1,430.55
				2021-000173	CIP 5697, 5698, 5699 Mc Sweeny Farms	
					370-5699-5500	1,473.90
					Total :	**4,335.00**
194605	2/11/2021	90537 KRONOS INC	11705888		ANNUAL KRONOS FIRE TELESTAFF PE	
				2021-000429	WORKFORCE TELESTAFF - ENTERPRI	
					680-1930-2265	2,987.34
				2021-000429	KNOWLEDGE PASS - EDUCATIONAL SE	
					680-1930-2265	640.06
					Total :	**3,627.40**
194606	2/11/2021	19095 L N CURTIS & SONS	INV456959		MISC FIRE SUPPLIES	
				2021-000077	MISC FIRE SUPPLIES & SAFETY EQUIF	
					110-3200-2700	2,288.71
			INV459647		MISC FIRE SUPPLIES	
				2021-000077	MISC FIRE SUPPLIES & SAFETY EQUIF	
					110-3200-2700	2,417.56
			INV459886		MISC FIRE SUPPLIES	
				2021-000077	MISC FIRE SUPPLIES & SAFETY EQUIF	
					110-3200-2700	1,675.44
					Total :	**6,381.71**
194607	2/11/2021	76516 L O LYNCH QUALITY WELLS &	17621		EMERGENCY REPAIRS ON WELL 12	
				2021-000404	REMOVED 200' OF COLUMN TUBE AND	
					571-9000-2450	5,850.00
					Total :	**5,850.00**
194608	2/11/2021	79769 L S A ASSOCIATES, INC	175561		CIP 5696 HEMET VALLEY BIKEWAY	
				2020-000319	CIP 5696 Hemet Valley Bikeway	
					222-5696-2710	681.53
			175811		RANCHO DIAMANTE PHASE II PROJEC	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194608	2/11/2021	79769 L S A ASSOCIATES, INC	(Continued)			
				2021-000255	CO#2 FOR ADDITIONAL SERVICES REC	
					120-2190	262.50
					Total :	**944.03**
194609	2/11/2021	38761 LAKE HEMET MUNICIPAL WATER DIS	01010008500		DEPT WATER BILLS	
					DEPT WATER BILLS	
					685-4560-2110	137.03
			01050024001		DEPT WATER BILLS	
					DEPT WATER BILLS	
					228-8273-2110	116.92
			01050034401		DEPT WATER BILLS	
					DEPT WATER BILLS	
					228-8273-2110	49.41
			01070001401		DEPT WATER BILLS	
					DEPT WATER BILLS	
					228-8283-2110	54.66
			01070025002		DEPT WATER BILLS	
					DEPT WATER BILLS	
					225-8250-2110	208.18
			10000032200		DEPT WATER BILLS	
					DEPT WATER BILLS	
					110-4250-2110	223.58
					Total :	**789.78**
194610	2/11/2021	97304 LAW OFFICES OF SHELLY ZEISE	REQ 020121		FINAL SETTLEMENT PER AGR & SIGNE	
					FINAL SETTLEMENT PER AGR & SIGNE	
					683-2200-2722	40,000.00
					Total :	**40,000.00**
194611	2/11/2021	87764 LEVEL 3 COMMUNICATIONS LLC	308754		PHONE/INTERNET SERVICES	
					PHONE/INTERNET SERVICES	
					680-1930-2200	2,525.13
					Total :	**2,525.13**
194612	2/11/2021	94059 LEVERAGE INFORMATION SYSTEMS	2130270		ONSITE INSTALLATION	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194612	2/11/2021	94059 LEVERAGE INFORMATION SYSTEMS	(Continued)			
					ONSITE INSTALLATION	
					110-3100-2713	894.00
					Total :	**894.00**
194613	2/11/2021	94801 LEXISNEXIS RISK SOLUTIONS	1644830-20201231		LEXISNEXIS ANNUAL SOFTWARE SUBS	
				2021-000334	LEXISNEXIS ANNUAL SOFTWARE SUBS	
					680-1930-2265	1,047.20
			1644830-20210131		LEXISNEXIS ANNUAL SOFTWARE SUBS	
				2021-000334	LEXISNEXIS ANNUAL SOFTWARE SUBS	
					680-1930-2265	1,047.20
					Total :	**2,094.40**
194614	2/11/2021	82339 LIFE-ASSIST, INC	1072264		MEDICAL SUPPLIES	
				2021-000294	CO#1 FOR ADDITIONAL MEDICAL SUPF	
					110-3275-2452	556.99
					Total :	**556.99**
194615	2/11/2021	82468 LOWE'S OF HEMET STORE #1556	4229		MISC BUILDING/MAINTENANCE SUPPL	
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					685-4560-2450	451.91
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					571-9000-2450	324.44
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					571-9000-2850	338.12
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					225-8250-2450	57.51
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					110-4250-2450	50.61
					Total :	**1,222.59**
194616	2/11/2021	80007 LUCIO, ISMAEL	REQ 012821		REIMB EXP COMMERCIAL DRIVERS LI(	
					REIMB EXP COMMERCIAL DRIVERS LI(	
					110-4250-2560	49.00
					Total :	**49.00**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194617	2/11/2021	92431 M I G INC	0067932		OBJECTIVE DESIGN & DEVELOPMENT	
				2021-000313	OBJECTIVE DESIGN & DEVELOPMENT	
					120-1710-2710	4,205.00
					Total :	**4,205.00**
194618	2/11/2021	91224 MAKEIG, ROBERT/TERRY	99480		REFUND CLOSED UTILITY ACCT	
					REFUND CLOSED UTILITY ACCT	
					571-0835	379.72
					Total :	**379.72**
194619	2/11/2021	94236 MANIKANDA RAJA MD	542395		CITY VEHICLE PARTS/SUPPLIES	
				2021-000344	Dr. Raja- City Physician services	
					100-1800-2710	80.00
			542502		DR. RAJA	
				2021-000344	Dr. Raja- City Physician services	
					100-1800-2710	80.00
					Total :	**160.00**
194620	2/11/2021	75696 MCCALL'S METER SALES & SERVICE	33464		WATER METERS & METER SERVICE	
				2021-000147	WATER METERS AND METER SERVICE	
					571-9000-2450	831.07
					Total :	**831.07**
194621	2/11/2021	93414 MEDPRO WASTE DISPOSAL, LLC	418462		11750- MEDICAL WASTE AND DISPOSA	
					11750- MEDICAL WASTE AND DISPOSA	
					110-3275-2400	31.33
					Total :	**31.33**
194622	2/11/2021	92702 MERCHANTS BUILDING MNTCE LLC	614507		JANITORIAL SERVICES F/Y 20/21	
				2021-000238	JANITORIAL SERVICES PER CONTRAC	
					685-4560-2400	5,233.81
					Total :	**5,233.81**
194623	2/11/2021	85849 MERIT OIL CO	624461		UNLEADED FUEL PURCHASE JANUAR'	
				2021-000394	UNLEADED FUEL PURCHASE JANUAR'	
					684-1291	15,630.23
					FUEL/OIL INVOICE BALANCE	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194623	2/11/2021	85849 MERIT OIL CO	(Continued)			
					684-1291	0.03
			624464		UNLEADED FUEL PURCHASE JANUAR'	
				2021-000394	CORPORATION YARD~	
					684-1291	8,481.09
					FUEL/OIL INVOICE BALANCE	
					684-1291	0.02
			624465		ULTRA LOW SULFUR DIESEL FUEL PUF	
				2021-000395	ULTRA LOW SULFUR DIESEL FUEL PUF	
					684-1296	2,004.36
			624466		ULTRA LOW SULFUR DIESEL FUEL PUF	
				2021-000395	CORPORATION YARD~	
					684-1296	3,385.35
			624468		ULTRA LOW SULFUR DIESEL FUEL PUF	
				2021-000395	FIRE STN #3~	
					684-1296	1,207.48
					FUEL/OIL	
					684-1291	75.47
					Total :	**30,784.03**
194624	2/11/2021	94143 MILLER, SUSAN LEE	JAN 2021		REIMB MEDICARE INSURANCE PREMII	
					REIMB MEDICARE INSURANCE PREMII	
					689-2150-2400	222.80
					Total :	**222.80**
194625	2/11/2021	96944 MUNIQUIP SOCAL LLC	200451		PUMP PARTS	
				2021-000148	PUMP PARTS AND SUPPLIES	
					571-9000-2450	189.78
					Total :	**189.78**
194626	2/11/2021	93980 MY CITY LIFE YOUTH-YOUTH FOR T	1		REFUND CLOSED UTILITY ACCT	
					REFUND CLOSED UTILITY ACCT	
					240-3453-2400	2,103.22
					Total :	**2,103.22**
194627	2/11/2021	85026 MYERS POWER PRODUCTS, INC	X-248011		ELECTRICAL PEDESTALS FOR IRRIGAT	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194627	2/11/2021	85026 MYERS POWER PRODUCTS, INC	(Continued)			
				2021-000058	ELECTRICAL PEDESTALS FOR IRRIGAT	
					225-8250-2450	1,054.04
					Total :	**1,054.04**
194628	2/11/2021	90859 N I GOVERNMENT SERVICES INC	21012907301		SATELLITE PHONE	
					SATELLITE PHONE	
					692-3500-2450	77.37
					Total :	**77.37**
194629	2/11/2021	60450 NAPA AUTO PARTS	031182		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	34.79
			031429		AUTO PARTS & SUPPLIES	
					AUTO PARTS & SUPPLIES	
					684-4550-2350	-112.53
			031899		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	37.00
			031927		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	108.60
			031955		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	263.01
			031992		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	82.63
			032060		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					571-9000-2850	15.98
			032356		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	105.18
			032373		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194629	2/11/2021	60450 NAPA AUTO PARTS	(Continued)			
					684-4550-2350	105.75
			033029		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	210.46
			033046		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					571-9000-2850	53.27
			033311		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	23.51
			033343		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	65.23
			033362		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	234.45
			033387		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	69.32
			033498		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	629.73
			033787		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	62.88
					Total :	**1,989.26**
194630	2/11/2021	71641 NATIONWIDE RETIREMENT SOLUTION	Ben471618		DEFERRED COMPENSATION: PAYMEN	
					DEFERRED COMPENSATION: Payment	
					750-2130	19,844.31
					Total :	**19,844.31**
194631	2/11/2021	96349 NEIL FLORES	26581		TOOLS	
					TOOLS	
					571-9000-2850	59.76

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194631	2/11/2021	96349 96349 NEIL FLORES	(Continued)		**Total :**	**59.76**
194632	2/11/2021	90866 NOVACOAST INC	90064683		NOVACOAST PUBLIC SERVER INSTALL	
				2019-000421	NOVACOAST PUBLIC SERVER INSTALL	
					110-6100-2710	525.00
					Total :	**525.00**
194633	2/11/2021	72291 OFFICE DEPOT	146568230001		OFFICE SUPPLIES	
				2021-000012	OFFICE SUPPLIES	
					110-3100-2253	391.39
			150030759001		AUTO PARTS & SUPPLIES	
				2021-000012	OFFICE SUPPLIES	
					110-3100-2253	63.77
			150030759002		OFFICE SUPPLIES	
				2021-000012	OFFICE SUPPLIES	
					110-3100-2253	38.79
			154050775001		OFFICE SUPPLIES	
				2021-000012	OFFICE SUPPLIES	
					110-3100-2253	238.09
					Total :	**732.04**
194635	2/11/2021	90418 O'REILLY AUTO PARTS	2895-100392		PARTS/SUPPLIES	
					PARTS/SUPPLIES	
					684-4550-2350	-73.49
			2895-101845		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	648.82
			2895-101846		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	1,168.32
			2895-101925		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	569.37
			2895-101947		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	36.65

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194635	2/11/2021	90418 O'REILLY AUTO PARTS	(Continued)			
			2895-102174		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	104.44
			2895-102176		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	44.38
			2895-102309		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	64.60
			2895-102376		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	30.73
			2895-102851		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	22.52
			2895-102852		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	39.23
			2895-104164		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	158.97
			2895-104165		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	647.02
			2895-104166		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	16.33
			2895-104522		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	261.87
			2895-104588		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	147.88
			2895-104611		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194635	2/11/2021	90418 O'REILLY AUTO PARTS	(Continued)			
					684-4550-2350	393.75
			2895-104696		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	71.66
			2895-104778		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	48.49
			2895-104845		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	5.15
			2895-105315		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	277.61
			2895-492085		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	35.30
			2895-493663		PARTS/SUPPLIES	
					PARTS/SUPPLIES	
					684-4550-2350	-8.78
			2895-493742		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	73.01
			2895-495063		PARTS/SUPPLIES	
					PARTS/SUPPLIES	
					684-4550-2350	-73.01
					Total :	**4,710.82**
194636	2/11/2021	30380 OVERNIGHT INDUSTRIAL SUPPLY	20020		JANITORIAL SUPPLIES	
				2021-000070	JANITORIAL SUPPLIES	
					110-4250-2450	37.96
				2021-000070	JANITORIAL SUPPLIES	
					225-8250-2450	37.95
			20051		JANITORIAL SUPPLIES	
				2021-000070	JANITORIAL SUPPLIES	
					110-3200-2450	16.97

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194636	2/11/2021	30380 OVERNIGHT INDUSTRIAL SUPPLY	(Continued)			
			20052		JANITORIAL SUPPLIES	
				2021-000070	JANITORIAL SUPPLIES	
					110-3200-2450	307.44
			20053		JANITORIAL SUPPLIES	
				2021-000070	JANITORIAL SUPPLIES	
					110-3200-2450	297.11
			20054		JANITORIAL SUPPLIES	
				2021-000070	JANITORIAL SUPPLIES	
					110-3200-2450	14.90
					Total :	**712.33**
194637	2/11/2021	94367 PARKHOUSE TIRE, INC	2010723575		TIRES, TUBES, SUPPLIES & SERVICES	
				2021-000229	TIRES, TUBES, SUPPLIES AND SERVIC	
					684-4550-2350	1,521.46
			2010724637		TIRES, TUBES, SUPPLIES & SERVICES	
				2021-000229	TIRES, TUBES, SUPPLIES AND SERVIC	
					684-4550-2350	1,852.59
					Total :	**3,374.05**
194638	2/11/2021	95761 PENGUIN MANAGEMENT INC	63281		FIRE CAPTAIN VOICE NOTIFICATIONS	
					FIRE CAPTAIN VOICE NOTIFICATIONS	
					110-3200-2200	1,548.00
					Total :	**1,548.00**
194639	2/11/2021	96902 PENSERV PLAN SERVICES INC	Ben471632		DEFERRED COMPENSATION: PAYMEN	
					DEFERRED COMPENSATION: Payment	
					750-2125	1,695.00
					Total :	**1,695.00**
194640	2/11/2021	77237 PINS & NEEDLES EMBROIDERY	13563		SHIRTS/HATS/PATCHES EMBROIDERY	
				2021-000013	SHIRTS/HATS/PATCHES EMBROIDERY	
					110-3200-2700	28.31
					Total :	**28.31**
194641	2/11/2021	77249 PITNEY BOWES INC	1017156845		POSTAGE MACHINE RENTAL/SUPPLIES	
					POSTAGE MACHINE RENTAL/SUPPLIES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194641	2/11/2021	77249 PITNEY BOWES INC	(Continued)			
					160-6100-2250	114.19
					Total :	**114.19**
194642	2/11/2021	74951 PITNEY BOWES PURCHASE POWER	08642527		POSTAGE BY PHONE RESET	
					POSTAGE BY PHONE RESET	
					110-1272	2,020.99
					Total :	**2,020.99**
194643	2/11/2021	70826 POST AND PARCEL PLUS	09		PACKAGING/MAILING SERVICE	
					PACKAGING/MAILING SERVICE	
					110-3100-2253	158.02
			13		PACKAGING/MAILING SERVICE	
					PACKAGING/MAILING SERVICE	
					110-3100-2253	86.09
					Total :	**244.11**
194644	2/11/2021	82697 PROGRESSIVE SOLUTIONS INC	3673		PROGRESSIVE SOLUTIONS UB PRESE	
				2021-000156	PROGRESSIVE SOLUTIONS BILL PAY S	
					680-1930-2265	3,125.22
					Total :	**3,125.22**
194645	2/11/2021	94208 PUN GROUP LLP	112814		FY 19/20 AUDIT SERVICES	
				2020-000437	FY 19/20 AUDIT SERVICES~	
					100-1400-2710	20,000.00
					Total :	**20,000.00**
194646	2/11/2021	35500 QUINN COMPANY	PCA00221698		TRUCK EQUIPMENT PARTS & SUPPLIE	
				2021-000219	TRUCK EQUIPMENT PARTS AND SUPP	
					684-4550-2350	59.68
			PCA00221930		TRUCK EQUIPMENT PARTS & SUPPLIE	
				2021-000219	TRUCK EQUIPMENT PARTS AND SUPP	
					684-4550-2350	19.87
			PCA00222215		TRUCK EQUIPMENT PARTS & SUPPLIE	
				2021-000219	TRUCK EQUIPMENT PARTS AND SUPP	
					684-4550-2350	52.39
			PCA00222455		PARTS AND SUPPLIES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194646	2/11/2021	35500 QUINN COMPANY	(Continued)			
					PARTS AND SUPPLIES	
					684-4550-2350	29.99
			PCI00024992		TRUCK EQUIPMENT PARTS & SUPPLIE	
				2021-000219	TRUCK EQUIPMENT PARTS AND SUPP	
					684-4550-2350	509.45
			PCI00024993		TRUCK EQUIPMENT PARTS & SUPPLIE	
				2021-000219	TRUCK EQUIPMENT PARTS AND SUPP	
					684-4550-2350	72.72
					Total :	**744.10**
194647	2/11/2021	79324 R S HUGHES COMPANY INC	78885299-00		BLANKET PURCHASE ORDER FOR PD	
				2021-000409	Blanket Purchase Order for purchases of	
					110-3100-2701	4,902.18
				2021-000409	PD CLEANING SUPPLIES	
					110-3100-2701	-3,428.40
			78902352-00		BLANKET PURCHASE ORDER FOR PD	
				2021-000409	Blanket Purchase Order for purchases of	
					232-3112-2450	565.06
			78906722-00		BLANKET PURCHASE ORDER FOR PD	
				2021-000409	Blanket Purchase Order for purchases of	
					232-3112-2450	306.93
			78939344-00		BLANKET PURCHASE ORDER FOR PD	
				2021-000409	Blanket Purchase Order for purchases of	
					110-3100-2701	1,105.34
					Total :	**3,451.11**
194648	2/11/2021	54290 RAMONA HUMANE SOCIETY	COH013121		ANIMAL CONTROL SERVICES	
				2021-000080	ANIMAL CONTROL SERVICES~	
					110-3400-2400	20,046.88
					Total :	**20,046.88**
194649	2/11/2021	12114 READYREFRESH	01A6700409188		DRINKING WATER DELIVERY SERVICE	
				2021-000015	DRINKING WATER DELIVERY SERVICE	
					100-1200-2250	115.82
			11A0016410664		DRINKING WATER DELIVERY SERVICE	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194649	2/11/2021	12114 READYREFRESH	(Continued)			
				2021-000015	DRINKING WATER DELIVERY SERVICE	
					110-3100-2805	12.78
			11A0016410706		DRINKING WATER DELIVERY SERVICE	
				2021-000015	DRINKING WATER DELIVERY SERVICE	
					110-3100-2805	12.78
			11A0022913727		DRINKING WATER DELIVERY SERVICE	
				2021-000015	DRINKING WATER DELIVERY SERVICE	
					110-3100-2701	3.00
			11A0029569225		DRINKING WATER DELIVERY SERVICE	
				2021-000015	DRINKING WATER DELIVERY SERVICE	
					110-3100-2701	6.25
					Total :	**150.63**
194650	2/11/2021	97307 RIVERSIDE CO YOUTH MUSEUM	3326		REFUND CLOSED UTIL 123 S CARMALI	
					REFUND CLOSED UTIL 123 S CARMALI	
					571-0835	93.28
					Total :	**93.28**
194651	2/11/2021	74575 RIVERSIDE, COUNTY OF (TLMA)	TL0000015650		TRAFFIC SIGNAL TECH SERVICE	
					TRAFFIC SIGNAL TECH SERVICE	
					221-4200-2105	245.88
					TRAFFIC SIGNAL TECH SERVICE	
					221-4200-2400	1,603.06
					TRAFFIC SIGNAL TECH SERVICE	
					221-4200-2450	288.62
					Total :	**2,137.56**
194652	2/11/2021	69109 S E I U LOCAL 721	Ben471628		SEIU CONTRIBUTIONS: PAYMENT	
					SEIU CONTRIBUTIONS: Payment	
					750-2163	964.45
					SEIU OTHER CONTRIBUTIONS: Payme	
					750-2163	45.50
					Total :	**1,009.95**
194653	2/11/2021	78085 SAN BERNARDINO, COUNTY OF (SD)	REQ 020421		BASIC TRAFFIC COLLISION INV. ADDIS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194653	2/11/2021	78085 SAN BERNARDINO, COUNTY OF (SD)	(Continued)			
					BASIC TRAFFIC COLLISION INV. ADDIS	
					110-3100-2563	215.00
					Total :	**215.00**
194654	2/11/2021	57297 SAN DIEGO POLICE EQUIPMENT	645936		TRAINING AMMUNITION FOR HPD	
				2021-000260	Product# FED-LEB127RS~	
					110-3100-2701	772.45
				2021-000260	Product# FED-LEB127RS~	
					110-3101-2700	772.45
					NEW Riverside Co Sales Tax	
					110-3100-2701	67.59
					NEW Riverside Co Sales Tax	
					110-3101-2700	67.59
					Total :	**1,680.08**
194655	2/11/2021	73779 SEARL PRINTING AND PROMOTIONS	1136		PRINTING SERVICES	
					PRINTING SERVICES	
					110-3100-2253	396.84
					Total :	**396.84**
194656	2/11/2021	96790 SEECLICKFIX INC	2019-2944		SEECLICKFIX ANNUAL ARCGIS CONNE	
				2021-000431	(2 CONNECT REQ) - CONNECT ANNUAI	
					680-1930-2265	2,500.00
					Total :	**2,500.00**
194657	2/11/2021	81706 SEQUOIA LIGHTING CORP	2905		STREET LIGHTS	
					STREET LIGHTS	
					685-4560-2450	1,204.95
					Total :	**1,204.95**
194658	2/11/2021	97309 SERRANO, AXEL	121399		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	45.30
					Total :	**45.30**
194659	2/11/2021	97308 SIEBERT, CHRISTINE	134563		REFUND CLOSED UTILITY ACCOUNT	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194659	2/11/2021	97308 SIEBERT, CHRISTINE	(Continued)			
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	26.49
					Total :	**26.49**
194660	2/11/2021	96622 SIEMENS MOBILITY INC	5620029101		SIEMENS EXTRAORDINARY WORK/PO	
				2021-000198	BLANKET PURCHASE ORDER~	
					225-8250-5400	7,258.40
			5620032967		SIEMENS EXTRAORDINARY WORK/PO	
				2021-000198	BLANKET PURCHASE ORDER~	
					225-8250-5400	8,872.63
			5620033886		SIEMENS EXTRAORDINARY WORK/PO	
				2021-000198	BLANKET PURCHASE ORDER~	
					225-8250-2450	2,056.98
					Total :	**18,188.01**
194661	2/11/2021	58450 SMART & FINAL	7702		FOOD AND BREAKROOM SUPPLIES	
				2021-000017	FOOD AND BREAKROOM SUPPLIES	
					110-3100-2701	11.39
					Total :	**11.39**
194662	2/11/2021	93552 SMART SOURCE OF CALIFORNIA LLC	1531402		BLANK W2 FORMS	
					BLANK W2 FORMS	
					100-1400-2250	256.58
					Total :	**256.58**
194665	2/11/2021	59145 SOUTHERN CALIFORNIA EDISON	2012028767		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8261-2105	50.71
			2232322826		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	55.72
			2232322891		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	191.38
			2232322925		ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194665	2/11/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					225-8250-2105	1,494.63
					ELECTRIC BILLS	
					571-9000-2105	119.25
					ELECTRIC BILLS	
					228-8269-2105	13.10
			2232323063		ELECTRIC BILLS	
					ELECTRIC BILLS	
					110-4250-2105	544.05
			2232323139		ELECTRIC BILLS	
					ELECTRIC BILLS	
					685-4560-2105	16,846.58
					ELECTRIC BILLS	
					225-8250-2105	101.86
					ELECTRIC BILLS	
					221-4200-2105	76.69
			2232323196		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	1,929.16
			2235085602		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	44.87
			2235085818		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	57.39
			2242040640		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	11.11
			2243333796		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	58.07
			2244447082		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	67.08
			2244518882		ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194665	2/11/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					225-8250-2105	13.41
			2245098009		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2400	51.49
			2245871876		ELECTRIC BILLS	
					ELECTRIC BILLS	
					685-4560-2105	8,281.40
			2247384472		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	11.31
			2248014235		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	11.56
			2248025389		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	54.10
			2253021661		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8263-2105	62.59
			2256034810		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	17.84
			2263709958		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	90.63
			2277569539		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8279-2105	27.18
			2280141748		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8262-2105	27.13
					ELECTRIC BILLS	
					221-4200-2105	41.56
			2282756154		ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194665	2/11/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					227-8262-2105	38.74
			2283624914		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	87.69
			2288075039		ELECTRIC BILLS	
					ELECTRIC BILLS	
					685-4560-2105	1,015.06
			2290834720		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	45.01
			2290866136		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8273-2105	68.93
			2296238678		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	14.04
			2304560741		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8277-2105	39.10
					ELECTRIC BILLS	
					227-8277-2105	23.89
					ELECTRIC BILLS	
					227-8278-2105	33.06
			2304749179		ELECTRIC BILLS	
					ELECTRIC BILLS	
					685-4560-2105	306.76
			2304917719		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8279-2105	67.61
			2308760859		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	58.40
			2308781749		ELECTRIC BILLS	
					ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194665	2/11/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					225-8250-2105	30.61
			2309599926		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8272-2105	26.63
					ELECTRIC BILLS	
					227-8272-2105	229.98
			2315302687		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8272-2105	32.43
			2316493188		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	13.20
			2332838028		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8292-2105	86.33
					ELECTRIC BILLS	
					221-4200-2105	34.33
					ELECTRIC BILLS	
					228-8292-2105	52.61
			2333326700		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8283-2105	56.27
					ELECTRIC BILLS	
					227-8283-2105	29.59
					ELECTRIC BILLS	
					221-4200-2105	58.78
					ELECTRIC BILLS	
					225-8250-2105	70.25
			2337297485		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	69.96
					ELECTRIC BILLS	
					221-4200-2105	54.15
			2340622703		ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194665	2/11/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					227-8282-2105	11.35
			2353365000		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8300-2105	33.21
			2357381003		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8288-2105	89.11
					ELECTRIC BILLS	
					227-8297-2105	11.15
			2360777692		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	180.15
			2364317586		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	74.35
			2366196376		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	105.32
			2374028710		ELECTRIC BILLS	
					ELECTRIC BILLS	
					571-9000-2105	70.18
			2386162531		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8288-2105	14.77
			2386162614		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8288-2105	12.87
			2386162655		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8288-2105	32.70
			2387672066		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	17.21
			2397230269		ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194665	2/11/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					228-8301-2105	219.26
			2397230582		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8301-2105	12.87
			2410815419		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8294-2105	11.56
			2416069516		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8292-2105	264.13
			2419890165		ELECTRIC BILLS	
					ELECTRIC BILLS	
					685-4560-2105	33.21
			2422086637		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8288-2105	49.78
			2423860436		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	17.76
					Total :	**34,256.20**
194666	2/11/2021	92383 SOUTHERN CALIFORNIA EMS	0001		EMS COORDINATOR SERVICES 20/21	
				2021-000181	EMS Cordinator Services from July 2020	
					110-3275-2400	3,997.50
				2021-000181	EMS Cordinator Services from July 2020	
					110-3240-2710	3,997.50
					Total :	**7,995.00**
194667	2/11/2021	59150 SOUTHERN CALIFORNIA GAS CO	01588594562		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	303.73
			05552545005		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	33.80

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194667	2/11/2021	59150 SOUTHERN CALIFORNIA GAS CO	(Continued)			
			08722433003		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	62.28
			09142433235		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	41.65
			11642551425		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					110-3100-2805	40.16
			12272552006		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	40.16
			13552433008		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	1,022.25
			14602433568		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	204.74
			16839831845		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	266.42
			16915239764		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	9.28
			17542433523		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	133.13
			17752433346		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	185.61
			17962433391		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	95.28
			19222435406		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194667	2/11/2021	59150 SOUTHERN CALIFORNIA GAS CO	(Continued)			
					685-4560-2115	434.82
			19422505008		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	1,817.01
			19432435725		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	567.57
			20052532007		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	140.26
					Total :	**5,398.15**
194668	2/11/2021	95470 SOUTHERN HILL NURSERY &	1691		PARKS LANDSCAPING MATERIALS & S	
				2021-000104	LANDSCAPING MATERIAL & SUPPLIES	
					228-8265-2450	269.38
			1699		PARKS LANDSCAPING MATERIALS & S	
				2021-000104	LANDSCAPING MATERIAL & SUPPLIES	
					225-8250-2450	336.72
				2021-000104	LANDSCAPING MATERIAL & SUPPLIES	
					110-4250-2450	336.72
					Total :	**942.82**
194669	2/11/2021	96735 SPEAKWRITE LLC	B759DDB1		PD DICTATION SERVICE	
				2021-000062	Dictation Service for Hemet PD	
					110-3100-2712	198.66
					Total :	**198.66**
194670	2/11/2021	60005 STANDARD INSURANCE OF OREGON	Ben471614		LIFE INSURANCE GENERAL: PAYMENT	
					LIFE INSURANCE GENERAL: Payment	
					750-2145	561.00
					LIFE INSURANCE MGMT: Payment	
					750-2145	782.00
					LIFE INSURANCE POLICE: Payment	
					750-2145	768.25
					LIFE INSURANCE FIRE: Payment	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194670	2/11/2021	60005 STANDARD INSURANCE OF OREGON	(Continued)			
					750-2145 LIFE INSURANCE HNSPEA: Payment	374.00
					750-2145 LIFE INSURANCE PREMIUMS	238.00
					110-3100-1400	3.25
					Total :	**2,726.50**
194671	2/11/2021	76654 STAPLES ADVANTAGE	3466654462		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1100-2250	29.35
			3466654465		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1200-2250	21.55
			3467680522		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					254-4600-2250	8.82
				2021-000018	OFFICE SUPPLIES	
					254-4650-2250	8.82
				2021-000018	OFFICE SUPPLIES	
					571-9000-2250	13.98
				2021-000018	OFFICE SUPPLIES	
					100-1400-2250	34.79
			3468410484		OFFICE SUPPLIES	
					OFFICE SUPPLIES	
					100-1200-2250	28.75
			3468410486		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1200-2250	4.49
			3468410487		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1200-2250	51.21
			3468410488		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1400-2250	47.14
			3468410489		OFFICE SUPPLIES FOR ALL CITY DEPA	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194671	2/11/2021	76654 STAPLES ADVANTAGE	(Continued)			
				2021-000018	OFFICE SUPPLIES	
					100-1400-2250	33.86
			3468410490		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					110-3200-2250	102.49
			3468410492		OFFICE SUPPLIES FOR ALL CITY DEPA	
					OFFICE SUPPLIES	
					110-3200-2250	-29.46
			3468410493		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					160-6100-2250	94.71
			3468410494		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					110-3100-2253	316.67
			3468410496		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					110-3100-2253	25.21
			3469232768		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					254-4600-2250	3.30
				2021-000018	OFFICE SUPPLIES	
					254-4650-2250	3.30
				2021-000018	OFFICE SUPPLIES	
					571-9000-2250	5.23
			3469232769		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1400-2250	111.32
			3469232772		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					160-6100-2250	13.69
			3469232773		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					160-6100-2250	21.20
			3469232775		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194671	2/11/2021	76654 STAPLES ADVANTAGE	(Continued)			
					160-6100-2250	41.96
			3469232776		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					160-6100-2250	18.20
					Total :	**1,010.58**
194672	2/11/2021	60258 STATE WATER RESOURCES (SWRCB)	27937		RENEWAL, DWO TRMNT T1, B. GERKE	
					RENEWAL, DWO TRMNT T1, B. GERKE	
					571-9000-2560	55.00
			36040		RENEWAL, DWO DIST D3, T. STOCKTOI	
					RENEWAL, DWO DIST D3, T. STOCKTOI	
					571-9000-2560	90.00
					Total :	**145.00**
194673	2/11/2021	73416 SYMPRO	10522		SYMPRO ANNUAL MAINTENANCE FY 1	
				2021-000403	sympro annual maintenance covering fy	
					680-1930-2265	3,882.12
					Total :	**3,882.12**
194674	2/11/2021	95787 TALLEY METAL SUPPLY	28689		METAL FABRICATION SUPPLIES	
				2021-000105	Metal Fabrication Supplies	
					571-9000-2450	24.48
					Total :	**24.48**
194675	2/11/2021	93551 TARGETSOLUTIONS LEARNING, LLC	INV17354		TARGET SOLUTIONS LICENSE RENEW	
				2021-000423	Target Solutions Premier Membership	
					110-3275-2400	4,320.00
					Total :	**4,320.00**
194676	2/11/2021	95788 TELEFLEX MEDICAL INC	9503464578		PARAMEDIC SUPPLIES	
				2021-000425	Blanket PO for Paramedic Supplies	
					110-3275-2452	3,584.38
				2021-000425	PARAMEDIC SUPPLIES	
					110-3275-2452	-2,318.25
					Total :	**1,266.13**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194677	2/11/2021	79809 TIME WARNER CABLE	0358141		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					110-3200-2200	98.61
			0811768		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					110-3100-2403	121.57
			0998938		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					110-3100-2403	2,498.00
			1180239		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	333.33
			1180254		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	333.33
			1180288		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	333.33
			1180296		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	333.33
			1180312		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	333.33
			1180320		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	333.33
			1203916		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	758.85
					Total :	**5,477.01**
194678	2/11/2021	89310 TRI-STATE MATERIALS, INC	93957		LANDSCAPE ROCK MATERIALS	
				2021-000107	Landscape rock materials	
					110-4250-2450	1,950.85

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194678	2/11/2021	89310 89310 TRI-STATE MATERIALS, INC	(Continued)		**Total :**	**1,950.85**
194679	2/11/2021	88518 TYLER TECHNOLOGIES INC	045-321445		TYLER TECHNOLOGIES ANNUAL MAIN	
				2021-000400	(qty 1) Contract No.: HEMET, CITY OF.	
					680-1930-2265	5,502.33
				2021-000400	Accounts Receivable Support	
					680-1930-2265	1,834.12
				2021-000400	CASS Support	
					680-1930-2265	2,959.92
				2021-000400	Cash Register Interface Support	
					680-1930-2265	500.68
				2021-000400	Data Dictionaries Support	
					680-1930-2265	446.92
				2021-000400	Fixed Assets Support	
					680-1930-2265	3,371.14
				2021-000400	GL/AP Support	
					680-1930-2265	9,170.55
				2021-000400	Handhelds Support	
					680-1930-2265	500.68
				2021-000400	Human Resources Support	
					680-1930-2265	6,008.01
				2021-000400	Licensing Support	
					680-1930-2265	6,675.57
				2021-000400	Parcel Manager Support	
					680-1930-2265	1,668.88
				2021-000400	Purchasing Support	
					680-1930-2265	1,834.12
				2021-000400	Payroll/Position Control Support	
					680-1930-2265	11,665.55
				2021-000400	Utility Billing Support	
					680-1930-2265	11,682.23
				2021-000400	Human Resources Support Web	
					680-1930-2265	1,967.46
					Total :	**65,788.16**
194680	2/11/2021	80956 U S BANK VOYAGER FLEET SYS	86912-3901		FUEL	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194680	2/11/2021	80956 U S BANK VOYAGER FLEET SYS	(Continued)			
					FUEL	
					110-3100-2623	282.82
					FUEL	
					110-3200-2623	196.73
					Total :	**479.55**
194681	2/11/2021	63783 UNDERGROUND SERVICE ALERT	120210309		DIG ALERT SERVICES	
				2021-000019	DIG ALERT NOTIFICATION SERVICES	
					571-9000-2710	300.40
					Total :	**300.40**
194683	2/11/2021	91112 UNIFIRST CORP	1629798		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					571-9000-2700	57.07
			1629799		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.37
			1629801		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2700	13.03
			1629802		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					684-4550-2700	60.98
			1629803		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	13.50
			1629804		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	17.60
			1629805		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	5.00
			1629806		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	6.25

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194683	2/11/2021	91112 UNIFIRST CORP	(Continued)			
			1629807		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	74.25
			1629808		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	24.25
			1629809		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	4.50
			1629810		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	3.25
			1629811		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	12.00
			1629812		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	20.50
			1629818		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.34
				2021-000020	UNIFORM CLEANING SVC	
					225-8250-2700	8.34
				2021-000020	UNIFORM CLEANING SVC	
					228-8250-2700	8.33
			1629821		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					228-8265-2700	17.14
			1629822		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-3100-2701	66.15
			1632203		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					571-9000-2700	51.95
			1632204		LAUNDRY CLEANING SERVICES	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194683	2/11/2021	91112 UNIFIRST CORP	(Continued)			
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.37
			1632206		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2700	13.03
			1632207		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					684-4550-2700	66.19
			1632213		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.34
				2021-000020	UNIFORM CLEANING SVC	
					225-8250-2700	8.34
				2021-000020	UNIFORM CLEANING SVC	
					228-8250-2700	8.33
			1632216		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					228-8265-2700	17.14
			1632217		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-3100-2701	66.15
			1634627		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-3100-2701	66.15
					Total :	**742.84**
194684	2/11/2021	70240 VERIZON BUSINESS	09472630		FIRE ADMIN & FS2 FAX-LONG DISTANC	
					FIRE ADMIN & FS2 FAX-LONG DISTANC	
					680-1930-2200	55.09
					Total :	**55.09**
194685	2/11/2021	97242 VILLAGE NEWS INC	47470		ADVERTISING, PUBLIC NOTICE	
					ADVERTISING, PUBLIC NOTICE	
					240-1925-2220	360.00

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194685	2/11/2021	97242 97242 VILLAGE NEWS INC	(Continued)		**Total :**	**360.00**
194686	2/11/2021	32992 VULCAN MATERIALS CO	72820119		ASPHALT AND BASE MATERIAL FOR FY	
				2021-000140	ASPHALT AND BASE MATERIAL FOR FY	
					571-9000-2450	2,171.08
					Total :	**2,171.08**
194687	2/11/2021	96673 WAGEWORKS INC	Ben471622		FSA ADMIN FEE: PAYMENT	
					FSA ADMIN FEE: Payment	
					750-2185	55.25
					FSA MEDICAL: Payment	
					750-2185	743.80
					FSA CHILD CARE: Payment	
					750-2185	104.17
					auto deducted from acct	
					750-2185	-119.00
					Total :	**784.22**
194688	2/11/2021	90359 WESTRUX INTERNATIONAL INC	04P112710		PARTS/SERVICE/SUPPLIES	
					PARTS/SERVICE/SUPPLIES	
					684-4550-2350	146.72
			04P98556		PARTS/SERVICE/SUPPLIES	
					PARTS/SERVICE/SUPPLIES	
					684-4550-2350	-110.11
					Total :	**36.61**
194689	2/11/2021	78103 WHITE HOUSE SANITATION	0000905464		PORTABLE SANITATION SERVICE	
				2021-000021	PORTABLE SANITATION SERVICE	
					110-4250-2400	81.42
					Total :	**81.42**
194690	2/11/2021	96216 YOUNGBLOOD & ASSOCIATES	1362A		POLYGRAPH EXAM	
					POLYGRAPH EXAM	
					110-3100-2712	350.00
					Total :	**350.00**
169	**Vouchers for bank code :**	001			**Bank total :**	**2,219,456.40**

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
169	Vouchers in this report				Total vouchers :	2,219,456.40

I, Lorena Rocha, Finance Director, do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered, or the labor performed as described herein, and that the claim is a just, due and unpaid obligation against the City of Hemet, and that I am authorized to authenticate and certify to said claim.

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194691	2/25/2021	84294 A L F FRAMING	1048		FRAMES AND MOUNTING -COUNCIL PH	
					FRAMES AND MOUNTING -COUNCIL PH	
					100-1100-2250	119.63
					Total :	**119.63**
194692	2/25/2021	83711 ADAME LANDSCAPE INC	87150		LANDSCAPING AND MAINTENANCE SE	
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					225-8250-2400	8,179.74
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					685-4560-2400	680.34
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8266-2400	3,399.26
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8272-2400	5,115.00
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8264-2400	620.77
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8267-2400	41.25
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8269-2400	249.08
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8270-2400	311.06
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8268-2400	119.93
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8276-2400	5,234.79
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8290-2400	424.76
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8277-2400	133.98
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8278-2400	179.44
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8273-2400	260.14

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194692	2/25/2021	83711 ADAME LANDSCAPE INC	(Continued)			
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8280-2400	1,361.92
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8279-2400	804.75
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8283-2400	56.18
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8288-2400	2,973.02
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8271-2400	960.32
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8289-2400	274.75
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8285-2400	24.13
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8292-2400	2,717.06
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					221-4200-2400	305.81
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8299-2400	46.24
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8301-2400	645.36
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					228-8303-2400	22.73
				2021-000305	LANDSCAPING AND MAINTENANCE SE	
					110-4250-2400	71.59
				2021-000305	CO#1 DISTRICT #33 (HIDEAWAY)	
					228-8287-2400	69.70
					Total :	**35,283.10**
194693	2/25/2021	87633 AETNA	MAR 2021		RETIREES OVER 65 AND DEPENDENTS	
					RETIREES OVER 65 AND DEPENDENTS	
					689-2150-2400	30,354.75
					RETIREES OVER 65 AND DEPENDENTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194693	2/25/2021	87633 AETNA	(Continued)			
					750-2152	1,007.72
					RETIREES OVER 65 AND DEPENDENTS	
					750-2154	650.21
					Total :	**32,012.68**
194694	2/25/2021	92494 AETNA HEALTH OF CALIFORNIA	Ben472367		AETNA FULL NETWORK HMO: PAYMEN	
					AETNA FULL NETWORK HMO: Payment	
					750-2153	2,895.33
					AETNA COMBINED 1011	
					689-2150-2400	152,939.16
					Total :	**155,834.49**
194695	2/25/2021	54790 AIRGAS USA, LLC	9108955671		WELDING & OXYGEN SUPPLIES	
				2021-000165	CO#1 FOR ADDITIONAL SUPPLIES NEE	
					254-4650-2450	104.12
			9108955672		WELDING & OXYGEN SUPPLIES	
				2021-000165	CO#1 FOR ADDITIONAL SUPPLIES NEE	
					254-4650-2450	99.76
			9108998774		WELDING & OXYGEN SUPPLIES	
				2021-000165	CO#1 FOR ADDITIONAL SUPPLIES NEE	
					254-4650-2450	91.10
			9977348691		WELDING & OXYGEN SUPPLIES	
				2021-000165	CO#1 FOR ADDITIONAL SUPPLIES NEE	
					571-9000-2450	232.35
			9977348692		WELDING & OXYGEN SUPPLIES	
				2021-000165	CO#1 FOR ADDITIONAL SUPPLIES NEE	
					684-4550-2350	197.77
			9977348693		WELDING & OXYGEN SUPPLIES	
				2021-000165	CO#1 FOR ADDITIONAL SUPPLIES NEE	
					684-4550-2350	359.00
					Total :	**1,084.10**
194696	2/25/2021	97321 ALLIANCE TRAILER CORP	15249		DUMP TRAILER REPAIR	
					DUMP TRAILER REPAIR	
					684-4550-2350	2,029.38

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194696	2/25/2021	97321 97321 ALLIANCE TRAILER CORP	(Continued)		**Total :**	**2,029.38**
194697	2/25/2021	94493 ALLIANT CONSULTING INC	11650		CIP 5704 PHASE I PAVEMENT REHAB L	
				2020-000450	Field Investigations to Conduct Site	
					222-5704-2710	451.25
				2020-000450	CO#1 for additional labor compliance	
					222-5704-2710	2,035.00
			12069		CIP 5704 PHASE I PAVEMENT REHAB L	
				2020-000450	Oversight estimated costs $110.00/hour	
					222-5704-2710	1,210.00
				2020-000450	CO#1 for additional labor compliance	
					222-5704-2710	935.00
			12309		CIP 5704 PHASE I PAVEMENT REHAB L	
				2020-000450	CO#1 for additional labor compliance	
					222-5704-2710	275.00
			12311		LABOR COMPLIANCE SERVICES FOR (	
				2021-000186	Project oversight estimated at 25 hours	
					222-5705-2710	77.50
				2021-000186	Project site visists estimated at 2 for	
					222-5705-2710	555.00
					Total :	**5,538.75**
194698	2/25/2021	10710 AL'S KUBOTA TRACTOR INC	198985		MISC TRACTOR PARTS & SUPPLIES	
				2021-000185	MISC TRACTOR PARTS & SUPPLIES	
					110-3200-2850	456.37
					Total :	**456.37**
194699	2/25/2021	79612 AMAZON.COM	3082		MISC CITY DEPARTMENT SUPPLIES	
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					110-3100-2253	276.48
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					232-3112-2450	64.50
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					110-3101-2250	30.40
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					110-3100-2563	70.68

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194699	2/25/2021	79612 AMAZON.COM	(Continued)			
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					110-3100-2850	69.59
			5780		MISC CITY DEPARTMENT SUPPLIES	
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					680-1930-2450	48.04
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					680-1930-2800	739.08
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					100-1150-5300	2,278.09
			6234		MISC CITY DEPARTMENT SUPPLIES	
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					686-4150-2250	100.99
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					685-4560-2450	382.94
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					571-9000-2450	308.07
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					684-4550-2350	31.74
				2021-000001	credit memo ref 877868979673	
					571-9000-2200	-31.30
			6242		MISC CITY DEPARTMENT SUPPLIES	
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					110-3200-2450	9.49
				2021-000001	MISC CITY DEPARTMENT SUPPLIES	
					110-3200-2250	31.01
					Total :	**4,409.80**
194700	2/25/2021	96463 AMERICAN ASPHALT SOUTH INC	2020-117		CIP 5705 19/20 SLURRY SEAL	
				2021-000166	CIP 5705 19/20 Slurry Seal	
					222-5705-5500	414,117.54
				2021-000166	CO#1 for additional crack seal in the	
					222-5705-5500	3,288.60
					RETENTION CIP 5705 19/20 SLURRY SE	
					222-2015	-20,870.31

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194700	2/25/2021	96463 96463 AMERICAN ASPHALT SOUTH INC	(Continued)		**Total :**	**396,535.83**
194701	2/25/2021	11526 ANADY'S TROPHIES & ENGR INC	114159		ENGRAVING, PLAQUES, NAME PLAQUI	
				2021-000002	ENGRAVING, PLAQUES, NAME PLAQUI	
					110-3100-2253	123.98
					Total :	**123.98**
194702	2/25/2021	11855 ANDERSON, JAMES	FEB 2021		REIMBURSE MEDICAL PREMIUM	
					REIMBURSE MEDICAL PREMIUM	
					689-2150-2400	3,083.32
					Total :	**3,083.32**
194703	2/25/2021	97314 ARCE OLIVAS, NANCY / RAFAEL	115683		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	21.12
					Total :	**21.12**
194704	2/25/2021	86161 ARELLANO, MICHAEL	EDUCAT0401		EDUCATIONAL PREPAYMENT	
					EDUCATIONAL PREPAYMENT	
					110-3100-1400	594.00
					Total :	**594.00**
194705	2/25/2021	73291 ARROW PRINTING, INC	21379		PRINTING SERVICES FOR PD	
				2021-000036	Printing services for PD forms,	
					110-3100-2717	40.95
			21384		PRINTING SERVICES FOR PD	
				2021-000036	Printing services for PD forms,	
					110-3100-2717	32.33
					Total :	**73.28**
194706	2/25/2021	81117 ARROWHEAD FORENSICS	134360		BLANKET PURCHASE ORDER FOR PD	
				2021-000407	Blanket Purchase Order for various	
					110-3100-2702	240.54
			134667		BLANKET PURCHASE ORDER FOR PD	
				2021-000407	Blanket Purchase Order for various	
					110-3100-2702	671.32

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194706	2/25/2021	81117 81117 ARROWHEAD FORENSICS	(Continued)		**Total :**	**911.86**
194707	2/25/2021	85561 ARROYO BACKGROUND INVESTIGATIO	2454		290 REGISTRANT SERVICES	
				2021-000066	Employment Background Investigations~	
					110-3101-2710	3,000.00
					Total :	**3,000.00**
194708	2/25/2021	97292 ATWATER	51814		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	172.44
					Total :	**172.44**
194709	2/25/2021	87684 B A V C O	986182		BACKFLOW DEVICES, PARTS & ACCES	
				2021-000089	BACKFLOW DEVICES, PARTS & ACCES	
					225-8250-2450	347.28
			987793		BACKFLOW DEVICES, PARTS & ACCES	
				2021-000089	BACKFLOW DEVICES, PARTS & ACCES	
					110-4250-2450	210.54
					Total :	**557.82**
194710	2/25/2021	13561 B J SPORTING GOODS, INC	77835		EMPLOYEE BOOTS & MISC ITEMS FOR	
				2021-000003	EMPLOYEE BOOTS & MISC ITEMS FOR	
					254-4650-2700	156.03
					Total :	**156.03**
194711	2/25/2021	84158 B P S TACTICAL, INC	21010237		TACTICAL BALLISTIC VEST COVERS	
				2021-000038	TACTICAL BALLISTIC VEST COVERS	
					110-3100-2702	1,073.19
					Total :	**1,073.19**
194712	2/25/2021	93996 B S N SPORTS LLC	911484432		PARKS DEPT ARM BRACKETS	
					PARKS DEPT ARM BRACKETS	
					110-4250-2450	404.08
					Total :	**404.08**
194713	2/25/2021	74556 BAKER, JOHN	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194713	2/25/2021	74556 BAKER, JOHN	(Continued)			
					689-2150-2400	446.87
					Total :	**446.87**
194714	2/25/2021	91351 BANK OF NEW YORK MELLON TRUST, THE	252-2351395		ADMIN FEES	
					ADMIN FEES	
					100-1500-2710	875.00
					Total :	**875.00**
194715	2/25/2021	87001 BARTEL ASSOCIATES, LLC	21-074		ACTUARIAL CONSULTING SERVICES	
					ACTUARIAL CONSULTING SERVICES	
					100-1400-2710	490.00
					Total :	**490.00**
194716	2/25/2021	97034 BEAMESDERFER, JACOB	OCT-DEC		PLANNING COMMISSION STIPEND	
					PLANNING COMMISSION STIPEND	
					120-1700-2710	200.00
					Total :	**200.00**
194717	2/25/2021	81433 BIBLIOTHECA LLC	INV-US40334		ANNUAL SUBSCRIPTION FOR CLOUD l	
				2021-000283	Subscription to Bibliothecha cloud	
					363-6100-2226	484.28
					Total :	**484.28**
194718	2/25/2021	75427 BIO-TOX LABORATORIES, INC	40739		BLOOD & URINE TESTING SERVICES	
				2021-000067	Blood and Urine Testing Services	
					110-3100-2711	797.30
				2021-000067	Blood and Urine Testing Services	
					110-3101-2710	341.70
			40834		BLOOD & URINE TESTING SERVICES	
				2021-000067	Blood and Urine Testing Services	
					110-3100-2711	56.00
					Total :	**1,195.00**
194719	2/25/2021	87976 BOONE RECYCLED MATERIALS, INC	9813		RECYCLING DUMP FEES & SERVICE	
				2021-000190	RECYCLING DUMP FEES	
					571-9000-2450	240.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194719	2/25/2021	87976 87976 BOONE RECYCLED MATERIALS, INC	(Continued)		Total :	240.00
194720	2/25/2021	80044 BROOS, R W	REQ 0818		REIMB SAFETY BOOTS REIMB SAFETY BOOTS 221-4200-2700	116.64
					Total :	116.64
194721	2/25/2021	76238 BUSINESS CARD	0208CR		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 686-4150-2400	247.50
					COH CREDIT CARD CHRGS 254-4650-2560	120.00
			0717NC		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 100-1800-2560	200.00
			3219KK		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 110-3200-2450	19.45
			6060EP		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 110-3100-2563	1,343.21
			6171KC		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 110-6100-2250	126.06
			6366CL		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 100-1200-2250	388.24
			7586GS		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 100-1500-2710	21.50
			7735GL		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 110-3200-2560	569.85
			7975HK		COH CREDIT CARD CHRGS COH CREDIT CARD CHRGS 120-3300-2560	400.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194721	2/25/2021	76238 BUSINESS CARD	(Continued)			
			7975HK CORR		COH CREDIT CARD CHRGS	
					COH CREDIT CARD CHRGS	
					120-1700-2560	-581.43
					COH CREDIT CARD CHRGS	
					120-1700-2250	155.77
					COH CREDIT CARD CHRGS	
					120-3350-2850	226.20
					COH CREDIT CARD CHRGS	
					120-3300-2560	25.00
					COH CREDIT CARD CHRGS	
					120-3300-2250	174.46
			8062KM		COH CREDIT CARD CHRGS	
					COH CREDIT CARD CHRGS	
					100-1100-2220	2,636.03
					COH CREDIT CARD CHRGS	
					100-1100-2250	326.13
			8091SU		COH CREDIT CARD CHRGS	
					COH CREDIT CARD CHRGS	
					680-1930-2450	5,589.04
			8091SU CORR		COH CREDIT CARD CHRGS	
					COH CREDIT CARD CHRGS	
					680-1930-2450	-44.27
					COH CREDIT CARD CHRGS	
					680-1930-2265	44.27
			8360LR		COH CREDIT CARD CHRGS	
					COH CREDIT CARD CHRGS	
					100-1400-2250	72.85
			8959SJ		COH CREDIT CARD CHRGS	
					COH CREDIT CARD CHRGS	
					110-3100-2561	1,569.00
					COH CREDIT CARD CHRGS	
					110-3100-2701	375.00
					Total :	**14,003.86**
194722	2/25/2021	91072 C S G CONSULTANTS INC	35209		FIRE PLAN CHECK SERVICES FY 20/21	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194722	2/25/2021	91072 C S G CONSULTANTS INC	(Continued)			
				2021-000241	CC APPROVED AGREEMENT SEPTEME	
					110-3225-2400	2,805.00
			B210054		BUILDING DIVISION PLAN REVIEW SEF	
				2021-000307	ON-CALL BUILDING DIVISION PLAN	
					120-3300-2610	3,300.00
			F210033		FIRE PLAN CHECK SERVICES FY 20/21	
				2021-000241	CC APPROVED AGREEMENT SEPTEME	
					110-3225-2400	1,760.00
					Total :	**7,865.00**
194723	2/25/2021	78593 CALIFORNIA ASSOCIATION OF CODE	200015362		WEBINAR 2.24.21, 3 MEMBERS	
					WEBINAR 2.24.21, 3 MEMBERS	
					120-3350-2560	96.00
			200015363		WEBINAR 4.21.21, 3 MEMBERS	
					WEBINAR 4.21.21, 3 MEMBERS	
					120-3350-2560	96.00
			200015364		WEBINAR 5.19.21, 3 MEMBERS	
					WEBINAR 5.19.21, 3 MEMBERS	
					120-3350-2560	96.00
					Total :	**288.00**
194724	2/25/2021	84334 CALIFORNIA WATER ENVIRONMENT	31348		MEMBERSHIP RENEWAL, TIM BURKE	
					MEMBERSHIP RENEWAL, TIM BURKE	
					254-4600-2560	192.00
					Total :	**192.00**
194725	2/25/2021	60100 CALIFORNIA, STATE OF (DOJ)	495714		FINGERPRINTS/BLOOD ALCOHOL	
					FINGERPRINTS/BLOOD ALCOHOL	
					110-3100-2711	35.00
					Total :	**35.00**
194726	2/25/2021	93130 CANON FINANCIAL SERVICES INC	26225605		LEASE AGREEMENT	
				2021-000242	Canon Imagerunner Advance C7565i III ~	
					120-3300-2400	315.43
			26225607		CANON COPIER SERVICE AND MAINTE	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194726	2/25/2021	93130 CANON FINANCIAL SERVICES INC	(Continued)			
				2021-000192	Copier lease for year 3 annual	
					110-6100-2400	280.48
			26225608		LEASE / MAINTENANCE FOR MAILROO	
				2021-000249	ANNUAL LEASE AND MAINTENANCE A(	
					120-1700-2400	218.56
				2021-000249	ANNUAL LEASE AND MAINTENANCE A(	
					120-3350-2400	191.24
				2021-000249	ANNUAL LEASE AND MAINTENANCE A(	
					571-9000-2400	136.61
			26225610		BLANKET PURCHASE ORDER LEASE A	
				2021-000349	Lease Agreement~	
					110-3101-2400	26.86
			26225611		BLANKET PURCHASE ORDER LEASE C	
				2021-000347	LEASE AGREEMENT~	
					110-3101-2400	249.58
			26225612		BLANKET PURCHASE ORDER LEASE C	
				2021-000348	LEASE AGREEMENT~	
					110-3101-2250	249.58
					Total :	**1,668.34**
194727	2/25/2021	74244 CANON SOLUTIONS AMERICA INC	4035055539		MAINTENANCE SERVICE FOR CANON	
				2021-000387	MAINTENANCE SERVICE FOR CANON	
					110-3200-2400	114.53
				2021-000387	MAINTENANCE SERVICE FOR CANON	
					120-4100-2400	114.53
			4035227108		CANON SOLUTIONS	
				2021-000278	Canon Maintenance/Copier usage advanc	
					100-1800-2400	61.06
			4035296980		MAINTENANCE AGREEMENT	
				2021-000243	Building Division~	
					120-3300-2400	39.55
			4035347464		MAINTENANCE SERVICE FOR CANON	
				2021-000387	MAINTENANCE SERVICE FOR CANON	
					110-3200-2400	70.11
				2021-000387	MAINTENANCE SERVICE FOR CANON	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194727	2/25/2021	74244 CANON SOLUTIONS AMERICA INC	(Continued)			
					120-4100-2400	70.11
			4035347465		COPIER MTNCE AND USAGE	
					COPIER MTNCE AND USAGE	
					100-1200-2400	141.02
			4035397643		BLANKET PURCHASE ORDER MAINTEI	
				2021-000352	Maintenance Agreement~	
					110-3101-2400	16.08
			4035397644		BLANKET PURCHASE ORDER MAINTEI	
				2021-000350	Maintenance Agreement~	
					110-3101-2400	61.63
			4035397645		BLANKET PURCHASE ORDER MAINTEI	
				2021-000351	Maintenance Agreement~	
					110-3101-2400	15.41
					Total :	**704.03**
194728	2/25/2021	83474 CARTEGRAPH SYSTEMS, INC	SIN007289		ORANGE ANDVANTAGE BIANNUAL VISI	
				2021-000374	3 DAY ONSITE VISITS ON A BI-ANNAL B	
					686-4150-2560	8,075.00
					Total :	**8,075.00**
194729	2/25/2021	82195 CASC ENGINEERING & CONSULTING	0043567		NPDES PROGRAM SUPPORT SERVICE	
				2021-000023	PR FOR NPDES PROGRAM SUPPORT S	
					254-4650-2710	75.00
					Total :	**75.00**
194730	2/25/2021	17920 CASTELLANO'S TOWING	77140		VEHICLE TOW SERVICES FOR EVIDEN	
				2021-000065	Vehicle Tow Services for Evidence and	
					684-4550-2350	45.00
			77177		VEHICLE TOW SERVICES FOR EVIDEN	
				2021-000065	Vehicle Tow Services for Evidence and	
					684-4550-2350	45.00
			77188		VEHICLE TOW SERVICES FOR EVIDEN	
				2021-000065	Vehicle Tow Services for Evidence and	
					684-4550-2350	45.00
			77253		VEHICLE TOW SERVICES FOR EVIDEN	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194730	2/25/2021	17920 CASTELLANO'S TOWING	(Continued)			
				2021-000065	Vehicle Tow Services for Evidence and	
					684-4550-2350	45.00
			77341		VEHICLE TOW SERVICES FOR EVIDEN	
				2021-000065	Vehicle Tow Services for Evidence and	
					684-4550-2350	45.00
					Total :	**225.00**
194731	2/25/2021	97315 CHANEY, CASANDRA	133903		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	36.32
					Total :	**36.32**
194732	2/25/2021	79149 CHARTER INDUSTRIAL SUPPLY, INC	1167315		HARDWARE & MATERIALS	
				2021-000206	HOSE/PIPE FITTINGS/SUPPLIES	
					684-4550-2350	85.54
			1167623		HARDWARE & MATERIALS	
				2021-000206	HOSE/PIPE FITTINGS/SUPPLIES	
					684-4550-2350	137.03
					Total :	**222.57**
194733	2/25/2021	74042 CHENNETTE, DATHAN	MAR 2021		PYMT IN LIEU OF MEDICAL INSURANCI	
					PYMT IN LIEU OF MEDICAL INSURANCI	
					689-2150-2400	744.63
					Total :	**744.63**
194734	2/25/2021	18050 CHEVRON AND TEXACO CARD SERVIC	70028152		FUEL	
					FUEL	
					110-3100-2623	758.85
					FUEL	
					110-3101-2623	325.21
					Total :	**1,084.06**
194735	2/25/2021	79342 CHRISTIANSON, BRENT	REQ 021621		REIMB EXP, ICI, ROSEVILLE 01/18-29/2	
					REIMB EXP, ICI, ROSEVILLE 01/18-29/2	
					110-3100-2561	567.95
			REQ 1218		REIMB EXPENSES,CATO,SD,12/4-7	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194735	2/25/2021	79342 CHRISTIANSON, BRENT	(Continued)			
					REIMB EXPENSES,CATO,SD,12/4-7	
					110-3100-2561	170.24
					Total :	**738.19**
194736	2/25/2021	73872 CLAUSEN, CINDY	MAR 2021		PYMT IN LIEU OF MEDICAL INSURANCI	
					PYMT IN LIEU OF MEDICAL INSURANCI	
					689-2150-2400	1,028.81
					Total :	**1,028.81**
194737	2/25/2021	72805 COLE, KRISTINE A	MAR 2021		PAYMENT IN LIEU OF MEDICAL INSURA	
					PAYMENT IN LIEU OF MEDICAL INSURA	
					689-2150-2400	1,028.81
					Total :	**1,028.81**
194738	2/25/2021	89708 COLONIAL LIFE	Ben472343		COLONIAL ACCIDENT: PAYMENT	
					COLONIAL ACCIDENT: Payment	
					750-2188	1,332.36
					COLONIAL CANCER: Payment	
					750-2188	478.20
					COLONIAL CRITICAL ILLNESS: Payment	
					750-2188	79.36
					COLONIAL IND DISABILITY: Payment	
					750-2188	644.20
					COLONIAL IND DIS pre-tax: Payment	
					750-2188	86.50
					COLONIAL IND TERM LIFE: Payment	
					750-2188	975.14
					COLONIAL IND WHOLE LIFE: Payment	
					750-2188	266.02
					COLONIAL TERM LIFE: Payment	
					750-2188	394.46
					COLONIAL DISABILITY: Payment	
					750-2188	312.20
					COLONIAL IND DENTAL PPO: Payment	
					750-2188	179.10

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194738	2/25/2021	89708 89708 COLONIAL LIFE	(Continued)		**Total :**	**4,747.54**
194739	2/25/2021	89774 COMMUNICATION INNOVATIONS	4214G		RADIO INSTALLATION/REPAIRS	
					RADIO INSTALLATION/REPAIRS	
					680-1930-2450	95.00
					Total :	**95.00**
194740	2/25/2021	77258 CORE & MAIN LP	N084174		PIPELINE MATERIALS	
				2021-000170	PIPELINE MATERIALS~	
					571-9000-2450	409.22
			N455906		PIPELINE MATERIALS	
				2021-000170	PIPELINE MATERIALS~	
					571-9000-2450	18,345.74
			N655218		PIPELINE MATERIALS	
				2021-000170	PIPELINE MATERIALS~	
					571-9000-2450	31.45
			N658412		PIPELINE MATERIALS	
				2021-000170	PIPELINE MATERIALS~	
					571-9000-2450	109.81
			N673084		PIPELINE MATERIALS	
				2021-000170	PIPELINE MATERIALS~	
					571-9000-2450	82.14
			N705014		RADIO READ WATER METERS	
				2018-000542	(RHS-ALL-F-INB) INSTALLATION O199-2	
					571-5654-5400	16,203.70
				2018-000542	RHS-ALL-F-SYS-PM1 ~	
					571-5654-5400	5,000.00
					INVOICE BALANCE~	
					571-5654-5400	202.55
					NEW Riverside Co Sales Tax	
					571-5654-5400	1,873.05
					Total :	**42,257.66**
194741	2/25/2021	89153 CORTESE, DAN	REQ 1109		REIMB EXPENSES,CASQA,SAC,9/24-28	
					REIMB EXPENSES,CASQA,SAC,9/24-28	
					571-9000-2560	44.72

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194741	2/25/2021	89153 89153 CORTESE, DAN	(Continued)		**Total :**	**44.72**
194742	2/25/2021	71468 COTTINGHAM, RONALD R	MAR 2021		PYMT IN LIEU OF MEDICAL INSURANCI	
					PYMT IN LIEU OF MEDICAL INSURANCI	
					689-2150-2400	1,028.00
					Total :	**1,028.00**
194743	2/25/2021	61765 COUNSELING TEAM INTERNATIONAL, THE	78342		CRISIS INTERVENTION (POLICE)	
					CRISIS INTERVENTION (POLICE)	
					110-3100-2712	750.00
					Total :	**750.00**
194744	2/25/2021	19062 CRAFCO INC	9402410745		CRACK SEAL & HP ASPHALT SUPPLIES	
				2021-000092	CRACK SEAL & HP ASPHALT SUPPLIES	
					221-4200-2450	2,069.33
					Total :	**2,069.33**
194745	2/25/2021	19092 CURRY COPY CENTER	34031		PRINTING SERVICES	
					PRINTING SERVICES	
					684-4550-2350	42.36
			34059		PRINTING SERVICES	
					PRINTING SERVICES	
					686-4150-2250	121.07
			34113		PRINTING SERVICES	
					PRINTING SERVICES	
					571-9000-2250	140.76
					Total :	**304.19**
194746	2/25/2021	97313 D R E, A. P. C.	REQ 021621 2		FINAL SETTLEMENT PER AGREEMENT	
					FINAL SETTLEMENT PER AGREEMENT	
					683-2200-2722	40,500.00
					Total :	**40,500.00**
194747	2/25/2021	97313 D R E, A. P. C.	REQ 021621		FINAL SETTLEMENT PER AGREEMENT	
					FINAL SETTLEMENT PER AGREEMENT	
					683-2200-2722	7,975.26

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194747	2/25/2021	97313 97313 D R E, A. P. C.	(Continued)		**Total :**	**7,975.26**
194748	2/25/2021	88440 DAVIS, MICHAEL	142975		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	70.95
					Total :	**70.95**
194749	2/25/2021	19775 DEMCO SUPPLY INC	6906871		LIBRARY SUPPLIES	
					LIBRARY SUPPLIES	
					160-6100-2250	350.82
					Total :	**350.82**
194750	2/25/2021	19810 DEWEY PEST CONTROL	14038218		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	120.00
			14041971		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	36.00
			14041980		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	36.00
			14073724		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	50.00
			14077695		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	57.00
			14083401		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	211.00
			14083402		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	76.00
			14083680		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	76.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194750	2/25/2021	19810 DEWEY PEST CONTROL	(Continued)			
			14083693		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	75.00
			14086600		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	75.00
			14086601		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	75.00
			14086608		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	75.50
			14087393		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	33.00
			14087394		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	33.00
			14096417		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	75.00
			14096419		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	75.00
			14097457		PEST CONTROL	
				2021-000068	PEST & TERMITE CONTROL	
					685-4560-2400	58.00
					Total :	**1,236.50**
194751	2/25/2021	69031 DEYO, ARTHUR	MAR 2021		REIMB MEDICAL INSURANCE PREMIUM	
					REIMB MEDICAL INSURANCE PREMIUM	
					689-2150-2400	3,051.42
					Total :	**3,051.42**
194752	2/25/2021	79790 DIAMOND VALLEY HONDA	255072		VEHICLE REPAIRS/PARTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194752	2/25/2021	79790 DIAMOND VALLEY HONDA	(Continued)			
					VEHICLE REPAIRS/PARTS	
					684-4550-2350	40.57
					Total :	**40.57**
194753	2/25/2021	77516 DIRECTV	014983890		DIRECTV SERVICES	
					DIRECTV SERVICES	
					692-3500-2450	13.25
					Total :	**13.25**
194754	2/25/2021	92194 DIVERSIFIED DISTRIBUTION	2001059		VEHICLE BATTERIES	
				2021-000208	VEHICLE BATTERIES	
					684-4550-2350	358.84
					Total :	**358.84**
194755	2/25/2021	86495 DUDEK	202100580		CEQA SERVICES FOR STETSON CORN	
				2021-000250	CEQA CONSULTING SERVICES FOR TH	
					120-2190	7,445.00
					Total :	**7,445.00**
194756	2/25/2021	13570 E S BABCOCK & SONS, INC	CB10389-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	267.40
			CB10391-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	40.60
			CB1088-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	646.40
			CB10989-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	267.40
			CB10998-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	30.00
			CB11016-0142		LABORATORY TESTING OF CITY'S POT	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194756	2/25/2021	13570 E S BABCOCK & SONS, INC	(Continued)			
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	369.60
			CB11726-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	267.40
			CB11727-0142		LABORATORY TESTING OF CITY'S POT	
				2021-000132	LABORATORY TESTING OF CITY'S POT	
					571-9000-2720	30.00
					Total :	**1,918.80**
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	10011802		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	22.14
			10474001		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	100.80
			1078301		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	75.90
			14710404		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	676.13
			14711302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	67.32
			15116402		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8264-2110	71.72
			1553502		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	109.58
			17425901		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	40.99
			17699002		CITY OF HEMET WATER ACCOUNTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
					CITY OF HEMET WATER ACCOUNTS	
					228-8265-2110	94.50
			1775805		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8267-2110	74.22
			17843302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8267-2110	33.60
			1788904		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	73.89
			1789006		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	98.58
			17943502		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8266-2110	354.90
			18106702		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8268-2110	94.50
			18721702		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8270-2110	88.32
			18721802		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8270-2110	107.22
			1898523		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	36.18
			19088401		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	185.64
			19088501		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	37.22

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
			19088601		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	36.18
			19696602		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8266-2110	407.40
			19909302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8277-2110	132.30
			19909402		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8278-2110	102.20
			1995323		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	622.33
			20361902		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8276-2110	84.12
			20362002		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8276-2110	1,148.96
			20362102		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8276-2110	61.02
			20362302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8290-2110	51.54
			20401402		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8279-2110	197.52
			20512402		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8272-2110	61.02
			20512502		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
					228-8272-2110	94.50
			20512602		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8272-2110	151.50
			20512702		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8272-2110	54.24
			20641302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	22.14
			20963602		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8270-2110	35.56
			21575502		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8280-2110	124.42
			21596704		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8271-2110	187.48
			21644904		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8271-2110	124.02
			22181302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8272-2110	22.14
			22462602		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8292-2110	61.02
			22532003		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8288-2110	59.44
			22602202		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8285-2110	110.06
			22630902		CITY OF HEMET WATER ACCOUNTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
					CITY OF HEMET WATER ACCOUNTS	
					228-8292-2110	91.18
			22791802		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8292-2110	61.02
			22886504		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8288-2110	76.47
			22969302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8289-2110	82.02
			23296503		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8299-2110	29.68
			23862403		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8292-2110	61.02
			23886702		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8301-2110	88.32
			23966801		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	171.30
			23969001		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					110-4250-2110	96.71
			24053801		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8276-2110	27.82
			2423902		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	162.36
			2424102		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	98.27

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
			2440201		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	42.59
			2459201		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	16.20
			24942102		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					110-4250-2110	1,286.78
			2719503		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	16.20
			2789501		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	22.14
			3348102		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	16.20
			4210401		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	16.20
			5017103		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8289-2110	94.50
			5433902		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	16.20
			8093802		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	75.20
			8521802		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	37.22
			8772502		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
					225-8250-2110	73.62
			8820702		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8269-2110	104.04
			8836302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	115.74
			8852102		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	122.94
			8986102		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	98.27
			8995902		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	94.50
			9003702		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	68.56
			9080202		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					228-8250-2110	113.40
			9108902		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	117.76
			9109202		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	117.12
			9109302		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	94.50
			9109402		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	113.35
			9277702		CITY OF HEMET WATER ACCOUNTS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194760	2/25/2021	23010 EASTERN MUNICIPAL WATER DIST, CITY WATE	(Continued)			
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	19.97
			9459503		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	61.02
			9503801		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	203.70
			9530401		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					685-4560-2110	19.98
			9876202		CITY OF HEMET WATER ACCOUNTS	
					CITY OF HEMET WATER ACCOUNTS	
					225-8250-2110	16.20
					Total :	**10,634.73**
194761	2/25/2021	96054 ECOHERO SHOW LLC	1615		ECOHERO SHOW PERFORMANCES	
				2021-000251	THE ECOHERO PERFORMANCE LIVE-S	
					686-4150-2801	1,125.00
					Total :	**1,125.00**
194762	2/25/2021	69642 EDGE, WADE HAMPTON	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	1,028.00
					Total :	**1,028.00**
194763	2/25/2021	75913 ELITE FIRE PROTECTION INC	51576		ANNUAL MAINTENANCE OF FIRE EXTI	
				2021-000031	ANNUAL FIRE EXTINGUISHER SERVICI	
					684-4550-2350	201.94
					Total :	**201.94**
194764	2/25/2021	71274 EVANSON, MILTON L	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	261.67
					Total :	**261.67**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194765	2/25/2021	82121 F M LOCK & SAFE INC	96883		CITYWIDE LOCK & KEYS	
				2021-000032	CITYWIDE LOCK AND KEYS	
					685-4560-2450	35.34
			96889		CITYWIDE LOCK & KEYS	
				2021-000032	CITYWIDE LOCK AND KEYS	
					120-3350-2250	217.50
			97934		CITYWIDE LOCK & KEYS	
				2021-000032	CITYWIDE LOCK AND KEYS	
					221-4200-2450	23.38
					Total :	**276.22**
194766	2/25/2021	73590 FAIR HOUSING COUNCIL OF RIV CO	JAN 2021		CDBG REIMBURSEMENT	
					CDBG REIMBURSEMENT	
					240-3981-2400	3,280.39
					Total :	**3,280.39**
194767	2/25/2021	78950 FECHNER, PAMELA	MAR 2021		PYMT IN LIEU OF MEDICAL INS	
					PYMT IN LIEU OF MEDICAL INS	
					689-2150-2400	953.81
					Total :	**953.81**
194768	2/25/2021	74893 FERNANDEZ - STAPLES, IDA	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	161.82
					Total :	**161.82**
194769	2/25/2021	69102 FIRE CONDIMENT FUND	Ben472361		FIRE CONDIMENT FUND: PAYMENT	
					FIRE CONDIMENT FUND: Payment	
					750-2173	1,575.00
					Total :	**1,575.00**
194770	2/25/2021	96736 FIREPENNY	22866		FIRE DEPT ACCESSORIES	
					FIRE DEPT ACCESSORIES	
					110-3200-2450	350.00
					Total :	**350.00**
194771	2/25/2021	80949 FOREMAN, JAMES	MAR 2021		PYMT IN LIEU OF MEDICAL INS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194771	2/25/2021	80949 FOREMAN, JAMES	(Continued)			
					PYMT IN LIEU OF MEDICAL INS	
					689-2150-2400	533.88
					Total :	**533.88**
194772	2/25/2021	94495 FRONTIER	2091110474		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	232.36
			2130124492		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	46.25
			2130417140		PHONE BILLS	
					PHONE BILLS	
					680-1930-2220	42.08
			2130481906		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	78.45
			9517651564		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	57.63
			9519270573		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	143.11
			9519298076		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	257.71
			9519299725		PHONE BILLS	
					PHONE BILLS	
					680-1930-2200	213.94
					Total :	**1,071.53**
194773	2/25/2021	80767 GARDA CL WEST, INC	10616657		ARMORED TRANSPORT	
					ARMORED TRANSPORT	
					140-1500-2770	585.28
					Total :	**585.28**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194774	2/25/2021	77842 GIGANDET, VINCENT	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	649.03
					Total :	**649.03**
194775	2/25/2021	74479 GLENN, JOE	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	555.04
					Total :	**555.04**
194776	2/25/2021	88743 GOLDSTAR ASPHALT PRODUCTS	18384		ASPHALT MAINT SUPPLIES	
				2021-000093	ASPHALT MAINT SUPPLIES	
					221-4200-2450	249.01
					Total :	**249.01**
194777	2/25/2021	81489 GOMEZ, GABRIEL	TRAVEL 7		ADVANCE, SLI COURSE, SAN DIEGO #7	
					ADVANCE, SLI COURSE, SAN DIEGO #7	
					110-3100-2561	245.00
					Total :	**245.00**
194778	2/25/2021	81489 GOMEZ, GABRIEL	REQ 020821		REIMBURSE EXP FOR ADDTL PARKING	
					REIMBURSE EXP FOR ADDTL PARKING	
					110-3100-2561	28.12
					Total :	**28.12**
194779	2/25/2021	74737 GOSCH FORD	1026516		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	28.06
			1026588		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	35.44
			1026654		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	145.73
			1026777		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	140.56

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194779	2/25/2021	74737 GOSCH FORD	(Continued)			
			1026997		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	213.63
			1026998		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	300.10
			1027091		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	8.18
			1070161		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	116.99
			1071388		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	420.00
			1071466		CITY VEHICLE PARTS/SUPPLIES	
				2021-000226	CITY VEHICLE PARTS & SUPPLIES~	
					684-4550-2350	275.00
					Total :	**1,683.69**
194780	2/25/2021	96309 H R GREEN PACIFIC INC	140961-1		ENGINEERING SERVICES FOR FISCAL	
				2021-000253	ENGINEERING SERVICES FOR FISCAL	
					120-4100-2710	7,110.75
				2021-000253	ENGINEERING SERVICES FOR FISCAL	
					120-4125-2710	7,110.75
			140961-2		PROFESSIONAL ENGINEERING SERVI(	
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					120-4100-2710	46,352.25
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5686-2710	196.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					326-5592-2710	686.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5696-2710	813.50
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194780	2/25/2021	96309 H R GREEN PACIFIC INC	(Continued)			
					571-9000-2450	891.25
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5705-2710	130.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					222-5704-2710	782.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					571-9000-2710	1,497.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					370-5697-2710	65.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					370-5698-2710	456.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					370-5699-2710	456.00
				2021-000244	PROFESSIONAL ENGINEERING SERVI(	
					361-7150-2710	130.00
					Total :	**66,676.50**
194781	2/25/2021	97316 HACKETT, PAUL	53983		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	211.26
					Total :	**211.26**
194782	2/25/2021	75359 HALTOM, LYNETTE	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	740.00
					Total :	**740.00**
194783	2/25/2021	79661 HAMPTON, MARILYN	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	664.00
					Total :	**664.00**
194784	2/25/2021	77286 HARRIS AND ASSOCIATES INC	47259		DISTRICT ADMINISTRATIVE SERVICES	
				2021-000134	DISTRICT ADMINISTRATIVE SERVICES	
					225-8250-2710	11,307.07

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194784	2/25/2021	77286 HARRIS AND ASSOCIATES INC	(Continued)			
				2021-000134	DISTRICT ADMINISTRATIVE SERVICES	
					228-8250-2710	4,768.50
				2021-000134	DISTRICT ADMINISTRATIVE SERVICES	
					227-8250-2710	6,538.58
				2021-000134	DISTRICT ADMINISTRATIVE SERVICES	
					234-3100-2710	2,298.06
				2021-000134	DISTRICT ADMINISTRATIVE SERVICES	
					234-3200-2710	2,298.05
				2021-000134	DISTRICT ADMINISTRATIVE SERVICES	
					788-8860-2710	9,200.49
					Total :	**36,410.75**
194785	2/25/2021	94586 HASA INC	731015		CHLORINE FOR CITY WELLS	
				2021-000178	AS-NEEDED MULTI-CHLOR 12.5% SOD	
					571-9000-2450	340.61
					Total :	**340.61**
194786	2/25/2021	97317 HATCH, FRANK / JOANNA	8158		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	343.55
					Total :	**343.55**
194787	2/25/2021	75100 HEATH CONSULTANTS INC	1078350		PO FOR REPAIRS ON AQUAPHONES	
				2021-000433	PO FOR REPAIRS ON AQUAPHONES AS	
					571-9000-2450	288.00
			1078351		PO FOR REPAIRS ON AQUAPHONES	
				2021-000433	PO FOR REPAIRS ON AQUAPHONES AS	
					571-9000-2450	284.74
					Total :	**572.74**
194788	2/25/2021	69103 HEMET FIREFIGHTER ASSOC	Ben472363		HEMET FIRE FIGHTER ASSOC: PAYMEI	
					HEMET FIRE FIGHTER ASSOC: Paymen	
					750-2160	8,537.38
					Total :	**8,537.38**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194789	2/25/2021	95999 HEMET GATE KEEPERS	408		PARK SECURING SERVICES FY 2020-/2	
				2021-000151	PARK SECURITY PATROL SERVICES~	
					110-4250-2400	2,730.00
					Total :	**2,730.00**
194790	2/25/2021	29915 HEMET INDUSTRIAL SUPPLY	53746		PARTS & SUPPLIES	
				2021-000152	PARTS & SUPPLIES	
					254-4650-2450	152.69
					Total :	**152.69**
194791	2/25/2021	89709 HEMET MID MANAGER'S ASSOC	Ben472355		HEMET MID-MANAGERS ASSOC: PAYM	
					HEMET MID-MANAGERS ASSOC: Paym	
					750-2169	484.00
					Total :	**484.00**
194792	2/25/2021	92386 HEMET NON-SWORN POLICE	Ben472347		NON-SWORN POLICE EE ASSOC: PAYM	
					NON-SWORN POLICE EE ASSOC: Paym	
					750-2166	725.00
					Total :	**725.00**
194793	2/25/2021	70906 HEMET POLICE MGMT ASSOCIATION	Ben472357		POLICE MANAGEMENT UNION: PAYME	
					POLICE MANAGEMENT UNION: Paymer	
					750-2167	1,120.00
					Total :	**1,120.00**
194794	2/25/2021	69934 HEMET TRUE VALUE HARDWARE	3943		PARTS & SUPPLIES	
					PARTS & SUPPLIES	
					221-4200-2450	18.49
			4227		PARTS & SUPPLIES	
					PARTS & SUPPLIES	
					221-4200-2450	43.28
			4357		PARTS & SUPPLIES	
					PARTS & SUPPLIES	
					221-4200-2450	40.27
			4466		PARTS & SUPPLIES	
					PARTS & SUPPLIES	
					221-4200-2450	28.25

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194794	2/25/2021	69934 69934 HEMET TRUE VALUE HARDWARE	(Continued)		**Total :**	**130.29**
194795	2/25/2021	30607 HEMET VALLEY PIPE & SUPPLY	200634		IRRIGATION SUPPLIES	
				2021-000195	IRRIGATION SUPPLIES	
					225-8250-2450	65.80
					Total :	**65.80**
194796	2/25/2021	30608 HEMET VALLEY TOOL	150926		SMALL TOOL SERVICE/SUPPLIER	
				2021-000153	SMALL TOOL SERVICE	
					684-4550-2850	15.62
					Total :	**15.62**
194797	2/25/2021	69110 HEMET, CITY OF POLICE ASSOC	Ben472365		HEMET POLICE ASSOCIATION: PAYMEI	
					HEMET POLICE ASSOCIATION: Paymen	
					750-2165	6,629.78
					Total :	**6,629.78**
194801	2/25/2021	18626 HEMET, CITY OF WATER	10303		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	69.80
			10304		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	90.54
			10305		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.29
			1101		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	67.79
			1102		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	59.74
			1103		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	79.00
			111068		DEPARTMENT WATER BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194801	2/25/2021	18626 HEMET, CITY OF WATER	(Continued)			
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24
			121637		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	326.77
			1309		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	120.58
			1310		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	81.39
			1311		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	130.98
			1312		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	132.95
			1394		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	413.66
			1524		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	251.47
			2158		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	165.54
			2159		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	157.23
			2160		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	204.10
			2161		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	132.83

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194801	2/25/2021	18626 HEMET, CITY OF WATER	(Continued)			
			2162		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					225-8250-2110	242.80
			2163		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					225-8250-2110	341.86
			2164		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					225-8250-2110	98.25
			2494		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					225-8250-2110	173.13
			2495		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					225-8250-2110	99.37
			2710		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					225-8250-2110	127.65
			2711		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					225-8250-2110	995.93
			2748		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					110-4250-2110	420.46
			2749		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					110-4250-2110	30.15
			2750		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					110-4250-2110	104.99
			2751		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	
					110-4250-2110	297.31
			2752		DEPARTMENT WATER BILLS DEPARTMENT WATER BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194801	2/25/2021	18626 HEMET, CITY OF WATER	(Continued)			
					110-4250-2110	224.35
			2769		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	713.14
			2784		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	264.26
			2893		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	289.65
			2894		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	473.83
			296		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	139.64
			297		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	470.42
			298		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	90.11
			3044		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24
			3045		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24
			3091		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24
			357		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	78.96
			359		DEPARTMENT WATER BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194801	2/25/2021	18626 HEMET, CITY OF WATER	(Continued)			
					DEPARTMENT WATER BILLS	
					685-4560-2110	212.91
			398		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	78.96
			401		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	245.93
			402		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	693.89
			403		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	53.85
			405		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	369.56
			406		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	104.99
			407		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	352.51
			414		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	42.32
			416		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	106.11
			419		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	108.37
			427		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	322.46

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194801	2/25/2021	18626 HEMET, CITY OF WATER	(Continued)			
			443		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	217.12
			47952		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	87.82
			4826		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	254.13
			4832		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	316.95
			48355		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					110-4250-2110	261.43
			4843		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	199.16
			48605		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	37.23
			5016		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	94.39
			51496		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	30.15
			52033		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	41.16
			52222		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24
			527		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194801	2/25/2021	18626 HEMET, CITY OF WATER	(Continued)			
					225-8250-2110	97.91
			54115		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24
			54124		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	37.23
			54125		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	30.15
			54348		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	164.76
			54804		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	37.37
			55894		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	31.73
			7339		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	99.75
			7444		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	104.99
			7458		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	104.99
			7635		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	86.42
			7839		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.24
			7841		DEPARTMENT WATER BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194801	2/25/2021	18626 HEMET, CITY OF WATER	(Continued)			
					DEPARTMENT WATER BILLS	
					225-8250-2110	104.99
			7876		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	283.94
			7879		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	137.95
			789		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	174.97
			8033		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	295.78
			81275		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					685-4560-2110	80.07
			8248		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	48.10
			998		DEPARTMENT WATER BILLS	
					DEPARTMENT WATER BILLS	
					225-8250-2110	88.24
					Total :	**14,787.34**
194802	2/25/2021	93666 HERZOG, CINDY	REQ 0817		REIMB MILEAGE,NOTARY TRAINING,SI	
					REIMB MILEAGE,NOTARY TRAINING,SI	
					120-3350-2560	97.52
					Total :	**97.52**
194803	2/25/2021	74732 HOME DEPOT CREDIT SERVICES	9417		MISC BUILDING/MAINTENANCE SUPPL	
				2021-000008	MISC BUILDING/MAINTENANCE SUPPL	
					110-4250-2450	181.15
			9441		MISC BUILDING/MAINTENANCE SUPPL	
				2021-000008	MISC BUILDING/MAINTENANCE SUPPL	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194803	2/25/2021	74732 HOME DEPOT CREDIT SERVICES	(Continued)			
					221-4200-2450	38.95
				2021-000008	MISC BUILDING/MAINTENANCE SUPPL	
					571-9000-2450	106.26
				2021-000008	MISC BUILDING/MAINTENANCE SUPPL	
					254-4650-2450	137.03
			9557		MISC BUILDING/MAINTENANCE SUPPL	
				2021-000008	MISC BUILDING/MAINTENANCE SUPPL	
					685-4560-2450	39.57
					Total :	**502.96**
194804	2/25/2021	92434 HUNTINGTON BEACH HONDA	104934		MOTORCYCLE PARTS & SERVICE	
				2021-000213	PD MOTORCYCLE REPAIR/SERVICE	
					684-4550-2350	703.61
					Total :	**703.61**
194805	2/25/2021	71205 ICE AUTO REPAIR INC	20252		VEHICLE WHEEL ALIGNMENT SERVICE	
				2021-000214	WHEEL ALIGNMENTS & REPAIRS	
					684-4550-2350	109.50
					Total :	**109.50**
194806	2/25/2021	32981 ICMA RETIREMENT TRUST M & T BK	Ben472379		DEFERRED COMP MGMT: PAYMENT	
					DEFERRED COMP MGMT: Payment	
					750-2135	2,835.88
					DEFERRED COMP ROTH IRA: Payment	
					750-2135	100.00
					DEFERRED COMP: Payment	
					750-2135	19,665.17
					DEFERRED COMP PART TIME: Payment	
					750-2135	-43.64
					DEFERRED COMP RETIREE MED: Payr	
					750-2135	7,200.00
					DEFERRED COMP MATCH: Payment	
					750-2135	2,285.00
					DEFERRED COMP PART TIME: Payment	
					750-2135	327.10

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194806	2/25/2021	32981 32981 ICMA RETIREMENT TRUST M & T BK	(Continued)		**Total :**	**32,369.51**
194807	2/25/2021	95615 IMPERIAL SPRINKLER SUPPLY INC	4504321-01		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8292-2450	19.97
			4504574-01		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8279-2450	115.90
			4504588-01		PARKS LANDSCAPE MATERIALS	
				2021-000096	PARKS LANDSCAPE MATERIALS	
					228-8288-2450	59.95
					Total :	**195.82**
194808	2/25/2021	73226 INSIGHT PUBLIC SECTOR INC	1100809260		RIGHT CLICK TOOLS ANNUAL SUBSCR	
				2021-000420	(RE-ES-UP1000D) -~	
					680-1930-2265	318.96
				2021-000420	(RC-RIG-TOO-SUB) RECAST RIGHT CLI	
					680-1930-2265	5,613.00
					Total :	**5,931.96**
194809	2/25/2021	94142 JORDAN, DONNA N	MAR 2021		REIMBURSE MEDICAL PREMIUM	
					REIMBURSE MEDICAL PREMIUM	
					689-2150-2400	1,313.57
					Total :	**1,313.57**
194810	2/25/2021	36951 KAISER FOUNDATION HEALTH PLAN	Ben472349		KAISER PERMANENTE 2292-00: PAYME	
					KAISER PERMANENTE 2292-00: Payme	
					750-2156	228,888.36
					MEDICAL INS/ ACTIVE EMPLOYEES	
					110-3100-1410	3,920.86
					MEDICAL INS/ ACTIVE EMPLOYEES	
					120-3350-1410	-2,892.04
					MEDICAL INS/ ACTIVE EMPLOYEES	
					228-8265-1410	1,446.02
					MEDICAL INS/ ACTIVE EMPLOYEES	
					571-9000-1410	-2,892.04

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194810	2/25/2021	36951 KAISER FOUNDATION HEALTH PLAN	(Continued)			
					MEDICAL INS/ ACTIVE EMPLOYEES	
					680-1930-1410	-1,446.02
					MEDICAL INS/ ACTIVE EMPLOYEES	
					685-4560-1410	-1,446.02
					Total :	**225,579.12**
194811	2/25/2021	78064 KAISER FOUNDATION HEALTH PLAN	Ben472359		KAISER $30 PLAN 2292-0005: PAYMENT	
					KAISER $30 Plan 2292-0005: Payment	
					750-2156	82,852.26
					KAISER LOW-OPTION	
					110-3100-1410	1,191.69
					KAISER LOW-OPTION	
					110-3240-1410	1,821.04
					KAISER LOW-OPTION	
					110-4250-1410	-52.23
					KAISER LOW-OPTION	
					228-8250-1410	-58.90
					KAISER LOW-OPTION	
					692-3500-1410	1,821.04
					Total :	**87,574.90**
194812	2/25/2021	84865 KAISER FOUNDATION HEALTH PLAN	MAR 2021		MEDICAL INS-TRIETSCH & ELISON	
					MEDICAL INS-TRIETSCH & ELISON	
					689-2150-2400	1,682.90
					Total :	**1,682.90**
194813	2/25/2021	85881 KAISER FOUNDATION HEALTH PLAN	MAR 2021		MEDICAL INS/RETIREES	
					MEDICAL INS/RETIREES	
					689-2150-2400	87,348.25
					MEDICAL INS/RETIREES	
					750-2156	1,891.47
					Total :	**89,239.72**
194814	2/25/2021	96500 KOFF & ASSOCIATES INC	6658		KOFF & ASSOCIATES- COMPENSATION	
				2020-000268	Public Safety Classification and	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194814	2/25/2021	96500 KOFF & ASSOCIATES INC	(Continued)			
					100-1800-2710	278.00
			6722		KOFF & ASSOCIATES- COMPENSATION	
				2020-000268	Public Safety Classification and	
					100-1800-2710	1,650.00
					Total :	**1,928.00**
194815	2/25/2021	19095 L N CURTIS & SONS	INV461057		MISC FIRE SUPPLIES	
				2021-000077	MISC FIRE SUPPLIES & SAFETY EQUIF	
					110-3200-2700	1,542.80
			INV463758		MISC FIRE SUPPLIES	
				2021-000077	MISC FIRE SUPPLIES & SAFETY EQUIF	
					110-3200-2700	2,131.23
					Total :	**3,674.03**
194816	2/25/2021	38761 LAKE HEMET MUNICIPAL WATER DIS	05021102701		DEPT WATER BILLS	
					DEPT WATER BILLS	
					225-8250-2110	40.29
					Total :	**40.29**
194817	2/25/2021	95184 LEAVERTON, TIFFANY	OCT-DEC		PLANNING COMMISSION STIPEND	
					PLANNING COMMISSION STIPEND	
					120-1700-2710	100.00
					Total :	**100.00**
194818	2/25/2021	96161 LEMKE, CYNTHIA HOPE	OCT-DEC		PARK COMMISSION STIPEND	
					PARK COMMISSION STIPEND	
					120-1700-2710	100.00
					Total :	**100.00**
194819	2/25/2021	78558 LIEBERT CASSIDY WHITMORE	1512182		LIEBERT CASSIDY WHITMORE	
				2021-000268	Legal Labor Negotiating and Consulting	
					691-1600-2710	1,232.70
			1512183		LIEBERT CASSIDY WHITMORE	
				2021-000268	Legal Labor Negotiating and Consulting	
					691-1600-2710	2,584.00
			1512184		LIEBERT CASSIDY WHITMORE	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194819	2/25/2021	78558 LIEBERT CASSIDY WHITMORE	(Continued)			
				2021-000268	Legal Labor Negotiating and Consulting	
					691-1600-2710	2,090.45
			1512185		LIEBERT CASSIDY WHITMORE	
				2021-000268	Legal Labor Negotiating and Consulting	
					691-1600-2710	8,473.00
			1512186		LIEBERT CASSIDY WHITMORE	
				2021-000268	Legal Labor Negotiating and Consulting	
					691-1600-2710	2,412.00
			1512187		LIEBERT CASSIDY WHITMORE	
				2021-000268	Legal Labor Negotiating and Consulting	
					691-1600-2710	6,624.00
					Total :	**23,416.15**
194820	2/25/2021	82468 LOWE'S OF HEMET STORE #1556	6469		MISC BUILDING/MAINTENANCE SUPPL	
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					221-4200-2450	16.49
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					571-9000-2850	63.97
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					571-9000-2450	80.15
				2021-000010	MISC BUILDING/MAINTENANCE SUPPL	
					685-4560-2450	39.19
					Total :	**199.80**
194821	2/25/2021	92431 M I G INC	0068225		OBJECTIVE DESIGN & DEVELOPMENT	
				2021-000313	OBJECTIVE DESIGN & DEVELOPMENT	
					120-1710-2710	2,090.00
					Total :	**2,090.00**
194822	2/25/2021	81760 MATTHEW BENDER & CO, INC	22748229		PUBLICATIONS	
					PUBLICATIONS	
					100-1800-2220	154.24
					Total :	**154.24**
194823	2/25/2021	69940 MCNIE, COLIN	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194823	2/25/2021	69940 MCNIE, COLIN	(Continued)			
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	4,329.44
					Total :	**4,329.44**
194824	2/25/2021	96076 MEDICAL ENVIRONMENTAL	18349		MEDICAL WASTE DISPOSAL SERVICE	
					MEDICAL WASTE DISPOSAL SERVICE	
					110-3100-2713	240.00
					Total :	**240.00**
194825	2/25/2021	92702 MERCHANTS BUILDING MNTCE LLC	616654		ENHANCED CLEANING DUE TO COVID-	
					ENHANCED CLEANING DUE TO COVID-	
					685-4560-2400	350.00
			616655		ENHANCED CLEANING DUE TO COVID-	
					ENHANCED CLEANING DUE TO COVID-	
					685-4560-2400	350.00
					Total :	**700.00**
194826	2/25/2021	85849 MERIT OIL CO	628055		UNLEADED FUEL PURCHASE FEBRUAI	
				2021-000401	UNLEADED FUEL PURCHASE~	
					684-1291	10,762.47
					FUEL/OIL INVOICE BALANCE	
					684-1291	0.03
			628056		UNLEADED FUEL PURCHASE FEBRUAI	
				2021-000401	CORPORATION YARD~	
					684-1291	8,053.00
					FUEL/OIL INVOICE BALANCE	
					684-1291	0.02
			628057		ULTRA LOW SULFUR DIESEL FUEL PUI	
				2021-000402	ULTRA LOW SULFUR DIESEL FUEL PUI	
					684-1296	1,798.34
			628058		ULTRA LOW SULFUR DIESEL FUEL PUI	
				2021-000402	CORPORATION YARD~	
					684-1296	3,610.50
					FUEL/OIL INVOICE BALANCE	
					684-1296	0.01

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194826	2/25/2021	85849 MERIT OIL CO	(Continued)			
			628059		ULTRA LOW SULFUR DIESEL FUEL PUF	
				2021-000402	FIRE STN #3~	
					684-1296	962.32
					Total :	**25,186.69**
194827	2/25/2021	79170 MICRO MOBILE TIRE COMPANY	76553		TIRES/REPAIRS	
				2021-000217	TIRES/ REPAIRS	
					684-4550-2350	273.94
			76848		TIRES/REPAIRS	
				2021-000217	TIRES/ REPAIRS	
					684-4550-2350	45.00
					Total :	**318.94**
194828	2/25/2021	87139 MOTOROLA SOLUTIONS INC	8230306655		REVERSE 911 ANNUAL RENEWAL	
				2021-000380	VESTA Reverse 911 Annual Renewal	
					692-3500-2450	4,500.00
			8230306979		REVERSE 911 ANNUAL RENEWAL	
				2021-000380	VESTA Reverse 911 Annual Renewal	
					692-3500-2450	7,500.00
					Total :	**12,000.00**
194829	2/25/2021	83281 MOUAT, MICHAEL	EDUCAT		EDUCAT REIMB	
					EDUCAT REIMB	
					110-3100-1400	1,292.00
					Total :	**1,292.00**
194830	2/25/2021	97192 MUTUAL OF OMAHA	Ben472353		VOLUNTARY LIFE INSURANCE: PAYME	
					VOLUNTARY LIFE INSURANCE: Paymer	
					750-2187	2,501.94
					Total :	**2,501.94**
194831	2/25/2021	93980 MY CITY LIFE YOUTH-YOUTH FOR T	1		CDBG REIMBURSEMENT	
					CDBG REIMBURSEMENT	
					240-3453-2400	2,103.22
					Total :	**2,103.22**

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194832	2/25/2021	85026 MYERS POWER PRODUCTS, INC	X-248044		ELECTRICAL PEDESTALS FOR IRRIGAT	
				2021-000058	ELECTRICAL PEDESTALS FOR IRRIGAT	
					225-8250-2450	15.00
					Total :	**15.00**
194833	2/25/2021	97318 N D T METAL FINISHINGS	140832		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	130.13
					Total :	**130.13**
194834	2/25/2021	60450 NAPA AUTO PARTS	024122		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					110-3200-2450	55.42
			033496		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	134.21
			034196		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					110-3200-2450	21.76
			034326		AUTO PARTS & SUPPLIES	
					AUTO PARTS & SUPPLIES	
					684-4550-2350	-121.79
			034329		AUTO PARTS & SUPPLIES	
					AUTO PARTS & SUPPLIES	
					684-4550-2350	-9.79
			034615		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	13.19
			034706		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	33.05
			034759		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	312.91
			034880		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194834	2/25/2021	60450 NAPA AUTO PARTS	(Continued)			
					684-4550-2350	157.83
			035055		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	66.56
			035081		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	42.48
			035750		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	102.27
			035801		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	5.24
			035939		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	293.73
			035970		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	70.63
			036043		AUTO PARTS & SUPPLIES	
				2021-000197	BLANKET PURCHASE ORDER~	
					684-4550-2350	370.17
					Total :	**1,547.87**
194835	2/25/2021	71641 NATIONWIDE RETIREMENT SOLUTION	Ben472371		DEFERRED COMPENSATION: PAYMEN	
					DEFERRED COMPENSATION: Payment	
					750-2130	20,128.83
					Total :	**20,128.83**
194836	2/25/2021	97255 NEW LINE SKATEPARKS FL INC	391		DESIGN PROFESSIONAL SERVICES GI	
				2021-000408	AS PER AGREEMENT DATED DECEMBI	
					361-7150-2710	3,500.00
			421		DESIGN PROFESSIONAL SERVICES GI	
				2021-000408	AS PER AGREEMENT DATED DECEMBI	
					361-7150-2710	3,500.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194836	2/25/2021	97255 97255 NEW LINE SKATEPARKS FL INC	(Continued)		**Total :**	**7,000.00**
194837	2/25/2021	96020 NUTRIEN AG SOLUTIONS	44302574		LANDSCAPE MATERIALS CHEMICALS	
				2021-000155	LANDSCAPE MATERIALS CHEMICALS	
					254-4650-2450	816.82
					Total :	**816.82**
194838	2/25/2021	91413 OAKLEAF, KEVIN	REQ 0118		REIMB WATER DIST OP RENEWAL	
					REIMB WATER DIST OP RENEWAL	
					254-4600-2560	60.00
					Total :	**60.00**
194839	2/25/2021	72291 OFFICE DEPOT	150058787001		OFFICE SUPPLIES	
				2021-000012	OFFICE SUPPLIES	
					120-1700-2710	35.00
			1540055044001		OFFICE SUPPLIES	
				2021-000012	OFFICE SUPPLIES	
					110-3100-2253	63.77
					Total :	**98.77**
194840	2/25/2021	94555 OMSTAR ENVIRONMENTAL PRODUCTS	210290		RECALIBRATION	
					RECALIBRATION	
					684-4550-2350	632.05
					Total :	**632.05**
194841	2/25/2021	90418 O'REILLY AUTO PARTS	2895-100110		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	127.37
			2895-100819		PARTS/SUPPLIES	
					PARTS/SUPPLIES	
					684-4550-2350	-127.37
			2895-105251		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	9.23
			2895-105361		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	442.42

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194841	2/25/2021	90418 O'REILLY AUTO PARTS	(Continued)			
			2895-105416		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	211.85
			2895-105437		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	78.95
			2895-106992		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	10.82
			2895-107191		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	35.43
			2895-107232		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	97.74
			2895-107391		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	56.07
			2895-107396		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	148.81
			2895-107470		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	170.06
			2895-107760		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	81.64
			2895-109421		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	35.85
			2895-110029		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	
					684-4550-2350	51.92
			2895-498763		AUTO PARTS AND SUPPLIES	
				2021-000228	AUTO PARTS/SUPPLIES	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194841	2/25/2021	90418 O'REILLY AUTO PARTS	(Continued)			
					684-4550-2350	170.07
			2895-498766		PARTS/SUPPLIES	
					PARTS/SUPPLIES	
					684-4550-2350	-170.07
					Total :	**1,430.79**
194842	2/25/2021	94955 ORION SAFETY PRODUCTS	00299336		SAFETY EQUIPMENT/SUPPLIES	
					SAFETY EQUIPMENT/SUPPLIES	
					110-3100-2701	1,352.68
					ORION SALES USE TAX DUE	
					100-2033	-89.35
					Total :	**1,263.33**
194843	2/25/2021	94367 PARKHOUSE TIRE, INC	2010725648		TIRES, TUBES, SUPPLIES & SERVICES	
				2021-000229	TIRES, TUBES, SUPPLIES AND SERVIC	
					684-4550-2350	887.78
			2010726841		TIRES, TUBES, SUPPLIES & SERVICES	
				2021-000229	TIRES, TUBES, SUPPLIES AND SERVIC	
					684-4550-2350	816.70
					Total :	**1,704.48**
194844	2/25/2021	96334 PEGASUS TELECOMMUNICATIONS	JAN 2021		CONSULTING CONTRACT FOR PREP C	
				2020-000457	CONSULTING CONTRACT FOR PREP C	
					110-3101-5400	1,927.82
				2020-000457	CONSULTING CONTRACT FOR PREP C	
					110-3240-5400	972.18
					Total :	**2,900.00**
194845	2/25/2021	96902 PENSERV PLAN SERVICES INC	Ben472385		DEFERRED COMPENSATION: PAYMEN	
					DEFERRED COMPENSATION: Payment	
					750-2125	1,695.00
					Total :	**1,695.00**
194846	2/25/2021	92239 PINNEY, DEBRA	MAR 2021		PYMT IN LIEU OF MEDICAL INSURANCI	
					PYMT IN LIEU OF MEDICAL INSURANCI	
					689-2150-2400	1,324.03

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194846	2/25/2021	92239 92239 PINNEY, DEBRA	(Continued)		**Total :**	**1,324.03**
194847	2/25/2021	77237 PINS & NEEDLES EMBROIDERY	13583		SHIRTS/HATS/PATCHES EMBROIDERY	
				2021-000013	SHIRTS/HATS/PATCHES EMBROIDERY	
					120-3300-2700	120.71
			13590		SHIRTS/HATS/PATCHES EMBROIDERY	
				2021-000013	SHIRTS/HATS/PATCHES EMBROIDERY	
					692-3500-2450	13.59
			13591		SHIRTS/HATS/PATCHES EMBROIDERY	
				2021-000013	SHIRTS/HATS/PATCHES EMBROIDERY	
					685-4560-2700	64.16
					Total :	**198.46**
194848	2/25/2021	74951 PITNEY BOWES PURCHASE POWER	04641274		POSTAGE BY PHONE RESET	
					POSTAGE BY PHONE RESET	
					686-4150-2400	52.19
			08642527		POSTAGE BY PHONE RESET	
					POSTAGE BY PHONE RESET	
					110-1272	2,020.99
					Total :	**2,073.18**
194849	2/25/2021	52875 PRESS ENTERPRISE	5209912		LEGAL ADVERTISEMENTS	
				2021-000014	LEGAL ADVERTISEMENTS ALL CITY	
					240-1925-2220	714.40
				2021-000014	LEGAL ADVERTISEMENTS ALL CITY	
					120-1700-2220	697.80
				2021-000014	LEGAL ADVERTISEMENTS ALL CITY	
					120-4125-2710	244.40
					Total :	**1,656.60**
194850	2/25/2021	96467 PRINTMYSTUFF.COM	384927		PRINTING SERVICES	
					PRINTING SERVICES	
					100-1100-2250	43.50
					Total :	**43.50**
194851	2/25/2021	35500 QUINN COMPANY	PCA00223617		TRUCK EQUIPMENT PARTS & SUPPLIE	
				2021-000219	TRUCK EQUIPMENT PARTS AND SUPP	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194851	2/25/2021	35500 QUINN COMPANY	(Continued)			
					684-4550-2350	22.64
			PCI00025077		TRUCK EQUIPMENT PARTS & SUPPLIE	
				2021-000219	TRUCK EQUIPMENT PARTS AND SUPP	
					684-4550-2350	212.41
			PRA00023273		TRUCK EQUIPMENT PARTS & SUPPLIE	
					PARTS AND SUPPLIES	
					684-4550-2350	-225.31
					Total :	**9.74**
194852	2/25/2021	53916 QUINN, DAVID	MAR 2021		REIMBURSE MEDICAL INS PREMUIM	
					REIMBURSE MEDICAL INS PREMUIM	
					689-2150-2400	1,662.07
					Total :	**1,662.07**
194853	2/25/2021	79324 R S HUGHES COMPANY INC	78941056-00		BLANKET PURCHASE ORDER FOR PD	
				2021-000409	Blanket Purchase Order for purchases of	
					232-3112-2450	142.24
			78941056-01		BLANKET PURCHASE ORDER FOR PD	
				2021-000409	Blanket Purchase Order for purchases of	
					232-3112-2450	142.35
					Total :	**284.59**
194854	2/25/2021	97194 RAPID AUTO GLASS & TINT	5089		VEHICLE WRAPS & DECALS	
					VEHICLE WRAPS & DECALS	
					684-4550-2350	689.38
					Total :	**689.38**
194855	2/25/2021	12114 READYREFRESH	11A0026743690		DRINKING WATER DELIVERY SERVICE	
				2021-000015	DRINKING WATER DELIVERY SERVICE	
					110-3225-2250	12.78
					Total :	**12.78**
194856	2/25/2021	76684 RETMIER, SARA	REQ 022321		EXPENSE REIMB INTERVIEW PANEL M	
					EXPENSE REIMB INTERVIEW PANEL M	
					120-3300-2250	22.84

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194856	2/25/2021	76684 76684 RETMIER, SARA	(Continued)		**Total :**	**22.84**
194857	2/25/2021	89482 RICHARDS, REBECCA ANN	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	476.00
					Total :	**476.00**
194858	2/25/2021	97307 RIVERSIDE CO YOUTH MUSEUM	3326		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	41.37
					Total :	**41.37**
194859	2/25/2021	69456 RIVERSIDE, COUNTY OF (C&R)	REQ 021821		RECONVEYANCE 1275 VAL MONTE DR	
					RECONVEYANCE 1275 VAL MONTE DR	
					100-1400-2710	20.00
					Total :	**20.00**
194860	2/25/2021	75335 RIVERSIDE, COUNTY OF (SHERIFF)	REQ 021721		FIELD TRAINING OFFICER-3 MEMBERS	
					FIELD TRAINING OFFICER-3 MEMBERS	
					110-3100-2563	242.00
					Total :	**242.00**
194861	2/25/2021	76780 RUSSO, JOHN	MAR 2021		PYMT IN LIEU OF MEDICAL INS	
					PYMT IN LIEU OF MEDICAL INS	
					689-2150-2400	953.81
					Total :	**953.81**
194862	2/25/2021	69109 S E I U LOCAL 721	Ben472381		SEIU CONTRIBUTIONS: PAYMENT	
					SEIU CONTRIBUTIONS: Payment	
					750-2163	968.20
					SEIU OTHER CONTRIBUTIONS: Payme	
					750-2163	45.50
					Total :	**1,013.70**
194863	2/25/2021	76472 SALVATION ARMY, THE	1		CDBG REIMBURSEMENT	
					CDBG REIMBURSEMENT	
					240-3452-2400	882.04

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194863	2/25/2021	76472 SALVATION ARMY, THE	(Continued)			
			2		CDBG REIMBURSEMENT	
					CDBG REIMBURSEMENT	
					240-3452-2400	1,767.17
			3		CDBG REIMBURSEMENT	
					CDBG REIMBURSEMENT	
					240-3452-2400	1,871.21
					Total :	**4,520.42**
194864	2/25/2021	74745 SAN BERNARDINO, COUNTY OF (SD)	20369		POLYGRAPH SERVICES	
					POLYGRAPH SERVICES	
					110-3100-2712	400.00
					Total :	**400.00**
194865	2/25/2021	78085 SAN BERNARDINO, COUNTY OF (SD)	REQ 021721		BASIC TRAFFIC COLLISION INV, NICOT	
					BASIC TRAFFIC COLLISION INV, NICOT	
					110-3100-2563	215.00
					Total :	**215.00**
194866	2/25/2021	70507 SERNA, FRANK	MAR 2021		PYMT IN LIEU OF MEDICAL INSURANCI	
					PYMT IN LIEU OF MEDICAL INSURANCI	
					689-2150-2400	282.00
					Total :	**282.00**
194867	2/25/2021	93782 SHEEHEY, AARON	REQ 021021		REIMB EXP- PRE HOSPITAL TRAUMA L	
					REIMB EXP- PRE HOSPITAL TRAUMA L	
					110-3275-2560	175.00
					Total :	**175.00**
194868	2/25/2021	86439 SHERWIN-WILLIAMS CO	6768-3		BULK STREET PAINT MATERIALS	
				2021-000157	BULK STREET PAINT MATERIALS	
					571-9000-2450	183.07
					Total :	**183.07**
194869	2/25/2021	58695 SNODGRASS JR, JAMES R	MAR 2020		REIMB MEDICAL INSURANCE PREMIUI	
					REIMB MEDICAL INSURANCE PREMIUI	
					689-2150-2400	3,026.94

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194869	2/25/2021	58695 58695 SNODGRASS JR, JAMES R	(Continued)		**Total :**	**3,026.94**
194870	2/25/2021	95310 SOBASZEK, PATRICK	REQ 0605		RIEMB DAMAGED UNIFORM RIEMB DAMAGED UNIFORM 110-3100-2700	44.44
					Total :	**44.44**
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	2004613295		ELECTRIC BILLS ELECTRIC BILLS 221-4200-2105	425.33
			2004613352		ELECTRIC BILLS ELECTRIC BILLS 571-9000-2105	24,158.36
			2012028205		ELECTRIC BILLS ELECTRIC BILLS 225-8250-2105	90.08
			2199065228		ELECTRIC BILLS ELECTRIC BILLS 254-4650-2105	528.09
			2232323113		ELECTRIC BILLS ELECTRIC BILLS 110-3100-2805	79.85
			2232323212		ELECTRIC BILLS ELECTRIC BILLS 225-8250-2105	3,679.43
			2232323303		ELECTRIC BILLS ELECTRIC BILLS 225-8250-2105	5,994.50
			2235084910		ELECTRIC BILLS ELECTRIC BILLS 221-4200-2105	164.03
			2235086006		ELECTRIC BILLS ELECTRIC BILLS 225-8250-2105	14.21
			2240096164		ELECTRIC BILLS ELECTRIC BILLS	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					571-9000-2105	532.96
			2242079879		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	50.64
			2245459771		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	13.02
			2248156309		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	35.88
			2248596652		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	52.65
			2252086566		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	35.14
			2253747133		ELECTRIC BILLS	
					ELECTRIC BILLS	
					110-4250-2105	420.25
			2253913719		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	22.67
			2257276675		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8264-2105	113.43
			2257302521		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8270-2105	25.17
			2257685602		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	23.02
			2257685701		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	15.98
			2260026125		ELECTRIC BILLS	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					685-4560-2105	1,189.09
			2263349581		ELECTRIC BILLS	
					ELECTRIC BILLS	
					685-4560-2105	247.01
			2265812206		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	80.75
					ELECTRIC BILLS	
					221-4200-2105	75.41
			2270491533		ELECTRIC BILLS	
					ELECTRIC BILLS	
					685-4560-2105	223.01
					ELECTRIC BILLS	
					225-8250-2105	34.48
			2275372696		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8265-2105	305.24
			2275726461		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	46.13
			2277162525		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	50.58
					ELECTRIC BILLS	
					225-8250-2105	36.28
			2277863965		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	11.07
			2278300660		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	47.42
			2278300777		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	90.47

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
			2278648761		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	45.20
			2278648845		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8265-2105	123.37
			2278648936		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8265-2105	12.11
			2279079552		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	62.68
					ELECTRIC BILLS	
					225-8250-2105	36.32
			2279880348		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	13.25
			2280588955		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	39.78
					ELECTRIC BILLS	
					225-8250-2105	23.88
			2281016899		ELECTRIC BILLS	
					ELECTRIC BILLS	
					571-9000-2105	150.02
			2286669254		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	11.73
			2287778179		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8268-2105	34.86
					ELECTRIC BILLS	
					228-8268-2105	42.49
			2290036771		ELECTRIC BILLS	
					ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					225-8250-2105	10.05
			2290834654		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	81.73
			2290866136		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8273-2105	69.34
			2291251585		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	24.56
			2291251817		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	12.59
			2292708153		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	19.27
			2293452942		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8266-2105	265.28
					ELECTRIC BILLS	
					227-8266-2105	204.47
			2299137406		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	48.20
					ELECTRIC BILLS	
					227-8270-2105	192.27
					ELECTRIC BILLS	
					228-8270-2105	12.88
					ELECTRIC BILLS	
					228-8290-2105	12.84
					ELECTRIC BILLS	
					228-8276-2105	39.10
					ELECTRIC BILLS	
					227-8276-2105	109.29
			2301449542		ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					228-8267-2105	32.25
					ELECTRIC BILLS	
					227-8267-2105	51.15
			2302592803		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	63.10
					ELECTRIC BILLS	
					225-8250-2105	52.75
			2304560741		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8277-2105	37.04
					ELECTRIC BILLS	
					227-8277-2105	23.38
					ELECTRIC BILLS	
					227-8278-2105	32.25
			2304888399		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	10.40
			2304888894		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	40.64
			2304889058		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	49.98
			2304889140		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	58.91
			2306028077		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	37.50
			2308761147		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8285-2105	12.32

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					ELECTRIC BILLS	
					227-8285-2105	9.92
			2312418106		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8280-2105	23.10
			2315913368		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8270-2105	11.76
			2316667070		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	19.18
			2318815362		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	681.03
			2326413903		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8284-2105	15.80
			2333964872		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	49.98
					ELECTRIC BILLS	
					227-8276-2105	48.27
			2334519717		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8271-2105	79.81
					ELECTRIC BILLS	
					227-8271-2105	71.91
			2336168786		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8265-2105	17.24
			2340622554		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	19.50
			2343135992		ELECTRIC BILLS	
					ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					228-8272-2105	12.90
			2344590997		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8289-2105	12.35
			2344591011		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8289-2105	36.93
			2344591052		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8289-2105	12.39
			2344591102		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8289-2105	56.55
			2348438441		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8289-2105	46.17
			2366196400		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	94.42
			2372973339		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	108.76
			2390133205		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	54.69
			2390133437		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	22.70
			2398837526		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8276-2105	184.79
					ELECTRIC BILLS	
					227-8290-2105	12.00
			2399598440		ELECTRIC BILLS	
					ELECTRIC BILLS	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194874	2/25/2021	59145 SOUTHERN CALIFORNIA EDISON	(Continued)			
					221-4200-2105	8.67
			2399598457		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	39.36
			2402276430		ELECTRIC BILLS	
					ELECTRIC BILLS	
					228-8299-2105	12.99
			2406966184		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	43.90
			2406966515		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	79.93
			2424098697		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8260-2105	792.72
					ELECTRIC BILLS	
					227-8261-2105	304.91
					ELECTRIC BILLS	
					225-8250-2105	9,511.78
			2428283840		ELECTRIC BILLS	
					ELECTRIC BILLS	
					221-4200-2105	33.55
			2428283857		ELECTRIC BILLS	
					ELECTRIC BILLS	
					227-8306-2105	22.62
			2428969851		ELECTRIC BILLS	
					ELECTRIC BILLS	
					225-8250-2105	63.80
					Total :	**53,727.24**
194875	2/25/2021	59150 SOUTHERN CALIFORNIA GAS CO	04026816381		NATURAL GAS VEHICLE FUEL BILL	
					NATURAL GAS VEHICLE FUEL BILL	
					685-4560-2105	692.70

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194875	2/25/2021	59150 59150 SOUTHERN CALIFORNIA GAS CO	(Continued)		**Total :**	**692.70**
194876	2/25/2021	59150 SOUTHERN CALIFORNIA GAS CO	03682435007		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	128.28
			12308894166		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					110-3100-2805	46.12
			16265375737		MONTHLY GAS BILLS	
					MONTHLY GAS BILLS	
					685-4560-2115	119.29
					Total :	**293.69**
194877	2/25/2021	95470 SOUTHERN HILL NURSERY &	1701		PARKS LANDSCAPING MATERIALS & S	
				2021-000104	LANDSCAPING MATERIAL & SUPPLIES	
					110-4250-2450	242.44
				2021-000104	LANDSCAPING MATERIAL & SUPPLIES	
					225-8250-2450	242.44
					Total :	**484.88**
194878	2/25/2021	97319 SPARKS, MARJEAN	9597		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	255.55
					Total :	**255.55**
194879	2/25/2021	70870 STANDARD INSURANCE CO (LTD)	Ben472345		LONG TERM DISABILITY: PAYMENT	
					LONG TERM DISABILITY: Payment	
					750-2141	10,183.27
					Total :	**10,183.27**
194880	2/25/2021	76654 STAPLES ADVANTAGE	3469232766		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1200-2250	11.11
			3469232767		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					120-4100-2250	233.51
			3469232770		OFFICE SUPPLIES FOR ALL CITY DEPA	

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194880	2/25/2021	76654 STAPLES ADVANTAGE	(Continued)			
				2021-000018	OFFICE SUPPLIES	
					110-3200-2250	70.02
			3469232771		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1800-2250	84.75
			3469232778		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					110-3100-2253	26.72
			3469232780		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					110-3100-2253	51.31
			3469690361		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					100-1400-2250	248.48
			3469690362		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					120-1700-2250	10.86
			3469690363		OFFICE SUPPLIES FOR ALL CITY DEPA	
				2021-000018	OFFICE SUPPLIES	
					110-3100-2253	62.19
					Total :	**798.95**
194881	2/25/2021	60258 STATE WATER RESOURCES (SWRCB)	36040		RENEWAL, DWO DIST D3, T. STOCKTOI	
					RENEWAL, DWO DIST D3, T. STOCKTOI	
					571-9000-2560	90.00
					Total :	**90.00**
194882	2/25/2021	60258 STATE WATER RESOURCES (SWRCB)	27937		RENEWAL, DWO TRMNT T1, B. GERKE	
					RENEWAL, DWO TRMNT T1, B. GERKE	
					571-9000-2560	55.00
					Total :	**55.00**
194883	2/25/2021	30355 SUPERIOR REDI MIX	173697		BLANKET PURCAHSE ORDER FOR RE/	
				2021-000175	Ready Mix Concrete, Class II Base and	
					221-4200-2450	42.96

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194883	2/25/2021	30355 SUPERIOR REDI MIX	(Continued)			
			174118		BLANKET PURCAHSE ORDER FOR RE/	
				2021-000175	Ready Mix Concrete, Class II Base and	
					221-4200-2450	1,288.42
					Total :	**1,331.38**
194884	2/25/2021	71611 TAVARES, JOSE	MAR 2021		PAYMENT IN LIEU OF MEDICAL INS	
					PAYMENT IN LIEU OF MEDICAL INS	
					689-2150-2400	176.00
					Total :	**176.00**
194885	2/25/2021	97076 TELECOM INC	84021		PUBLIC SAFETY MICROWAVE RADIO F	
				2021-000082	Telcom Field Installatlion	
					110-3101-5400	17,944.28
				2021-000082	Telcom Field Installatlion	
					110-3240-5400	8,838.22
				2021-000082	Mobilization	
					110-3101-5400	3,690.36
				2021-000082	Mobilization	
					110-3240-5400	1,817.64
					RETENTION MICROWAVE RADIO PURC	
					110-2015	-1,614.52
					Total :	**30,675.98**
194886	2/25/2021	95788 TELEFLEX MEDICAL INC	9503569807		PARAMEDIC SUPPLIES	
				2021-000425	Blanket PO for Paramedic Supplies	
					110-3275-2452	795.30
			9503621262		PARAMEDIC SUPPLIES	
				2021-000425	Blanket PO for Paramedic Supplies	
					110-3275-2452	176.58
					Total :	**971.88**
194887	2/25/2021	97320 THOMPSON, GEORGE	115632		REFUND CLOSED UTILITY ACCOUNT	
					REFUND CLOSED UTILITY ACCOUNT	
					571-0835	56.91
					Total :	**56.91**

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194888	2/25/2021	79809 TIME WARNER CABLE	0083541		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					110-3100-2403	201.87
			0828200		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					680-1930-2200	106.86
			1174539		CABLE/INTERNET SERVICE	
					CABLE/INTERNET SERVICE	
					110-3100-2403	110.90
					Total :	**419.63**
194889	2/25/2021	92636 TRI-DIM FILTER CORP	2431879-1		HVAC PARTS/SUPPLIES	
					HVAC PARTS/SUPPLIES	
					685-4560-2460	808.58
					Total :	**808.58**
194890	2/25/2021	76386 U S A BLUE BOOK	477074		WATER DEPT SUPPLIES & EQUIPMENT	
				2021-000160	WATER DEPT SUPPLIES & EQUIPMENT	
					571-9000-2450	562.85
			491879		WATER DEPT SUPPLIES & EQUIPMENT	
				2021-000160	WATER DEPT SUPPLIES & EQUIPMENT	
					571-9000-2450	242.35
			496236		WATER DEPT SUPPLIES & EQUIPMENT	
				2021-000160	WATER DEPT SUPPLIES & EQUIPMENT	
					571-9000-2450	132.65
					Total :	**937.85**
194891	2/25/2021	80956 U S BANK VOYAGER FLEET SYS	86912-3901		FUEL	
					FUEL	
					110-3100-2623	209.21
					FUEL	
					110-3200-2623	141.25
					Total :	**350.46**
194893	2/25/2021	91112 UNIFIRST CORP	1629800		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194893	2/25/2021	91112 UNIFIRST CORP	(Continued)			
					221-4200-2700	19.01
			1629819		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					254-4650-2700	17.60
			1629820		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					254-4600-2700	21.89
			1632205		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					221-4200-2700	19.01
			1632214		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					254-4650-2700	17.60
			1632215		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					254-4600-2700	21.89
			1634512		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	6.25
			1634604		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					571-9000-2700	87.23
			1634605		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.37
			1634606		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					221-4200-2700	19.01
			1634607		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2700	13.03
			1634608		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					684-4550-2700	60.98
			1634609		LAUNDRY CLEANING SERVICES	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194893	2/25/2021	91112 UNIFIRST CORP	(Continued)			
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	13.50
			1634610		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	17.60
			1634611		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	5.00
			1634613		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	74.25
			1634614		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	24.25
			1634615		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	4.50
			1634616		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	3.25
			1634617		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	12.00
			1634618		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2400	20.50
			1634623		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.54
				2021-000020	UNIFORM CLEANING SVC	
					225-8250-2700	8.54
				2021-000020	UNIFORM CLEANING SVC	
					228-8250-2700	8.53
			1634624		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194893	2/25/2021	91112 UNIFIRST CORP	(Continued)			
					254-4650-2700	17.60
			1634625		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					254-4600-2700	21.89
			1634626		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					228-8265-2700	17.14
			1637036		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					571-9000-2700	52.49
			1637037		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.37
			1637038		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					221-4200-2700	19.01
			1637039		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					685-4560-2700	13.03
			1637040		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					684-4550-2700	60.98
			1637045		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-4250-2700	8.34
				2021-000020	UNIFORM CLEANING SVC	
					225-8250-2700	8.34
				2021-000020	UNIFORM CLEANING SVC	
					228-8250-2700	8.33
			1637046		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					254-4650-2700	22.44
			1637047		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					254-4600-2700	21.89

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194893	2/25/2021	91112 UNIFIRST CORP	(Continued)			
			1637048		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					228-8265-2700	17.14
			1637049		LAUNDRY CLEANING SERVICES	
				2021-000020	UNIFORM CLEANING SVC	
					110-3100-2701	66.20
					Total :	**875.52**
194894	2/25/2021	92384 URBAN RESTORATION GROUP US INC	00027551		GRAFFITI REMOVAL SUPPLIES	
					GRAFFITI REMOVAL SUPPLIES	
					221-4200-2450	525.20
					Total :	**525.20**
194895	2/25/2021	70903 VALLEY-WIDE RECREATION & PARK	20321		VALLEY WIDE 2020/2021	
				2021-000299	FACILITY MANAGEMENT OF THE SIMP:	
					110-7400-2710	36,738.53
					Total :	**36,738.53**
194896	2/25/2021	97311 VALMONT STRUCTURES	PFI434451-4-1		ANTI-CLIMB	
					ANTI-CLIMB	
					571-9000-2450	966.61
					Total :	**966.61**
194897	2/25/2021	71415 VAN ARSDALE, LORI	OCT-DEC		PLANNING COMMISSION STIPEND	
					PLANNING COMMISSION STIPEND	
					120-1700-2710	200.00
					Total :	**200.00**
194898	2/25/2021	80404 VERIZON WIRELESS	381868188-01		CELL PHONES/AIR CARDS	
					CELL PHONES/AIR CARDS	
					110-3100-2203	2,051.14
					CELL PHONES/AIR CARDS	
					110-3101-2200	879.05
			771855254-02		CELL PHONES/AIR CARDS	
					CELL PHONES/AIR CARDS	
					110-3100-2202	38.01

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194898	2/25/2021	80404 VERIZON WIRELESS	(Continued)			
					CELL PHONES/AIR CARDS 100-1200-2200	179.79
					CELL PHONES/AIR CARDS 100-1300-2200	36.07
					CELL PHONES/AIR CARDS 100-1400-2200	140.46
					CELL PHONES/AIR CARDS 100-1500-2200	50.72
					CELL PHONES/AIR CARDS 100-1800-2200	239.70
					CELL PHONES/AIR CARDS 110-3225-2200	38.01
					CELL PHONES/AIR CARDS 110-3200-2200	609.05
					CELL PHONES/AIR CARDS 110-3275-2200	150.62
					CELL PHONES/AIR CARDS 110-3275-2450	50.72
					CELL PHONES/AIR CARDS 110-6100-2200	113.14
					CELL PHONES/AIR CARDS 120-1700-2200	50.95
					CELL PHONES/AIR CARDS 120-3300-2200	391.04
					CELL PHONES/AIR CARDS 120-3350-2200	278.90
					CELL PHONES/AIR CARDS 120-4100-2200	88.73
					CELL PHONES/AIR CARDS 120-4125-2200	83.24
					CELL PHONES/AIR CARDS 221-4200-2200	456.47
					CELL PHONES/AIR CARDS 225-8250-2200	84.31

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194898	2/25/2021	80404 VERIZON WIRELESS	(Continued)			
					CELL PHONES/AIR CARDS	
					228-8250-2200	84.31
					CELL PHONES/AIR CARDS	
					110-4250-2200	122.99
					CELL PHONES/AIR CARDS	
					228-8265-2200	50.72
					CELL PHONES/AIR CARDS	
					254-4600-2200	38.01
					CELL PHONES/AIR CARDS	
					254-4650-2200	189.26
					CELL PHONES/AIR CARDS	
					571-9000-2200	1,048.15
					CELL PHONES/AIR CARDS	
					680-1930-2200	944.14
					CELL PHONES/AIR CARDS	
					684-4550-2200	62.84
					CELL PHONES/AIR CARDS	
					685-4560-2200	259.80
					CELL PHONES/AIR CARDS	
					686-4150-2200	201.97
					CELL PHONES/AIR CARDS	
					692-3500-2450	139.45
			771855254-03		CELL PHONES/AIR CARDS	
					CELL PHONES/AIR CARDS	
					100-1100-2200	451.81
			771855254-04		CELL PHONES/AIR CARDS	
					CELL PHONES/AIR CARDS	
					110-3100-2202	4,071.89
			771855254-05		CELL PHONES/AIR CARDS	
					CELL PHONES/AIR CARDS	
					110-3200-2200	1,307.80
			771855254-08		CELL PHONES/AIR CARDS	
					CELL PHONES/AIR CARDS	
					110-3200-2200	9.94

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194898	2/25/2021	80404 80404 VERIZON WIRELESS	(Continued)		**Total :**	**14,993.20**
194899	2/25/2021	82854 VISTA PAINT CORP	2021-834776-00		STREET PAINT MATERIALS AND SUPPL	
				2021-000108	STREET PAINT MATERIALS AND SUPPL	
					221-4200-2450	507.39
					Total :	**507.39**
194900	2/25/2021	96673 WAGEWORKS INC	Ben472375		FSA MEDICAL: PAYMENT	
					FSA MEDICAL: Payment	
					750-2185	743.80
					FSA CHILD CARE: Payment	
					750-2185	104.17
					Total :	**847.97**
194901	2/25/2021	95185 WEST COAST CABLE INC	32485		FIBEROPTIC CABLING GTF-COUNTY N	
				2021-000381	FIBEROPTIC CABLING GTF-COUNTY N	
					110-3100-2713	3,320.00
				2021-000381	Materials	
					110-3100-2713	4,611.49
					NEW Riverside Co Sales Tax	
					110-3100-2713	403.51
			32486		ADDITIONAL LABOR TO UNCLOG UNDE	
					ADDITIONAL LABOR TO UNCLOG UNDE	
					110-3100-2713	2,040.00
					Total :	**10,375.00**
194902	2/25/2021	84944 WILSON, GREGORY	REQ 1122		REIMBURSE PARAMEDIC LICENSE	
					REIMBURSE PARAMEDIC LICENSE	
					110-3275-2560	225.00
					Total :	**225.00**
194903	2/25/2021	67735 WISEHART, DUANE A	MAR 2021		PYMT IN LIEU OF MEDICAL INSURANCI	
					PYMT IN LIEU OF MEDICAL INSURANCI	
					689-2150-2400	1,028.00
					Total :	**1,028.00**
194904	2/25/2021	95901 WUERTH, JOHN	OCT-DEC		PLANNING COMMISSION STIPEND	

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
194904	2/25/2021	95901 WUERTH, JOHN	(Continued)			
					PLANNING COMMISSION STIPEND	
					120-1700-2710	150.00
					Total :	**150.00**
194905	2/25/2021	88122 WURTH USA INC	96919613		CHEMICAL SUPPLIES	
					CHEMICAL SUPPLIES	
					684-4550-2350	69.61
					Total :	**69.61**
194906	2/25/2021	96216 YOUNGBLOOD & ASSOCIATES	1368A		POLYGRAPH EXAM	
					POLYGRAPH EXAM	
					110-3100-2712	350.00
			1372A		POLYGRAPH EXAM	
					POLYGRAPH EXAM	
					110-3100-2712	350.00
					Total :	**700.00**
194907	2/25/2021	91949 ZITA, ALLAN	119143		REFUND CLOSED UTILITY ACCT	
					REFUND CLOSED UTILITY ACCT	
					571-0835	137.16
					Total :	**137.16**
207	**Vouchers for bank code :**	001			**Bank total :**	**1,721,900.94**
207	**Vouchers in this report**				**Total vouchers :**	**1,721,900.94**

Bank code : 001

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount

I, Lorena Rocha, Finance Director, do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered, or the labor performed as described herein, and that the claim is a just, due and unpaid obligation against the City of Hemet, and that I am authorized to authenticate and certify to said claim.

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: City Attorney
Submitted by: Christopher Lopez, City Manager
Steven Graham, Interim City Attorney;

☐ **Receive and File** ☒ **Consent Calendar** ☐ **Business Item** ☐ **Public Hearing**

TITLE:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, APPROVING AN AMENDMENT TO THE HEMET MUNICIPAL CODE, CHAPTER 46, ARTICLE VI RELATED TO THE PROHIBITION OF FIREWORKS IN THE CITY OF HEMET. (Second reading and adoption).

RECOMMENDED ACTION:

It is respectfully recommended that the City Council:

1. Waive further reading and adopt by title only, Ordinance No. 1972, An ordinance of the City Council of the City of Hemet, California Amending the Hemet Municipal Code, Chapter 46, Article VI related to the prohibition of fireworks in the City of Hemet

BACKGROUND:

In 2020, the City of Hemet received and responded to multiple complaints regarding persons setting off fireworks in the weeks leading up to and following the Fourth of July holiday, despite all fireworks, including safe and sane fireworks, being prohibited within the City of Hemet. The current fireworks ordinance authorizes fines beginning at $100 for the first offense up to $500 for third and subsequent offenses. In July 2020, the City Council directed the City Attorney's Office to review the existing fireworks ordinance to determine if the fine could be increased to $1,000 per violation.

On January 12, 2021, the City Council appointed a new Interim City Attorney who has undertaken a review of the outstanding Future Agenda Items list to present these to the City Council for consideration. The fireworks ordinance was determined to be a high priority as the ordinance needs to be adopted; staff needs to be trained; and, public education must occur before the 2021 Fourth of July holiday.

ANALYSIS:

The City Attorney's Office review of the existing Hemet Municipal Code provisions related to fireworks resulted in the following proposed revisions to assist the City in enforcing its fireworks prohibition:

1. Revised definitions within Hemet Municipal Code Section 46-98 to reference State law, instead of restating it. This is because as State law changes, the restatements in the definitions become out-of-date. There were also minor inconsistencies that may have hindered prosecution.
2. Added Hemet Municipal Code Section 46-99(b) which authorizes enforcement against the property owner or person in charge of property where a fireworks violation is occurring, even if the property owner is not the specific person engaging in the behavior. This should ease enforcement and has the effect of encouraging property owners to be responsible for what is happening at their property.
3. Revised Hemet Municipal Code Section 46-104 to increase the fine to $1,000 per occurrence, which is the maximum amount authorized under State law. This fine amount was confirmed by an Office of the Attorney General Opinion issued to the City of San Bernardino (No. 07-503 December 20, 2011) which states, "If a city enacts an ordinance regulating fireworks activities within city limits, the city may impose an administrative fine pursuant to Government Code section 53069.4 of up to $1,000 for each violation."

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☒ Ordinance ☐ Agreement

ATTACHMENT(S):

Hemet - Fireworks Ordinance

ORDINANCE NO. XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, APPROVING AN AMENDMENT TO THE HEMET MUNICIPAL CODE, CHAPTER 46, ARTICLE VI RELATED TO THE PROHIBITION OF FIREWORKS IN THE CITY OF HEMET

THE CITY COUNCIL OF THE CITY OF HEMET DOES ORDAIN AS FOLLOWS:

SECTION 1. MUNICIPAL CODE AMENDMENT.

Article VI of Chapter 46 of the Hemet Municipal Code related to the Prohibition of Fireworks is hereby amended to read as follows:

"**ARTICLE VI. - FIREWORKS PROHIBITED**

Sec. 46-98. - Definitions.

For the purposes of this article, the following definitions shall apply:

"Agricultural and wildlife fireworks" means fireworks designed and intended by the manufacturer to be used to prevent damage to crops or unwanted occupancy of areas by animals or birds through the employment of sound or light, or both.

"Dangerous fireworks" has the same meaning as ascribed to it under Health and Safety Code § 12505.

"Exempt fireworks" has the same meaning ascribed to it under Health and Safety Code § 12508.

"Fire chief" shall mean the fire chief of the City of Hemet Fire Department or his or her authorized designee.

"Fireworks" has the same meaning ascribed to it under Health and Safety Code § 12511.

"Fireworks kit" has the same meaning ascribed to it under Health and Safety Code § 12512.

"Police chief" shall mean the police chief of the City of Hemet or his or her designee.

“Public display of fireworks” means an entertainment feature whether the public or private group is admitted or permitted to view the display or discharge of dangerous fireworks.

“Pyrotechnic operator” means any licensed pyrotechnic operator, who by examination, experience, and training has demonstrated the required skill and ability in the use and discharge of fireworks as authorized by the license granted.

“Pyrotechnic special effects material” means a low explosive material, other than detonating cord, commonly used in motion picture, television, theatrical or group entertainment production for which a permit from the fire and police chief is required for use or storage.

“Safe and sane fireworks” has the same meaning ascribed to it under Health and Safety Code § 12529.

Sec. 46-99. - Prohibition.

(a) No person shall have in his or her possession, or keep, store, use, shoot, discharge, set off, ignite, explode, manufacture, sell, offer to sell, give, or transport any fireworks, dangerous fireworks, or safe and sane fireworks, except for use as agricultural and wildlife fireworks, or for use in a public display of fireworks pursuant to a permit obtained under the provisions of Health and Safety Code §§ 12640—12654 and this Article.

(b) No property owner or person in control of property shall allow, cause, create, maintain, suffer, or permit a person to possess, keep, store, use, shoot, discharge, set off, ignite, explode, manufacture, sell, offer to sell, give, or transport any fireworks, dangerous fireworks, or safe and sane fireworks on the property owned by such a person or under such person’s control except for use as agricultural and wildlife fireworks, or for use in a public display of fireworks pursuant to a permit obtained under the provisions of Health and Safety Code §§ 12640—12654 and this Article. Any such person shall be in violation of this Article, regardless of such person’s intent, knowledge or negligence, such violation being hereby expressly declared a strict liability offense.

Sec. 46-100. - Displays.

(a) Permits are required to conduct a public display of fireworks. Permit application shall be made to the fire chief and the police chief not less than 14 days prior to the scheduled date of the display. The permit application shall include a diagram of the grounds on which the display is to be held showing the point at which the fireworks are to be discharged; the location

of buildings, highways and other lines of communication; the lines behind which the audience will be restrained; and the location of nearby trees, telegraph or telephone lines and other overhead obstructions. At the time of permit application, the fire chief shall be consulted regarding the requirements for standby fire apparatus.

(b) Public display of fireworks operations shall be under the direct supervision of a pyrotechnic operator. The pyrotechnic operator shall be responsible for all aspects of a display related to pyrotechnics.

(c) The permittee shall furnish a bond or certificate of insurance in an amount deemed adequate by the fire chief and the police chief for the payment of damages which could be caused either to a person or persons or to property by reason of the permitted display and arising from acts of the permittee, agents, employees or subcontractors.

Sec. 46-101. - Fireworks display—Additional requirement.

Every applicant for a permit to conduct a fireworks display shall submit evidence of having a fireworks public display license or a fireworks general public display license granted by the state fire marshal.

Sec. 46-102. – Exceptions.

(a) Nothing in this section shall be construed to prohibit the use of fireworks by railroads or other transportation agencies for signal purposes of illumination, or for use by military organizations or for religious organizations that conduct fireworks displays under permit by the fire chief and police chief and in accordance with the provisions of the Health and Safety Code of the State of California.

(b) Nothing in this section shall be construed to prohibit the use of fireworks by city staff who obtain city manager approval and who conduct fireworks displays under permit by the fire chief and police chief and in accordance with the provisions of the Health and Safety Code of the State of California.

Sec. 46-103. – Seizure and disposal.

(a) It shall be the duty of the fire chief and the police chief and their authorized designees to enforce the provisions of this section. The fire chief and the police chief and their authorized designees shall have the authority to seize, take, and remove any fireworks, dangerous fireworks, and safe and sane fireworks.

(b) The fire chief and the police chief and their authorized designees may charge any person whose fireworks are seized pursuant to this section, a reasonable amount which is sufficient to cover the cost of transporting, storing, handling, and disposing of the seized fireworks.

Sec. 46-104. - Penalties.

(a) Each and every violation of this Article shall constitute a separate violation and shall be subject to all remedies and enforcement measures authorized by this Code.

(b) Civil Enforcement

i. Each and every violation of the provisions of this Article is hereby deemed unlawful and a public nuisance.

ii. As a nuisance per se, any violation of this Article shall be subject to injunctive relief, and any permit issued pursuant to this Article deemed null and void.

iii. Any monies unlawfully obtained as a result of violation of this Article shall be disgorged and paid to the City.

(c) Administrative Enforcement

i. Any person causing, permitting, aiding, abetting, suffering or concealing a violation of this Article shall be subject to administrative citation and to a fine not to exceed one thousand dollars ($1,000).

ii. The City Attorney may, in his or her sound discretion, utilize all processes or remedies legally available to collect amounts owing hereunder.

(d) Criminal Enforcement

i. Any person causing, permitting, aiding, abetting, suffering or concealing a violation of this Article shall be guilty of a misdemeanor, and may, in the discretion of the City Attorney, be prosecuted as a misdemeanor and upon conviction be subject to a fine not to exceed one thousand dollars ($1,000) or imprisonment in the city or county jail for a period of not more than six (6) months, or by both such fine and imprisonment.

ii. The City Attorney, in his or her sound discretion, may prosecute a violation of this Article as an infraction, rather than a misdemeanor, or reduce or agree to the reduction of a previously filed

misdemeanor to an infraction. Any person convicted of an infraction under the provisions of this Article shall be punished by a fine not exceeding one hundred dollars ($100) for the first violation, a fine not exceeding two hundred dollars ($200) for a second violation within one year, and a fine not exceeding five hundred dollars ($500) for a third violation within one year. A fourth violation of this Article within one year shall be charged as a misdemeanor and may not be reduced to an infraction.

iii. Each day a violation is committed or permitted to continue shall constitute a separate offense.

iv. In the case of a prosecution for violation of Section 46-99(b) of this Article, each person the defendant allows, suffers, or permits to possess, keep, store, use, shoot, discharge, set off, ignite, explode, manufacture, sell, offer to sell, give, or transport any fireworks, dangerous fireworks, or safe and sane fireworks on the property owned or controlled by such defendant or under that defendant's control shall constitute a separate offense.

(e) The remedies provided herein are not to be construed as exclusive remedies. The City is authorized to pursue any proceedings or remedies provided by law. The penalties herein are in addition to any other remedies provided by law and the payment of any penalty herein shall not relieve a person of the obligation to correct the violation.

(f) Nothing in this section shall be intended to limit any of the penalties provided for under the California Health and Safety Code or Penal Code with regard to the sale, use, possession, delivery, and/or transportation of dangerous fireworks.

(g) The prevailing party in any judicial action, administrative proceeding, or special proceeding to enforce this Article may recover its reasonable attorneys' fees, provided that the City elected, at the initiation of such individual action or proceeding, to recover its own attorneys' fees. In no judicial action or administrative or special proceeding shall an award of attorneys' fees to a prevailing party exceed the amount of reasonable attorneys' fees incurred by the City in the action or proceeding. A "judicial action" includes, but is not limited to, any civil or criminal action, inspection or abatement warrant or appeal. An "administrative proceeding" includes, but is not limited to, any public nuisance hearing, administrative citation or appeal(s) therefrom, revocation of permits by the City, or cost recovery hearing. Any recovery of attorneys' fees for abatement of a nuisance shall be in accordance with this section."

SECTION 2. SEVERABILITY. If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any

reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 3. EFFECTIVE DATE. This Ordinance shall become effective thirty (30) days following its adoption.

SECTION 4. PUBLICATION AND POSTING. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause the ordinance or a summary thereof to be published in accordance with state law.

[SIGNATURE PAGE FOLLOWS]

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, APPROVING AN AMENDMENT TO THE HEMET MUNICIPAL CODE, CHAPTER 46, ARTICLE VI RELATED TO THE PROHIBITION OF FIREWORKS IN THE CITY OF HEMET

THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA ORDAINED THE ABOVE REFERENCED ORDINANCE BY THE FOLLOWING ROLL CALL VOTE.

PASSED, APPROVED, AND ADOPTED this ____th day of _____, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Karlee Meyer, Mayor

APPROVED AS TO FORM:
CITY ATTORNEY

By: _____

Dated:
CITY CLERK

_____

City of Hemet
City Council Meeting

STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: Police Department
Submitted by: Christopher Lopez, City Manager
Eddie Pust, Police Chief;

☐ **Receive and File** ☒ **Consent Calendar** ☐ **Business Item** ☐ **Public Hearing**

TITLE:

A Resolution Awarding the Purchase of Five (5) Fully-Outfitted BMW R 1250 RT-P Police Motorcycles for the Amount of $222,750.28 from BMW Motorcycles of Escondido and Authorizing the City Manager to Execute the Agreement and Purchase Orders in Support of the Agreement

RECOMMENDED ACTION:

It is respectfully recommended that the City Council adopt a Resolution to purchase five (5) fully-outfitted BMW Police Motorcycles from BMW Motorcycles of Escondido in an amount not to exceed $222,750.28 and authorizing the City Manager to approve purchase orders in support of purchase.

BACKGROUND:

The City of Hemet Police Department has been deploying officers on Motorcycles as part of its Traffic Enforcement Program for more than 29 years. The Traffic Bureau currently consists of one Sergeant, four Motorcycle Officers, and one civilian Community Service Officer. Funding has been designated for the purchase of five (5) police motorcycles to replace the three aging and one inoperable 2013 Honda motorcycles in the current fleet due to the increasing maintenance costs and the lack of industry-standard safety developments, including fully integrated, lean optimized ABS braking and a traction control system.

As previously mentioned, the Police Department currently has four Motorcycle Officers; however, there are only three operable motorcycles in the fleet. Five (5) motorcycles are requested in this purchase so that each officer will be able to deploy on their own motorcycle with the fifth being used as a spare to prevent loss of service when another motorcycle needs maintenance. The spare may also be deployed for special events or it may even be deployed to support future expansion of the Traffic Bureau.

The use of Measure U "unallocated funds" has been approved for this purchase.

ANALYSIS:

Department personnel, including Police Officers with more than forty years of combined experience in motorcycle enforcement, evaluated the two main police motorcycle offerings: BMW and Harley Davidson (Honda has discontinued offering police motorcycles). A portion of their research came from the two largest evaluators of police motorcycles in the United States: Los Angeles Sheriff's Department and Michigan State Police. Evaluators also considered the platform that local police agencies such as Murrieta Police Department and Riverside County Sheriff's Department are using and determined that the BMW R 1250 RT-P would be the best platform for Hemet's needs at this time.

Key safety features of the BMW include the following features which will help reduce the chances of the officer being injured in a collision:

a) Fully integrated, lean-optimized ABS braking. The ABS system pulls in data from the front and rear wheel speed sensors, brake pressure sensors, and the roll, yaw and transverse acceleration sensors from the bike's traction control system to get a very accurate picture of how fast the bike is turning, and how far it's leaned over. The system then adjusts the maximum allowable brake pressure gradient, as well as how smoothly the ABS system intervenes in the braking process, to enable the best possible stopping power under the circumstances.

b) Integrated Tire Pressure Monitoring System alerts the rider to low-tire pressure and can prevent loss of control due to tire blow-outs.

c) Dynamic Traction Control system maintains and matches both tire speeds when encountering fluid or loose material on the roadway and adjusts for rain.

d) The Electronic Rider Safety System ensures the front tire stays on the ground and prevents any accidental front wheel lifting.

e) Cornering is smoother with a quick counter-steer making it easier to maintain cornering even over bumps. Great lean angle and stability. The Harley Davidson is very heavy and harder to lean. Harley suspension is often report to be "bouncy" and not as controlled.

f) Shift assist Pro allows the rider to shift the motorcycle transmission without engaging the clutch lever. This can be important in high-stress situations such as when an officer is being assaulted or if the officer is in pursuit, is beneficial.

g) The only motorcycle equipped with an adaptive headlight that better illuminates the roadway in turns.

h) Hill Start Control helps maintain control of the motorcycle on an incline and will not allow the motorcycle to roll backwards or stall.

Department employees contacted a number of police motorcycle dealers to obtain quotes for the competitive bid process. The dealerships of Temecula BMW Motorcycles and Irv Seaver BMW Motorcycles declined to provide a quote. Quotes were received by BMW Motorcycles of Riverside, BMW Motorcycles of Escondido, and Long Beach BMW Motorcycles. Of the three quotes received, BMW Motorcycles of Escondido was the lowest.

The purchase of any police motorcycle will consist of four components: the motorcycle, the highly customized, police specific equipment packages (referred to as "upfitting"), a vehicle mounted radio, and a moving RADAR. BMW Motorcycles of Escondido offers full-service upfitting "in-house", eliminating any possibility of conflict for a warranty repair and reducing the number of vendors involved in the build of the motorcycle. Harris radios will be purchased from Hi-Desert Communications. The moving RADAR will be purchased through the Stalker sole source manufacturer, Applied Concepts, Inc.

DISCUSSION:

Approval of this recommendation will greatly enhance the City of Hemet Police Department's ability to conduct focused traffic enforcement by ensuring that all four of our motor officers are deployed on motorcycles. Motorcycles allow them to navigate through traffic more effectively to catch up to violators. This recommendation will also ensure that there is a spare motorcycle that will minimize downtime when motorcycles are being serviced as well as ensuring that there will be a motorcycle available for a fifth motor officer if the Traffic Bureau expands in the future. An additional benefit of this purchase will be the return of a marked police SUV to the Patrol fleet.

PREVIOUS COUNCIL ACTION:

On February 23, 2021, City Council approved an increase of $225,000 into Measure U Account 110-3101-5400 for the purchase of five (5) Motorcycles for Police Officer use. This increase was part of the Mid-Year Appropriation Amendments for FY20-21.

FISCAL IMPACT:

2021 BMW R 1250 RT-P - includes full upfitting services (x5) - lowest bid	$169,117.64
Harris Unit Radios (x5) - NASPO Contract Pricing	$ 34,541.08
Stalker RADAR (x5) - Sole Source	$ 19,091.56
Total Cost	$222,750.28

Funding Source: Measure U (110-3101-5400)

ALTERNATIVE(S):

The City Council may choose not to approve this purchase. If the Council chooses not to approve this purchase, the Traffic Bureau will continue to function with three officers on motorcycles and one in a marked SUV until the motorcycles are no longer serviceable. The financial impact of this option is increasing maintenance costs associated with servicing motorcycles that are over seven years old. The cost to maintain the motorcycles in 2020 was $12,890.52 (about $4,300 per motorcycle).

REVIEWED BY LEGAL:

☒ Staff report ☒ Resolution
☐ Ordinance ☐ Agreement

ATTACHMENT(S):

Resolution (5) 2021 BMW Police Motorcycles

BMW Motorcycles of Escondido Quote
BMW Motorcycles of Riverside Quote
Long Beach BMW Motorcycles Quote
Hi-Desert Communications Proposal# 255126
Applied Concepts Stalker RADAR Quote# 2047899
BMW R 1250 RT-P Pamphlet
BMW Fact Sheet
Honda Motorcycle 2020 Repair Costs

CITY OF HEMET
Hemet, California
RESOLUTION NO. 2021-XXX

A Resolution Awarding the Purchase of Five (5) Fully-Outfitted BMW R 1250 RT-P Police Motorcycles for the total amount of $222,750.28 from BMW Motorcycles of Escondido and Authorizing the City Manager to Execute the Agreement and Purchase Orders in Support of the Agreement.

WHEREAS, The City of Hemet Police Department has been deploying officers on Motorcycles as part of its Traffic Enforcement Program for more than 29 years. The Traffic Bureau currently has four officers assigned to motorcycle traffic enforcement.

WHEREAS, in 2013, the City of Hemet Purchased four (4) Honda Police Motorcycles, three of which are still operable and being used; however, the maintenance costs are rising and they lack the safety features of newer motorcycles.

WHEREAS, the City of Hemet Police Department conducted an assessment of the two main police motorcycle offerings: BMW and Harley Davidson, and determined that the BMW R 1250 RT-

P would be the best platform for Hemet's needs at this time.

WHEREAS, the City of Hemet Police Department requested quotations from five (5) BMW Motorcycle vendors and received quotes from three of them.

WHEREAS, staff requests the City Council approve the purchase of five (5) BMW R 1250 RT-P police motorcycles and award the contract to the lowest bidder: BMW Motorcycles of Escondido.

WHEREAS, the City of Hemet Police Department received a quote from Hi-Desert Communications for Harris Unit Radios to be installed on the motorcycles under the competitively bid NASPO Contract, and a quotation from Applied Concepts, Inc for the Stalker RADAR with a sole source letter.

WHEREAS, staff requests the City Council to authorize the City Manager to execute the Agreement and purchase orders in support of the Agreement.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HEMET DOES HEREBY FIND AND RESOLVE: that the City Council approve the purchase of five (5) fully equipped BMW R 1250 RT-P Police Motorcycles from BMW Motorcycles of Escondido, five (5) Harris Unit Radios from Hi-Desert Communications, five (5) Stalker RADARs from Applied Concepts, Inc and authorize the City

Manager to execute the Agreement, and purchase orders in support of the Agreement.

PASSED, APPROVED AND ADOPTED this ___ day of _____ 2021.

_____
Karlee Meyer, Mayor

ATTEST:

_____
Daryl Betancur, Interim City Clerk

State of California)
County of Riverside)
City of Hemet)

I, Daryl Betancur, Interim City Clerk of the City of Hemet, do hereby certify that the foregoing resolution was adopted by the Hemet City Council on the ___ day of _____, 2021, and was passed by the following vote:

AYES: Council Members:
NOES: Council Member:
ABSTAIN: Council Member:
ABSENT: Council Member:

_____
Daryl Betancur, Interim City Clerk

EXHIBIT A

R 1250 RT-P Motor Pricing Form



	Color	Option Code
5	Night Black & Alpine White III	753
0	Night Black	716
0	Alpine White III (special order)	751
0	Black Blue (special order +60 days)	754
0	Saphir Blue (special order + 60 days)	755
0	Violet Blue (special order +60 days)	756
0	Glacier Silver Metallic (special order)	N99

MODEL YEAR 2021

	Quotation:			**Motorcycle**
	HEMET POLICE	**Option Code**	**Retail Price**	**$106,250.00**
	Factory Special-Order Options - Plan 90-120 Days for Delivery			
5	Adaptive Headlight (includes 219)	134	$550.00	$2,750.00
5	Keyless Ride w/two transmitters	193	$400.00	$2,000.00
5	Gear Shift Assist Pro	222	$450.00	$2,250.00
5	Ride Modes Pro (includes 18B)	224	$220.00	$1,100.00
5	Chrome Exhaust	350	$150.00	$750.00
0	Additional LED Headlights (driving lights)	562	$450.00	$0.00
0	PA Microphone	599	$565.00	$0.00
0	High Seat Black	610	$0.00	$0.00
0	Low Seat Black	776	$0.00	$0.00
5	Enhanced Smart Phone Connectivity	6NS	$250.00	$1,250.00
	The Options Below denote Standard Order Deck - Removal is only by Special Order - Option Delete			
5	Heated Seat	518	$200.00	$1,000.00
5	Tire Pressure Monitoring	530	$200.00	$1,000.00
5	Cruise Control (standard feature)	538	$0.00	$0.00
5	Weather Protection	649	$185.00	$925.00

Additional Labor Operations Provided by Dealer

(5X) M4 RIFLE RACK WITH SAFETY FEATURES (SCMW)	$3,750.00
(5X) SEVINA CLEARWATER LIGHTS	$5,345.00
(5X) SIDE MOUNTED TICKET BOOK HOLDER	$850.00
(5X) PVP UNIT FOR HARRIS RADIO	$4,785.00
(5X) FLASH LIGHT BATON HOLDER	$1,000.00
LABOR TO INSTALL RADAR (AGENCY SUPPLIED)	$0.00
	$0.00
**********BMW MOTORCYCLES OF ESCONDIDO**********	$0.00
**********CONTACT: Chris Johns (CJ)**********	$0.00
**********(760)520-1288**********	$0.00
*******PRICES SHOW TOTAL FOR ALL 5 MOTORCYCLES INTENDED TO BE PURCHASED**********	$0.00
	$0.00
	$0.00
	$0.00

Units			
5	Quotation valid for 60 days from date noted below.	**Total Price - Page 1**	**$135,005.00**
		Total Price - Page 2	**$12,355.47**
		Total Price - Page 3	**$0.00**
	Date of Quote: 02/04/2021	**Parts From Other Suppliers - Page 4**	**$2,375.00**
	0 6	**Dealer Basic Assembly / Preparation**	**$3,300.00**
		Motorcycle Freight	**$2,475.00**
		Total Retail Price per Unit with Options	**$155,510.47**
	8.75%	**State Sales Tax (if applicable)**	**$13,607.17**
		Total Retail Price per Unit with Options	**$169,117.64**

Note: Prices subject to change without notice. Final price is always determined by the selling authorized BMW Motorcycle dealer.

R 1250 RT-P Motor Pricing Form - Page 2

See Special Notation Comment

Quotation for:
HEMET POLICE

BMW Motorrad

Per		BMW P/N	Order #	Retail	Total Retail
	Blue ID Light Selection (1)				
5	Standard Blue Pod-Mounted ID Lights - SID	63 17 2 361 717		$0.00	$0.00
5	Round Blue License Plate ID Lights - RID	71 60 2 452 897		$0.00	$0.00
Per	**Emergency Warning Lights (10)**	**BMW P/N**	**Order #**	**Retail**	**Total Retail**
25	Red LED-X Light	63 17 2 361 718	125	$108.36	$2,709.12
25	Blue LED-X Light	63 17 2 361 719	125	$108.36	$2,709.12
0	Amber LED-X Light	63 17 2 361 720	0	$108.36	$0.00
0	White LED-X Light	63 17 2 361 721	0	$117.09	$0.00
0	Green LED-X Light	63 17 2 450 782	0	$117.09	$0.00
	Rear Duplex Emergency Warning Light (1)				
0	Duplex LED-X Red / Red	63 17 2 361 728	0	$345.88	$0.00
0	Duplex LED-X Blue / Blue	63 17 2 361 729	0	$378.25	$0.00
5	Duplex LED-X Red / Blue	63 17 2 361 730	25	$362.07	$1,810.35
0	Duplex LED-X Blue / Amber	63 17 2 361 731	0	$362.07	$0.00
0	Duplex LED-X Green / Green	63 17 2 450 783	0	$362.07	$0.00
0	Duplex LED-X Amber / Amber	63 17 2 450 784	0	$362.07	$0.00
	Take-Down (4) Alley (2) TS (2) BT (2) Saddlebag Light (1) Red ID (1)				
30	White Torus LED TDL/Alley	63 17 2 361 722	150	$76.91	$2,307.18
10	Auxiliary LED Turn Signals	63 17 2 361 725	50	$72.82	$728.24
10	Auxiliary LED Brake/Tail Light	63 17 2 361 726	50	$56.64	$566.35
5	Saddlebag LED Lights w/sensor switch	63 17 2 361 727	25	$143.61	$718.06
0	Red ID Lights (replacing blue ID lights)	63 17 2 361 724	0	$107.33	$0.00
0	Round Blue License Plate ID Light Kit	71 60 2 452 876	0	$130.59	$0.00
	Dealer Installed Options / Retrofits				
0	Shift Assistant Pro (hardware)	23 41 8 536 884	0	$677.22	$0.00
0	Shift Assistant Pro - Enabling Code	77 15 8 395 839	0	$40.54	$0.00
0	Ride Modes Pro - Enabling Code	77 53 8 395 840	0	$202.89	$0.00
0	Also Requires DTC Enabling Code	77 53 8 395 841	0	$52.71	$0.00
0	LED Auxiliary Headlights Nano (order 2)	63 17 8 556 937	0	$154.00	$0.00
0	Bolt 6 x 40 (order 2)	63 12 7 699 141	0	$5.35	$0.00
0	M6 Hex Nut (order 2)	07 12 9 905 826	0	$3.06	$0.00
	Requires Activation by Dealer - No Code Needed				
	Convenience Options				
0	Extra Ignition Key - No Keyless Ride	51 25 8 540 950	0	$91.60	$0.00
0	Extra Ignition Key - Keyless Fob Transmitter	66 12 8 555 168	0	$320.66	$0.00
0	Heated Seat - Low	52 53 8 544 786	0	$529.58	$0.00
0	Heated Seat - High	52 53 8 544 792	0	$529.58	$0.00
0	Tire Pressure Gauge	82 12 0 140 377	0	$32.12	$0.00
5	BMW Motorrad Battery Charger (2.5 Ah)	77 02 2 470 951	25	$161.41	$807.06
0	DVD Repair Manuals R Models K5x	01 59 8 405 651	0	$91.55	$0.00
0	Motorcycle Full Cover	71 60 2 450 408	0	$136.88	$0.00

Note: Prices subject to change without notice. Always verify accuracy of part pricing before submitting quotations.
Final price is always determined by the selling authorized BMW Motorcycle dealer.

R 1250 RT-P Motor Pricing Form - Page 3

Quotation for:

HEMET POLICE

Additional Accessories

Qty Per	Item Description Additional Accessories	BMW P/N	Order #	Retail	Page 3	Total Retail
	Storage Options					
0	Saddlebag Liners (each)	71 60 7 704 109	0	$123.46		$0.00
0	Tank Top Bag	77 45 8 543 227	0	$291.18		$0.00
	Engine Protection					
0	Rocker Cover Protection	77 14 8 406 187	0	$225.18		$0.00
0	Sump / Engine Protection Guard (order 1)	11 84 8 532 939	0	$120.22		$0.00
0	Fillister Head Screws M6 x 20 (order 5)	07 12 9 908 076	0	$3.15		$0.00
0	Grommet (order 5)	13 53 1 341 283	0	$2.58		$0.00
0	Bushing (order 5)	11 84 8 544 832	0	$5.06		$0.00
0	Bracket front (order 1)	11 84 8 532 937	0	$53.87		$0.00
0	Bracket Rear (order 1)	11 84 8 532 940	0	$67.34		$0.00
0	C-Clip Nut M6 (have been included w/brackets)	07 14 7 693 887	0	$2.58		$0.00
0	Fillister Head Screws M8 x 25 (order 5)	07 12 9 907 382	0	$1.58		$0.00

Note: Prices subject to change without notice. Always verify accuracy of part pricing before submitting quotations.
Final price is always determined by the selling authorized BMW Motorcycle dealer.

Additional Accessories From Other Suppliers - Page 4

Qty	Description	PN	Price Each	Total Price
5	POLICE SIDE STAND BASE	71602412389	$ 36.00	$ 180.00
5	LED MAP LIGHT	71602452859	$ 112.50	$ 562.50
5	NOTE PAD HOLDER	65140421315	$ 48.00	$ 240.00
5	RADIO POWER PLUG	71602452887	$ 13.50	$ 67.50
5	RADIO SPEAKER PLUG	71602452844	$ 13.50	$ 67.50
5	RADIO Y HARNESS CONNECTION	71602452880	$ 40.00	$ 200.00
5	ACCESSORY CONNECTION PLUGS	71602452846	$ 13.50	$ 67.50
5	RADIO QUICK MOUNT PLATE	71602408076	$ 31.00	$ 155.00
5	FMSA-RAM-S		$ 36.00	$ 180.00
5	FMSA-MT-DSR		$ 55.00	$ 275.00
5	FMSA-AMF		$ 38.00	$ 190.00
5	FMSA-MT		$ 26.00	$ 130.00
5	FMSA-HWKIT		$ 12.00	$ 60.00



7740 Indiana Ave, Riverside, CA 92504
(951) 353-0607

R 1250 RT-P Motor Pricing Form

BMW Motorrad

	Color	Option Code
1	Night Black & Alpine White III	753
0	Night Black	716
0	Alpine White III (special order)	751
0	Black Blue (special order +60 days)	754
0	Saphir Blue (special order + 60 days)	755
0	Violet Blue (special order +60 days)	756
0	Glacier Silver Metallic (special order)	N99

Revised: November 11, 2020

	Quotation:			Motorcycle
	City of Hemet	Option Code	Retail Price	$20,811.86
	Factory Special-Order Options - Plan 90-120 Days for Delivery			
1	Adaptive Headlight (includes 219)	134	$537.78	$537.78
1	Keyless Ride w/two transmitters	193	$391.11	$391.11
1	Gear Shift Assist Pro	222	$440.00	$440.00
1	Ride Modes Pro (includes 18B)	224	$215.11	$215.11
1	Chrome Exhaust	350	$146.67	$146.67
0	Additional LED Headlights (driving lights)	562	$440.00	$0.00
0	PA Microphone	599	$552.44	$0.00
0	High Seat Black	610	$0.00	$0.00
0	Low Seat Black	776	$0.00	$0.00
1	Enhanced Smart Phone Connectivity	6NS	$250.00	$250.00
	The Options Below denote Standard Order Deck - Removal is only by Special Order - Option Delete			
1	Heated Seat	518	$195.56	$195.56
1	Tire Pressure Monitoring	530	$195.56	$195.56
1	Cruise Control (standard feature)	538	$0.00	$0.00
1	Weather Protection	649	$180.89	$180.89
	Additional Labor Operations Provided by Dealer			
	BMW Motorcycles of Riverside Dan Schoo or Darren Maddox (951) 353-0607			$0.00
	PVXTL-RT12-15/XM2 PVP Bluetooth Module for Motorola			$990.00
	Install agency provided radio, radio brackets, antennas, wiring, and brackets			Inc
	Install agency provided running radar, radar brackets, and all related wiring			Inc
	Installation of Agency Provided Stickers(agency to provide 2 extra sets)			Inc.
	S59, Clearwater Sevina Light Kit, CAN3, fog light kit with protective covers			$1,449.00
				$0.00
				$0.00
				$0.00
				$0.00
				$0.00
				$0.00
				$0.00
				$0.00

Units			
1	Quotation valid for 60 days from date noted below.	Total Price - Page 1	$25,803.52
		Total Price - Page 2	$2,457.14
		Total Price - Page 3	$0.00
	Date of Quote:	Parts From Other Suppliers - Page 4	$1,933.50

	Dealer Basic Assembly / Preparation	$1,050.00
	Doc Fee	$85.00
	Motorcycle Freight	$495.00
	Total Retail Price per Unit with Options	$31,824.17
8.75%	State Sales Tax (if applicable)	$2,784.61
	Tire Tax	$3.50
	Total Retail Price per Unit with Options	$34,612.28

Note: Prices subject to change without notice. Final price is always determined by the selling authorized BMW Motorcycle dealer.

R 1250 RT-P Motor Pricing Form - Page 2

See Special Notation Comment

Quotation for:
City of Hemet

BMW Motorrad

Per		BMW P/N	Order #	Retail	Total Retail
	Blue ID Light Selection (1)				
1	Standard Blue Pod-Mounted ID Lights - SID	63 17 2 361 717		$0.00	$0.00
0	Round Blue License Plate ID Lights - RID	71 60 2 452 897		$0.00	$0.00
	Emergency Warning Lights (10)				
5	Red LED-X Light	63 17 2 361 718	5	$102.34	$511.72
5	Blue LED-X Light	63 17 2 361 719	5	$102.34	$511.72
0	Amber LED-X Light	63 17 2 361 720	0	$102.34	$0.00
0	White LED-X Light	63 17 2 361 721	0	$110.59	$0.00
0	Green LED-X Light	63 17 2 450 782	0	$110.59	$0.00
	Rear Duplex Emergency Warning Light (1)				
0	Duplex LED-X Red / Red	63 17 2 361 728	0	$326.67	$0.00
0	Duplex LED-X Blue / Blue	63 17 2 361 729	0	$357.23	$0.00
1	Duplex LED-X Red / Blue	63 17 2 361 730	1	$341.96	$341.96
0	Duplex LED-X Blue / Amber	63 17 2 361 731	0	$341.96	$0.00
0	Duplex LED-X Green / Green	63 17 2 450 783	0	$341.96	$0.00
0	Duplex LED-X Amber / Amber	63 17 2 450 784	0	$341.96	$0.00
	Take-Down (4) Alley (2) TS (2) BT (2) Saddlebag Light (1) Red ID (1)				
6	White Torus LED TDL/Alley	63 17 2 361 722	6	$72.63	$435.80
2	Auxiliary LED Turn Signals	63 17 2 361 725	2	$68.78	$137.56
2	Auxiliary LED Brake/Tail Light	63 17 2 361 726	2	$53.49	$106.98
1	Saddlebag LED Lights w/sensor switch	63 17 2 361 727	1	$135.63	$135.63
0	Red ID Lights (replacing blue ID lights)	63 17 2 361 724	0	$101.37	$0.00
1	Round Blue License Plate ID Light Kit	71 60 2 452 876	1	$123.33	$123.33
	Dealer Installed Options / Retrofits				
0	Shift Assistant Pro (hardware)	23 41 8 536 884	0	$639.60	$0.00
0	Shift Assistant Pro - Enabling Code	77 15 8 395 839	0	$38.29	$0.00
0	Ride Modes Pro - Enabling Code	77 53 8 395 840	0	$191.62	$0.00
0	Also Requires DTC Enabling Code	77 53 8 395 841	0	$49.78	$0.00
0	LED Auxiliary Headlights Nano (order 2)	63 17 8 556 937	0	$145.44	$0.00
0	Bolt 6 x 40 (order 2)	63 12 7 699 141	0	$5.06	$0.00
0	M6 Hex Nut (order 2)	07 12 9 905 826	0	$2.89	$0.00
	Requires Activation by Dealer - No Code Needed				
	Convenience Options				
0	Extra Ignition Key - No Keyless Ride	51 25 8 540 950	0	$86.51	$0.00
0	Extra Ignition Key - Keyless Fob Transmitter	66 12 8 555 168	0	$302.84	$0.00
0	Heated Seat - Low	52 53 8 544 786	0	$500.16	$0.00
0	Heated Seat - High	52 53 8 544 792	0	$500.16	$0.00
0	Tire Pressure Gauge	82 12 0 140 377	0	$30.33	$0.00
1	BMW Motorrad Battery Charger (2.5 Ah)	77 02 2 470 951	1	$152.44	$152.44
0	DVD Repair Manuals R Models K5x	01 59 8 405 651	0	$86.47	$0.00
0	Motorcycle Full Cover	71 60 2 450 408	0	$129.28	$0.00

Note: Prices subject to change without notice. Always verify accuracy of part pricing before submitting quotations.
Final price is always determined by the selling authorized BMW Motorcycle dealer.

R 1250 RT-P Motor Pricing Form - Page 3

Quotation for:
City of Hemet

Additional Accessories

Qty Per	Item Description Additional Accessories	BMW P/N	Order #	Retail	Page 3 Total Retail
	Storage Options				
0	Saddlebag Liners (each)	71 60 7 704 109	0	$116.60	$0.00
0	Tank Top Bag	77 45 8 543 227	0	$275.00	$0.00
	Engine Protection				
0	Rocker Cover Protection	77 14 8 406 187	0	$212.67	$0.00
0	Sump / Engine Protection Guard (order 1)	11 84 8 532 939	0	$113.54	$0.00
0	Fillister Head Screws M6 x 20 (order 5)	07 12 9 908 076	0	$2.98	$0.00
0	Grommet (order 5)	13 53 1 341 283	0	$2.43	$0.00
0	Bushing (order 5)	11 84 8 544 832	0	$4.78	$0.00
0	Bracket front (order 1)	11 84 8 532 937	0	$50.88	$0.00
0	Bracket Rear (order 1)	11 84 8 532 940	0	$63.60	$0.00
0	C-Clip Nut M6 (have been included w/brackets)	07 14 7 693 887	0	$2.43	$0.00
0	Fillister Head Screws M8 x 25 (order 5)	07 12 9 907 382	0	$1.49	$0.00

Note: Prices subject to change without notice. Always verify accuracy of part pricing before submitting quotations.
Final price is always determined by the selling authorized BMW Motorcycle dealer.

Additional Accessories From Other Suppliers - Page 4

Qty	Description	PN	Price Each	Total Price
1	Fairing Mounted USB Socket	EA-USB	$45.00	$45.00
1	Note Pad Holder	MT-NPH	$48.00	$48.00
1	Flash Light/PR24 Holder	MT-LFBH	$200.00	$200.00
2	Radio Power Plug Connector	EL-RPP	$10.00	$20.00
1	Radio "Y" Power Harness	EL-RPPD	$36.00	$36.00
1	Radio Speaker Plug	EL-SCP	$10.00	$10.00
1	Radio Quick Mount Plate	MT-RQMP	$30.00	$30.00
1	Accessory Connection Plugs	EL-ACP	$9.50	$9.50
1	License Plate Space Kit	LPSK	$12.00	$12.00
1	AR Rack Bracket	MT-RMBRH	$59.00	$59.00
1	Locking AR Mount	GL-ARM	$767.00	$767.00
1	FMS Lidar Holster (model TBD)	GHP--	$299.00	$299.00
1	Radar Installation connectors/plugs	Multi	$35.00	$35.00
1	FMS Ticket Book Holder (Tall)	TBBT	$249.00	$249.00
1	LED Map Light	GHPL3	$114.00	$114.00

LONG BEACH

BMW MOTORCYCLES

2125 E. Spring Street, Long Beach, CA 90806
(562) 426-1200

R 1250 RT-P Motor Pricing Form

BMW Motorrad

	Color	Option Code
1	Night Black & Alpine White III	753
0	Night Black	716
0	Alpine White III (special order)	751
0	Black Blue (special order +60 days)	754
0	Saphir Blue (special order + 60 days)	755
0	Violet Blue (special order +60 days)	756
0	Glacier Silver Metallic (special order)	N99

Revised: November 11, 2020

Quotation:

City of Hemet

Motorcycle

		Option Code	Retail Price	
	Factory Special-Order Options - Plan 90-120 Days for Delivery			$21,028.65
1	Adaptive Headlight (includes 219)	134	$537.78	$537.78
1	Keyless Ride w/two transmitters	193	$391.11	$391.11
1	Gear Shift Assist Pro	222	$440.00	$440.00
1	Ride Modes Pro (includes 18B)	224	$215.11	$215.11
1	Chrome Exhaust	350	$146.67	$146.67
0	Additional LED Headlights (driving lights)	562	$440.00	$0.00
0	PA Microphone	599	$552.44	$0.00
0	High Seat Black	610	$0.00	$0.00
0	Low Seat Black	776	$0.00	$0.00
1	Enhanced Smart Phone Connectivity	6NS	$250.00	$250.00
	The Options Below denote Standard Order Deck - Removal is only by Special Order - Option Delete			
1	Heated Seat	518	$195.56	$195.56
1	Tire Pressure Monitoring	530	$195.56	$195.56
1	Cruise Control (standard feature)	538	$0.00	$0.00
1	Weather Protection	649	$180.89	$180.89

Additional Labor Operations Provided by Dealer

Clearwater Sevina Lights installed	$1,604.00
Bluetooth PVP Motor Kit	$895.00
Install agency supplied radio, radar	$720.00
Doc. Fee	$85.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00
	$0.00

Units			
1	Quotation valid for 60 days from date noted below.	**Total Price - Page 1**	$26,885.31
		Total Price - Page 2	$2,471.09
		Total Price - Page 3	$0.00
	Date of Quote: 2/10/2021	**Parts From Other Suppliers - Page 4**	$2,008.00
	Long Beach BMW Motorcycles	**Dealer Basic Assembly / Preparation**	$432.00
		Motorcycle Freight	$495.00
		Total Retail Price per Unit with Options	$32,291.41
	8.75%	**State Sales Tax (if applicable)**	$2,825.50
		Total Retail Price per Unit with Options	$35,116.90

Note: Prices subject to change without notice. Final price is always determined by the selling authorized BMW Motorcycle dealer.

NON TAX
TIRE FEE 3.50
CVR FEE 30.00
P35,150.40

R 1250 RT-P Motor Pricing Form - Page 2

See Special Notation Comment

Quotation for:

City of Hemet

BMW Motorrad

	Blue ID Light Selection (1)				
0	Standard Blue Pod-Mounted ID Lights - SID	63 17 2 361 717		$0.00	$0.00
1	Round Blue License Plate ID Lights - RID	71 60 2 452 897		$0.00	$0.00
Per	**Emergency Warning Lights (10)**	**BMW P/N**	**Order #**	**Retail**	**Total Retail**
5	Red LED-X Light	63 17 2 361 718	5	$108.36	$541.82
5	Blue LED-X Light	63 17 2 361 719	5	$108.36	$541.82
0	Amber LED-X Light	63 17 2 361 720	0	$108.36	$0.00
0	White LED-X Light	63 17 2 361 721	0	$117.09	$0.00
0	Green LED-X Light	63 17 2 450 782	0	$117.09	$0.00
	Rear Duplex Emergency Warning Light (1)				
0	Duplex LED-X Red / Red	63 17 2 361 728	0	$345.88	$0.00
0	Duplex LED-X Blue / Blue	63 17 2 361 729	0	$378.25	$0.00
1	Duplex LED-X Red / Blue	63 17 2 361 730	1	$362.07	$362.07
0	Duplex LED-X Blue / Amber	63 17 2 361 731	0	$362.07	$0.00
0	Duplex LED-X Green / Green	63 17 2 450 783	0	$362.07	$0.00
0	Duplex LED-X Amber / Amber	63 17 2 450 784	0	$362.07	$0.00
	Take-Down (4) Alley (2) TS (2) BT (2) Saddlebag Light (1) Red ID (1)				
6	White Torus LED TDL/Alley	63 17 2 361 722	6	$76.91	$461.44
2	Auxiliary LED Turn Signals	63 17 2 361 725	2	$72.82	$145.65
2	Auxiliary LED Brake/Tail Light	63 17 2 361 726	2	$56.64	$113.27
1	Saddlebag LED Lights w/sensor switch	63 17 2 361 727	1	$143.61	$143.61
0	Red ID Lights (replacing blue ID lights)	63 17 2 361 724	0	$107.33	$0.00
0	Round Blue License Plate ID Light Kit	71 60 2 452 876	0	$130.59	$0.00
	Dealer Installed Options / Retrofits				
0	Shift Assistant Pro (hardware)	23 41 8 536 884	0	$677.22	$0.00
0	Shift Assistant Pro - Enabling Code	77 15 8 395 839	0	$40.54	$0.00
0	Ride Modes Pro - Enabling Code	77 53 8 395 840	0	$202.89	$0.00
0	Also Requires DTC Enabling Code	77 53 8 395 841	0	$52.71	$0.00
0	LED Auxiliary Headlights Nano (order 2)	63 17 8 556 937	0	$154.00	$0.00
0	Bolt 6 x 40 (order 2)	63 12 7 699 141	0	$5.35	$0.00
0	M6 Hex Nut (order 2)	07 12 9 905 826	0	$3.06	$0.00
	Requires Activation by Dealer - No Code Needed				
	Convenience Options				
0	Extra Ignition Key - No Keyless Ride	51 25 8 540 950	0	$91.60	$0.00
0	Extra Ignition Key - Keyless Fob Transmitter	66 12 8 555 168	0	$320.66	$0.00
0	Heated Seat - Low	52 53 8 544 786	0	$529.58	$0.00
0	Heated Seat - High	52 53 8 544 792	0	$529.58	$0.00
0	Tire Pressure Gauge	82 12 0 140 377	0	$32.12	$0.00
1	BMW Motorrad Battery Charger (2.5 Ah)	77 02 2 470 951	1	$161.41	$161.41
0	DVD Repair Manuals R Models K5x	01 59 8 405 651	0	$91.55	$0.00
0	Motorcycle Full Cover	71 60 2 450 408	0	$136.88	$0.00

Note: Prices subject to change without notice. Always verify accuracy of part pricing before submitting quotations.
Final price is always determined by the selling authorized BMW Motorcycle dealer.

R 1250 RT-P Motor Pricing Form - Page 3

BMW Motorrad

Quotation for:
City of Hemet

Additional Accessories

Qty Per	Item Description Additional Accessories	BMW P/N	Order #	Retail	Page 3 Total Retail
	Storage Options				
0	Saddlebag Liners (each)	71 60 7 704 109	0	$123.46	$0.00
0	Tank Top Bag	77 45 8 543 227	0	$291.18	$0.00
	Engine Protection				
0	Rocker Cover Protection	77 14 8 406 187	0	$225.18	$0.00
0	Sump / Engine Protection Guard (order 1)	11 84 8 532 939	0	$120.22	$0.00
0	Fillister Head Screws M6 x 20 (order 5)	07 12 9 908 076	0	$3.15	$0.00
0	Grommet (order 5)	13 53 1 341 283	0	$2.58	$0.00
0	Bushing (order 5)	11 84 8 544 832	0	$5.06	$0.00
0	Bracket front (order 1)	11 84 8 532 937	0	$53.87	$0.00
0	Bracket Rear (order 1)	11 84 8 532 940	0	$67.34	$0.00
0	C-Clip Nut M6 (have been included w/brackets)	07 14 7 693 887	0	$2.58	$0.00
0	Fillister Head Screws M8 x 25 (order 5)	07 12 9 907 382	0	$1.58	$0.00

Note: Prices subject to change without notice. Always verify accuracy of part pricing before submitting quotations.
Final price is always determined by the selling authorized BMW Motorcycle dealer.

Additional Accessories From Other Suppliers - Page 4

Qty	Description	PN	Price Each	Total Price
1	Fairing USB Outlet w/ Voltmeter & On-Off Sv	FMSA-EA-USB2	45	45
1	Side Stand Extension	FMSA-MT-SSE	36	36
1	Map Light - LED	FMSA-MT-MLLE	114	114
1	Notepad Holder	FMSA-MT-NPH	48	48
1	Flashlight & Baton Holders Demo: LH Flashlig	FMSA-MT-LFBH	200	200
1	Speaker Connection Plugs	FMSA-EL-SCP	9.5	9.5
1	Radio Power Connection Plug Code A	FMSA-EL-RPP	10	10
1	Radio Receiver Quick Mounting Plate	FMSA-MT-RQM	30	30
1	Radio Power Plug Divider Code A	FMSA-EL-RPPD	36	36
1	Accessory I-III Connection Plugs	FMSA-EL-ACP	9.5	9.5
1	Ticket Book Box - Tall Demo: RH 2015+ RT-P	FMSA-TBBT	249	249
1	Stalker X-Series Lidar Holster Demo: RH 201	FMSA-GHST-X	299	299
1	Assault Rifle Mount	FMSA-GL-ARM	767	767
1	Assault Rifle / Shotgun Mounting Bracket De	FMSA-MT-RMB	59	59
1	Rear Radar Antenna Mount Demo: Dual Bolt	FMSA-RAM-S	49	49
1	Radar Display Dashboard Mount Demo: Stall	FMSA-MT-DSR	47	47

Agencies that have purchased from Long Beach BMW M/C

Cal State University
California Highway Patrol
City of Alameda
City of Anaheim
City of Bell Gardens
City of Beverly Hills
City of Brea
City of Brentwood
City of Buena Park
City of Burbank
City of Camarillo
City of Campbell
City of Capitola
City of Chico
City of Chino
City of Citrus Heights
City of Claremont
City of Concord
City of Costa Mesa
City of Covina
City of Culver City
City of Cypress
City of Dixon
City of El Monte
City of El Segundo
City of Elk Grove
City of Emeryville
City of Fairfield
City of Folsom
City of Fontana
City of Foster City
City of Fountain Valley
City of Freemont
City of Fullerton
City of Garden Grove
City of Gilroy
City of Glendora
City of Hanford
City of Hawthorn
City of Hayward
City of Hermosa Beach
City of Huntington Beach
City of Huntington Park
City of Hercules
City of Inglewood
City of Irvine
City of La Habra
City of La Palma
City of La Verne
City of Laguna Hills
City of Laguna Niguel
City of Lathrop
City of Livingston
City of Long Beach
City of Los Altos
City of Los Angeles (LAPD)
City of Los Banos
City of Manhattan Beach
City of Manteca
City of Milpitas
City of Mission Viejo
City of Monrovia
City of Monterey Park
City of Morgan Hill
City of Mountain View
City of Napa
City of Newport Beach
City of North Las Vegas
City of Oceanside
City of Ontario
City of Oxnard
City of Palm Springs
City of Palo Alto
City of Pittsburg
City of Placentia
City of Pomona
City of Redwood City
City of Richmond
City of Rocklin
City of Roseville
City of Sacramento
City of San Bruno
City of San Buena Ventura
City of San Diego
City of San Gabriel
City of San Jose
City of San Juan Capistrano
City of San Marino
City of San Pablo
City of San Ramon
City of Santa Ana
City of Santa Clara
City of Santa Maria
City of Santa Monica
City of Seal Beach
City of South Gate
City of South Pasadena
City of Stockton
City of Sunnyvale
City of Thousand Oaks
City of Tracy
City of Turlock
City of Vacaville
City of Vernon
City of Walnut Creek
City of West Covina
City of West Sacramento
City of Whittier
County of Sacramento
L.A. County Sheriff
L.A. Port Police
L.A. Unified School District
Los Angeles World Airports
Sacramento Co. Sheriff
Town of Atherton
Town of Los Gatos

Proposal #255126

Prepaired By: Eric A Zwarkowski
Email Eric@Cazcom.org

Date: 2/25/2021
Valid To: 3/27/2021
Office: 760 243 2332
Fax: 760 243 0886

Company: Hemet PD
Requested By: Eric Dickson
Phone: 951-765-3795
Email: Edickson@cityofhemet.org

Quantity	Item Number	Description	Each	Total
5	XM-100F	Mobile,XG-100M,136-870MHz,Unencrypted	$ 2,967.40	$ 14,837.00
5	XMPL5L	Feature,OTAR	$ 514.30	$ 2,571.50
5	XMPL4F	Feature,Phase II TDMA	$ 185.00	$ 925.00
5	XMPL4C	Feature Package,P25 Encryption	$ 514.30	$ 2,571.50
5	XM-PKGPT	FEATURE PACKAGE, P25 TRUNKING	$ 1,110.00	$ 5,550.00
5	XMCP9F	Control Unit,CH721,System,Remote Mount	$ 610.50	$ 3,052.50
5	XMZN7R	Accessories,Unity,Remote Mount	$ 266.40	$ 1,332.00
5	ANXMB8U	3/4" Hole NMO Style Brass Mount with 17ft. RG58U solid center, No Connector	$ 21.14	$ 105.70
5	R/FRFT1202-2	Conn, TNC Male Crimp for RG58, LMR195, Cbl Grp C	$ 5.20	$ 26.00
5	XMAN6H	Antenna,Elmt,Mlti Bnd,136-870MHz 0dB	$ 133.20	$ 666.00

Hi-Desert Communications
17181 Jasmine Street
Victorville, CA 92395

Quote is valid for 30 days after creation.

PRICING ON THIS QUOTATION IS IAW
THE CURRENT NASPO AND HGAC CONTRACTS

Equipment:	$ 31,637.20
Sales Tax:	$ 2,768.26
Labor:	
Travel:	
Programming:	$ -
Shipping:	$ 135.62
Total:	**$ 34,541.08**

STALKER radar
applied concepts, inc.

QUOTE #2047899

855 E. Collins Blvd
Richardson, TX 75081
Phone: 972-398-3780
Fax: 972-398-3781

National Toll Free: 1-800- STALKER

Inside Sales Partner: Mike Scaglione, +1-972-801-4856, michaels@a-concepts.com
Reg Sales Mgr: Brian Wong, +1-310-429-0519, brianw@a-concepts.com

Date: 02/18/21

Effective From : 02/18/2021 **Valid Through:** 05/19/2021 **Lead Time:** 21 working days

Bill To:	**Customer ID:** 104985	**Ship To:**	*FedEx Ground*
Hemet Police Dept 450 E. Latham Ave. Hemet, CA 92543-4224	Accounts Payable	Hemet Police Dept 450 E. Latham Ave. Hemet, CA 92543-4224	Sergeant Dan Reinbolt

Grp	Qty	Package	Description	Wrnty/Mo	Price	Ext Price
1	5	807-0009-00	DSR 2X 2015 BMW 1200 RT-P Motorcycle Package	36	$3,495.00	$17,475.00

Ln	Qty	Part Number	Description	Price	Ext Price
1	5	200-0965-40	2X Counting Unit, 1.5 PCB		$0.00
2	5	200-0723-01	Motorcycle Waterproof Display		$0.00
3	5	200-0720-01	Motorcycle Waterproof Remote		$0.00
4	5	200-1237-00	DSR Ka Antenna		$0.00
5	5	200-1237-01	DSR Ka Antenna, Rear		$0.00
6	5	200-0769-00	25 MPH/40 KPH KA Tuning Fork		$0.00
7	5	200-0770-00	40 MPH/64 KPH KA Tuning Fork		$0.00
8	5	155-2055-04	Antenna Cable, 4 Ft		$0.00
9	5	155-2055-08	Antenna Cable, 8 Ft		$0.00
10	5	200-1108-00	2015-2018 BMW Motorcycle Mounts for Dual/DSR/2X		$0.00
11	5	155-2253-00	Waterproof Display/Remote Cable		$0.00
12	5	200-0992-15	BMW Power/VSS Kit, 2015-Current		$0.00
13	5	155-2265-00	6" Cable, 9-Pin Dual Extension		$0.00
14	5	062-0034-00	Motorcycle Settings		$0.00
15	5	200-0619-00	2X Documentation Kit		$0.00
16	5	035-0361-00	Shipping Container, Dash Mounted Radar		$0.00
17	5	060-1000-36	36 Month Warranty		$0.00
				Group Total	$17,475.00

Product	$17,475.00	Sub-Total:	$17,475.00
Discount	$0.00	Sales Tax 8.75%	$1,529.06
		Shipping & Handling:	$87.50
Payment Terms: Net 30 days		**Total: USD**	**$19,091.56**

001

This Quote or Purchase Order is subject in all respects to the Terms and Conditions detailed at the back of this document. These Terms and Conditions contain limitations of liability, waivers of liability even for our own negligence, and indemnification provisions, all of which may affect your rights. Please review these Terms and Conditions carefully before proceeding.

Applied Concepts, Inc. (d/b/a Stalker Radar) Product Terms and Conditions

(1) Purpose. The terms set forth herein govern the sale and delivery of the Stalker Radar and other products (collectively "***Products***") sold by Applied Concepts, Inc. (d/b/a Stalker Radar "***we***," "**us**," "**our**," etc.) and purchased by the purchaser ("***you***," "***your***," etc.).

(2) Price and Product Changes; Errors. Prices of Products are subject to change without notice, and all references in sales brochures, technical data sheets and offers on our website or otherwise as to size, weight, and other details of the Products are approximate only. No such term shall be binding on us unless expressly incorporated in a purchase order which is approved and accepted by us in accordance with these terms. In the event that a Product is mistakenly listed at an incorrect price or with other incorrect information, we reserve the right to refuse or cancel any orders placed for a Product listed at the incorrect price or based on incorrect product information. In addition, we are not responsible for any inability to fulfill orders due to reasons beyond our control. We reserve the right to refuse or cancel any such orders whether the order has been confirmed and you have paid for the Product. If you have already paid for the Product and your order is cancelled, we will issue a refund in the amount paid.

(3) Cancellation. Cancellation of an order for standard Products will be accepted without penalty, prior to shipment. Cancellation of an order for non-standard or customized Products will not be accepted once item is in production or shipped.

(4) Delivery. Unless separate arrangements have been agreed upon in writing with you to the contrary, the terms of delivery are F.O.B. our loading dock. We will use commercially reasonable efforts to make your purchased Products available for pick-up and delivery by you within a reasonable time after acceptance of an order from you, or, if you so specify, to place the purchased Products with a common carrier at your expense for delivery to you. You bear the risk of loss or destruction of the purchased Products upon and after the first to occur of (a) pick-up or acceptance of the Products by you or your common carrier at our place of business, or (ii) five (5) days after confirmation from us that the Products are ready for pick-up at our place of business. If we are required to store the Products due to any delay caused by you, you will reimburse us for reasonable storage charges. We reserve the right to make the Products available for pick-up and delivery in installments provided that such installment shall not be less than one Product unit, unless otherwise expressly confirmed in a written communication to the contrary by us. Delay in delivery of any installment shall not relieve you of your obligation to accept remaining deliveries.

(5) Returns. We must authorize all returns and a Return Material Authorization (RMA), prior to shipping. All returns must be made within thirty (30) days after delivery as specified in Section (4). Returns will be shipped at your expense. An RMA number can be obtained by e-mailing Customer Service: csd@a-concepts.com. We will not be responsible for, nor guarantee credit or replacement on, any product returned to us without an RMA. Under no circumstances will we accept collect shipments. Products returned must be received by us in re-salable condition. Product that cannot go back to stock as received will not be accepted. Please securely pack the Product and write the RMA number on the outside of the shipping box, not the product box. All returns are subject to a restocking charge of 15% of net price. A minimum repacking fee of 35% of current net price will be charged for all returned product requiring repackaging. Specific items may require additional charges.

(6) Payment. You will pay the purchase price and applicable taxes and duties for Products without setoff, deduction, or withholding net 30. You hereby grant us a purchase money security interest in and to the Products until the purchase price and other applicable charges are paid in full. You consent to filing of a UCC-1 or other applicable document that we deem necessary to perfect this security interest and appoint our designee as your attorney-in-fact to execute and file such UCC-1 or other document in our sole discretion.

(7) Proprietary Information. We have and claim various proprietary rights in the Products. You will not directly or indirectly cause any proprietary rights to be violated or any proprietary information to be disclosed to any third party without our prior written consent.

(8) Warranty. We warrant Products to be free of defects and (a) that Products will perform materially in accordance with the user guides, quick reference guides, and other technical and operations manuals and specifications for Products provided by us. At our election, we will repair or replace at our cost all Product hardware components that fail due to defective materials or workmanship during the warranty period specified in your owner's manual or a longer period specified in your quote or invoice. You must return failed Product to the factory or an authorized service center, freight prepaid. Return shipping on any components that fail within 6 months from shipment date, will be paid for by us through a shipping label we provide to you. We will pay standard UPS ground on all return shipping. This warranty excludes normal wear-and-tear such as frayed cords, broken connectors, scratched or broken cases, or physical abuse. The foregoing warranty is exclusive, in lieu of all other warranties, of quality, fitness, or merchantability, whether written, oral, or implied. We will not be liable for any direct, indirect, consequential or incidental damages arising out of the use or inability to use Product even if you have advised us of the possibility of such damages. As a further limit on warranty, and as an expressed warning, you should be aware that harmful personal contact may be made with a Product in the event of violent maneuvers, collisions, or other circumstances, even though said Product is installed and used according to instructions. We specifically disclaim any liability for injury caused by a Product in all such circumstances. ***Any attempt to repair a Product on your own will void this warranty.***

(9) Limitations of Liability. WHETHER IN CONTRACT, TORT OR UNDER ANY OTHER THEORY OF LIABILITY, OUR AND OUR AFFILIATES' AND LICENSORS' AGGREGATE LIABILITY UNDER THIS AGREEMENT WILL BE LIMITED TO THE GREATER OF $100,000 OR THE AMOUNT YOU ACTUALLY PAID US UNDER THIS AGREEMENT FOR PRODUCTS DURING THE 12 MONTHS PRECEDING THE CLAIM.

(10) Miscellaneous

a) Force Majeure. We and our partners will not be liable for any delay or failure to perform any obligation under this Agreement where the delay or failure results from any cause beyond our reasonable control, including acts of God, labor disputes or other industrial disturbances, systemic electrical, telecommunications, or other utility failures, earthquake, storms or other elements of nature, blockages, embargoes, riots, acts or orders of government, acts of terrorism, or war.

b) Assignment. You may not assign or otherwise transfer Products or any of your rights and obligations specified herein without our prior written approval. Subject to the foregoing, these terms and conditions will be binding upon, and inure to the benefit of us, you and our and your respective successors and permitted assigns.

c) Jurisdiction. Your purchase of Product and these terms and conditions shall be governed by, construed, and enforced in accordance with the laws of the State of Texas without regard to its conflicts of laws provisions. Any controversy or claim arising out of or relating to this agreement, or the breach thereof, shall be settled by arbitration administered by the American Arbitration Association under its Commercial Arbitration Rules, and judgment on the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof. Such Arbitration shall take place only in Collin or Dallas Counties, State of Texas. There is no recourse beyond the Binding Arbitration mentioned herein and that no civil litigation or action will be brought by either party as a direct result of your purchase or use of Product or these terms and conditions. The non-prevailing party (as exclusively determined by the arbitrator) shall pay all of the prevailing party's arbitration fees, attorneys' fees, costs (including costs of investigation), expert witness fees, and all other related expenses of every kind and nature whatsoever. Notwithstanding the foregoing, we may seek any equitable or injunctive relief in a court having proper jurisdiction to protect our rights under these terms and conditions or to protect any of our proprietary interest or goodwill.

d) Severability. In the event that any provision of these terms and conditions is held by a court of competent jurisdiction to be unenforceable because it is invalid or in conflict with any law or any relevant jurisdiction, the validity of the remaining provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if these terms and conditions did not contain the particular provisions held to be unenforceable.

STALKER®

Sole Source for STALKER 2X Motorcycle Radar System

This is to confirm and verify that Applied Concepts, Inc., 855 E. Collins, Richardson, TX 75081 is the sole source manufacturer of the **STALKER 2X Motorcycle Radar System**. There is no other radar being manufactured that meets the specifications below:

- **Only Stalker's 2X antennas process return signals *digitally*.** The signal that goes to the Counting Unit is a clean *digital signal* which helps to eliminate RF interference. Digital antennas also improve a radar's range beyond 1 mile. (*This patented technology makes Stalker Radar the most accurate and dependable radar system on the market.*)
- The **2X's Dual Zone** capability distinguishes it from competitors' moving radars: only the 2X can monitor two zones from a single antenna. With the 2X, an operator can simultaneously monitor front same and front opposite or rear opposite and rear same Target Zones. No other police speed enforcement radar on the market has this feature.
- The 2X has **Rear Traffic Alert,** a proprietary feature designed to warn the patrol officer of rapidly overtaking same-direction traffic when the patrol vehicle is most vulnerable to rear-end collisions.
- The 2X is the only radar system that allows the operator to monitor vehicular traffic using a proprietary five (5) window display.
- All Stalker Radar products are made in the USA and are in full compliance with the Buy American Act.
- Applied Concepts, Inc was awarded an ISO 9001:2015 Certificate of Registration for design, manufacture and service of speed measurement products. This is unique in our market segment.

The **STALKER 2X Motorcycle Radar System** can only be purchased directly from Applied Concepts, Inc. or through one of our Regional Sales Managers.

Respectfully Submitted,

Jan Achilles

Jan Achilles
Sales Administrator

applied concepts, inc.
StalkerRadar.com | Registered to ISO 9001:2015
855 East Collins Boulevard | Richardson, Texas 75081 | 972.398.3780 | 1-800-STALKER | Fax: 972.398.3781

BMW MOTORRAD



BMW R 1250 RT-P





Standard Navigation with use of Motorrad Connected APP





Today's needs for homeland security and law enforcement challenge every agency with limited budgets to utilize its resources as broadly as possible. The BMW R 1250 RT-P provides the strongest combination of balanced performance, active & passive safety, operational utility and economy in one sleek package. BMW listens to the needs of motor officers and provides the most comprehensive equipment package in the industry at an affordable price – with the widest array of optional equipment available.

No police motor on the market today provides the level of value found on the BMW R 1250 RT-P.

- **Performance:** class leading balanced performance with new standard suspension for 2019.
- **Lighting:** state-of-the-art emergency lighting system, with take-down & alley lights, wig-wag headlight, etc.
- **New ShiftCam Engine:** new variable valve timing is like two engines in one for superior performance and economy.
- **Standard ABS brakes:** provide superior stopping power combined with traction control and std. hill stop control.
- **Versatility:** pre-wired radio box connections means less costly upfitting of police equipment.
- **Power to spare:** linked auxiliary battery powers emergency equipment with enhanced charging at idle keeps equipment running.
- **Superior cooling:** fan-driven air / water-cooled twin won't over-heat in parades or congested traffic with no heat on the rider.
- **Economy:** outstanding fuel economy on regular 87 AKI saves thousands in life cycle cost + 3 year / 60,000 mile limited warranty.

Model	R 1250 RT-P
Engine: Air/liquid-cooled four stroke flat twin engine, double overhead camshaft, one balance shaft and variable engine timing system BMW ShiftCam.	
Displacement / Bore x Stroke/ HP / Torque:	1,254 cc / 102.5mm x 76 mm / 136 hp @ 7,750 rpm / 105 lb./ft @ 6,500 rpm
Clutch / Transmission / Final Drive:	Slipper-gripper hydraulic self-adjusting multi-disc wet / 6-speed constant mesh / BMW Paralever shaft drive
Alternator / Batteries:	Three phase alternator 508W (nominal) w/variable idle control / Two 12V x 16 Ah AGM batteries
Wheels:	F: 3.50" x 17" MTH2 cast wheel R: 5.50" x 17" MTH2 cast wheel
Tires:	Michelin Pilot Road GT / Passes run flat protocols F: 120/70 ZR 17 R: 180/55 ZR 17
Front Suspension:	BMW Motorrad Telelever; stanchion diameter 37 mm, central spring strut; Electronic Suspension Adjustment; 120 mm travel
Suspension Travel:	Cast aluminum single-sided swing arm with BMW Motorrad Paralever; Electronic Suspension Adjustment; 136 mm travel
Brake System: BMW Motorrad Full-Integral ABS Pro: Dual floating brake disc Ø 320 mm, four piston radial caliper R: Single disc Ø 276 mm, double piston floating caliper	
Fuel Capacity / Type / MPG	6.6 US Gal. including 1 gal. reserve / 87 AKI minimum octane / 49.5 mpg (WMTC)
Vehicle Weight / GVWR / Max Payload:	650 lbs. wet / 1,091 lbs. / 441 lbs.
Wheelbase / Steering Head Angle / Castor	58.5" wheelbase / 64.1° / 3.92"
Seat Height:	31.7"/32.5" Std. Seat; 29.9"/30.7" Low Seat; 32.7"/33.5" High Seat
Performance: Acceleration 0 – 100 mph 8.77 sec.; Top Speed 137 mph: Braking 60 - 0 = 130.7 ft. Deceleration Rate 29.63 ft./sec. (2019 MSP Vehicle Test Preliminary Results)	
Standard Order Deck: BMW twin-speaker electronic siren system; BMW LED emergency lighting system with regular or wig-wag take-down lights, alley lights, cruise lights, wig-wag headlight with photo-eye control, pre-wired radio box with VSS, radar plug, accessory power connections, integrated PTT & PTPA buttons, electronic radio box release.	
Warranty: 3-year / 60,000 mile BMW Limited New Motorcycle Warranty, plus 3-year BMW Roadside Assistance	
Standard features includes dual linked battery system with parasitic load & charge control, center stand, blue ID lights, engine protection, heated seat, heated handlebar grips, hand protection, electrically adjustable windshield, hazard warning flashers, fan-driven cooling system, radio box w/solo seat, and ABS brakes w/traction control, ABS Pro, hill-start, tire pressure monitoring, weather protection, fairing radio speakers w/mute, calibrated digital speedometer, electronic suspension control, adjustable seat & hand levers.	

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Contact BMW Motorrad USA at Keith.Wilson@bmwna.com or visit our police motors website at www.bmwmc.net

FACT SHEET

1. **Industry Standard:** Every law enforcement agency our size or larger has transitioned to BMW motorcycles for enforcement.

2. **Safety Features:**

    a. Braking:

        i. The only duty motorcycle with fully integrated, lean-optimized ABS braking. The ABS system pulls in data from the front and rear wheel speed sensors, brake pressure sensors, and the roll, yaw and transverse acceleration sensors from the bike's traction control system to get a very accurate picture of how fast the bike is turning, and how far it's leaned over. The system then adjusts the maximum allowable brake pressure gradient, as well as how smoothly the ABS system intervenes in the braking process, to enable the best possible stopping power under the circumstances.

        ii. BMW out performs other police motors in braking. Brakes come on hard with a smooth consistent feel. Brake performance is very predictable boosting rider's confidence.

    b. Tires and Traction Control:

        i. Integrated Tire Pressure Monitoring System alerts the rider to low-tire pressure and can prevent loss of control due to tire blow-outs.

        ii. Dynamic Traction Control System maintains and matches both tire speeds when encountering fluid or loose material on the roadway and adjusts for rain.

        iii. User selectable ride modes for varying roadway conditions (Road, rain, dynamic modes.) Increases suspension damping and traction control for better control in varying road conditions.

        iv. The Electronic Rider Safety System ensures the front tire stays on the ground and prevents any accidental front wheel lifting.

FACT SHEET

v. Cornering is smoother with a quick counter-steer making it easier to maintain cornering even over bumps. Great lean angle and stability. The Harley is very heavy and harder to lean. Harley Davidson suspension is often reported to be "Bouncy" and not as controlled.

c. Shift assist Pro allows the rider to shift the motorcycle transmission without engaging the clutch lever. This can be important in high-stress situations such as when an officer is being assaulted, or of the officer is in pursuit. The ability to simplify the shifting of the motorcycle, removing the need for clutch input, is beneficial.

d. The only motorcycle equipped with an adaptive headlight that better illuminates the roadway in turns.

e. Hill Start Control helps maintain control of the motorcycle on an incline and will not allow the motorcycle to roll backwards or stall.

3. **TFT Display**. 10.25 inch cockpit display with access to useful rider information. Tire pressure, speed, engine temp. ambient temp, fuel range, and customizable information screens. All controlled with a scroll wheel integrated into the left hand grip. The scroll wheel ensures the officer does not need to move his hand from the handlebars to access data.

4. **Integrated GPS through iPhone**: "BMW Connect" app displays GPS information on the TFT display removing the need for a separate GPS unit. GPS is beneficial when responding to calls. GPS is also controlled via the scroll wheel integrated into the left hand grip.

5. **Keyless Ignition**. This system allows the motorcycle to be started wirelessly using a key-fob kept in the officer's uniform pocket. The system is proximity controlled and will not activate when the key-fob is out of range. This allows the officer to mount the motorcycle, start the engine and drive away more quickly than with a traditional keyed ignition.

Honda ST1300 Annual Repair Cost

Dan,

Here is a quick list of motorcycles and cost of repairs for the last year

Vin # JH2SC5159DK100056

1. 11/20/20 $ 2060.03
2. 7/16/20 $ 420.57

Vin # JH2SC515DK100035

1. 2/5/20 $ 2885.72
2. 9/02/20 $ 1379.45
3. 2/03/21 $ 703.61
4. 01/27/21 $ 2319.25

Vin # JH2SC5156DK100032

1. 07/01/2020 $ 923.96
2. 10/20/20 $ 157.50
3. 11/20/20 $ 2040.43

Let me know if this helps

Thanks

Huntington Honda

Marc Reeves

17555 Beach Blvd

Huntington Beach CA 92647

TOTAL: $12,890.52 in ONE year

City of Hemet
City Council Meeting

STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: Community Development
Submitted by: Christopher Lopez, City Manager
H. P. Kang, Community Development Director;

☐ **Receive and File** ☒ **Consent Calendar** ☐ **Business Item** ☐ **Public Hearing**

TITLE:

GENERAL PLAN AMENDMENT (GPA) 15-002 , SPECIFIC PLAN AMENDMENT (SPA) 15-001 OF THE PAGE RANCH SPECIFIC PLAN, TENTATIVE TRACT MAP NO. 36841 (MAP 15-008) and SUBSEQUENT ENVIRONMENTAL IMPACT REPORT)

RECOMMENDED ACTION:

It is respectfully recommended that the City Council:

Waive further reading, and adopt by title only, Ordinance No. 1973, An Ordinance of the City Council of the City of Hemet, California, Amending the Page Ranch Specific Plan (SPA) 15-001 (Rancho Diamante Phase II) based on Findings Outlined Therein. (***Second reading and adoption)***.

BACKGROUND:

The Planning Commission approved Planning Commission Resolution No. PC2021-004 recommending approval to the City Council. On February 23, 2021, the City Council heard and approved Resolutions for SEIR, GPA 15-002, and TTM 36841. The City Council also approved the SPA 15-001 Page Ranch S. P. (Rancho Diamante II) as the first reading.

ANALYSIS:

Project Setting

The project site is located south of Stetson Avenue, west of Solera/Warren Road, and east of the San Diego Aqueduct. The majority of the site is covered by sparse non-native plants and is regularly plowed for weed abatement. The site has been used for growing crops, primarily oat and wheat dry farming, dating back to the 1930s. A farmhouse and barn occupied the eastern portion of the site near the existing intersection of Warren Road and Mustang Way from 1949 (possibly earlier) to approximately 1990, with portions of the concrete footings from the structures and a grouping of approximately 10 eucalyptus trees, still present.

The First San Diego Aqueduct traverses the site below-ground in a northeasterly-to-southwesterly direction within a 150 foot wide easement adjacent and parallel to two Eastern Municipal Water

District (EMWD) easements (20-foot and 40-foot) for public utilities. The Second San Diego Aqueduct abuts the western boundary of the site as an above-ground canal in a north-to-south direction. The First and Second San Diego Aqueducts are owned and operated by Metropolitan Water District (MWD) of Southern California.

A drainage channel and a detention basin are located along the southern border of the proposed Modified Project site. The drainage channel and basin were constructed as part of Tract No. 31807 and Tract No. 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. A drainage channel conveys runoff from the existing drainage basin south to the existing channel at Simpson Road. This channel will be improved as part of the Modified Project. The Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment and will not be modified.

The project site is generally flat and ranges in elevation from approximately 1,510 feet above mean sea level (AMSL) in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. Site soils include artificial fills, top soils, young alluvial-valley deposits, and older alluvium. The artificial fill soils were encountered where construction work has been performed on the site in the past associated with the drainage channel and detention basin, old Warren Road, and the Hemet Channel.

The project site is surrounded by primarily undeveloped land to the north, south, and west. Two rural residences are located to the west across the Second San Diego Aqueduct canal, and another rural residence is located to the south. A residential subdivision, Solera Diamond Valley, is located across Warren Road to the east.

Specific Plan Amendment

The applicant is requesting a Specific Plan Amendment (SPA) 15-001 to the Page Ranch PCD Specific Plan to eliminate the alignment of 'New' Warren Road, merge Planning Area VI with Planning Area X, and the creation of a commercial site on new Planning Area XIII. The amendment would also include the extension of Mustang Way from Warren Road to Stetson Avenue for consistency between the Page Ranch PCD and the General Plan Circulation Element.

General Plan Amendments

The applicant is also requesting a General Plan Amendment (GPA) 15-002, which includes; (1) an amendment to the Circulation Element is proposed to extend Mustang Way, from Warren Road to "new" Stetson Avenue; (2) a change in the classification of Warren Road from a 6-lane Arterial to a 4-lane Secondary Arterial; and (3) an amendment to the Land Use Element is proposed to change the designation for 19.69 acres from Low Density Residential (LDR) to Regional Commercial (RC).

Tentative Tract Map

The applicant is requesting approval of Tentative Tract Map No. 36841 (MAP 15-008) for the subdivision of 245.07 acres into 586 single family residential lots having a 5,000 square foot minimum lot size on 86.56 acres, and 19.67 acres to support up to 100,000 square feet of commercial use. The subdivision also includes a 5.62 acre public park, 21 pocket parks totaling 5.12 acres, 21 open space totaling 54.15 acres for drainage purposes, 2.58 acres for public street landscaping, and 71.37 acres for public street dedications. The pocket parks and drainage system lots will be owned and managed by an HOA. Lot sizes range from a minimum 5,000 square feet to 10,990 square feet. The pocket parks and drainage system lots will be owned and managed by an HOA.

Project Analysis

The Tentative Tract Map No 36841 is a request to subdivide 245.07 acres into 586 single family residential lots with an average lot size is 6,434 square feet. The density for the subdivision, not including the commercial lot (19.67 acres) is 2.6 units per acres. The project contains a 5.62 acre lettered lot (A) to be developed as a public park. The park will be constructed by the developer, pursuant to City review and standards, and will be owned and maintained by the City. The project contains twenty-one (21) lettered lots (B-V) to be developed as pocket parks through out the tract and maintained by a homeowners association. The project contains twenty-one (21) lettered lots (U-OO) that are water quality or drainage facilities that will also be maintained by a homeowners association.

Access

The project can be accessed via Warren Road and Stetson Avenue. Warren Road will be constructed as a four-lane Secondary arterial pursuant to City standards. A variable landscape setback of 12 to 15 feet will be provided beyond the right-of-way to achieve a 25-foot landscape setback from the curb line of Warren Road. Stetson Avenue will be constructed as a six-lane Arterial Highway pursuant to City standards. A landscape setback of 21 feet will be provided along the project frontage for a total of 35 feet of landscaping and sidewalk from the curb line of Stetson Avenue. A variable landscape setback of 14 to 21.5 feet will be provided along the north side of Stetson Avenue. Mustang Way will be developed as a 94-foot wide street with four lanes of travel. This street will have sidewalks and landscaping within a parkway of fifteen (15) feet, plus water quality basins.

Drainage

The earthen drainage channel along the southern property line represents the east-west segment of Line 3B from the City of Hemet's Master Flood Control and Drainage Plan and conveys storm water runoff into the detention basin for infiltration. The existing earthen channel will maintain an earthen bottom along the southerly site boundary. The on-site runoff as well as the tributary off-site runoff from the east will be detained by an improved on-site detention basin.

Overflow volumes are conveyed via an offsite drainage channel (north-south continuation of Line 3B) to the south to the improved channel at Simpson Road. The Master Flood Control and Drainage Plan indicates that the 100-year flow rate immediately downstream of the site should not exceed 345 cubic feet per second (cfs). The north-south portion of Line 3B between the site and Simpson Road will be improved as part of the project to facilitate conveyance of storm water runoff to Salt Creek approximately one mile south of the site. The southerly half of north-south Line 3B between Simpson Road and Salt Creek has already been constructed.

The Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment and will not be modified as part of this project. The City's Master Flood Control and Drainage Plan identifies a 100-year total flow rate not to exceed 200 cfs entering the Hemet Channel from the site (from Line 3C).

City Council Authority

The Hemet Municipal Code, Section 70-133(d), authorizes the City Council to review, consider, and approve, conditionally approve or deny application for a tentative map with concurrent applications for a zone change, general plan amendment, or other necessary legislative approval with the recommendation from the planning commission. If statutory findings required by the Subdivision Map Act (Gov. Code Sections 66410 et seq.) can be made, the City Council can approve or conditionally approve the tentative tract map. These required findings are set forth in the proposed Resolution. If approved, the tentative map is valid for an initial two (2) years, and the applicant can apply for an extension of the map approval up to an additional four (4) years.

Proposed Findings

Code Section 66463, 66473.1, 66473.5 and 66474, the City Council, in light of the whole record before it, including but not limited to the Planning Division's staff report and all documents incorporated by reference therein, the City's General Plan, Subdivision Ordinance, Zoning Ordinance, standards for public streets and facilities, the Page Ranch Specific Plan, Page Ranch PCD Design Guidelines, and any other evidence within the record or provided at the public hearing of this matter, hereby finds and determines as follows:

1. Tentative Tract Map No. 36841 is consistent and compatible with the objectives, policies, general land uses, and programs specified in the City's General Plan in that the site of the proposed subdivision is designated in the General Plan for the City of Hemet for residential land use purposes. The site currently is designated as part of the Page Ranch Specific Plan. The Planning Commission considered and recommended for approval the proposed change of the 19.67 acre portion of the site from Low Density Residential (2.1 – 5.0 d.u./ac.) to Regional Commercial as part of Specific Plan Amendment No. 15-001.

2. Tentative Tract Map No. 36841, together with the design and improvement of the proposed subdivision, is consistent and compatible with the objectives, policies, general land uses, and programs specified in the Page Ranch Specific Plan Amendment (SP 15-001) and Development Standards in that the Page Ranch PCD Design Guidelines were designed to have a balance of land uses both residential and commercial. The proposed Tentative Tract Map proposes to subdivide the property into lots consistent with the Planning Area boundaries as proposed in the amended Specific Plan Land Use Plan. There is neither a development plan nor buildings proposed as part of this subdivision. The circulation, access roads, and road improvements have been designed consistent with the Specific Plan as amended. Therefore, the proposed subdivision is consistent with the General Plan and Specific Plan.

3. The design and improvement of the subdivision proposed under Tentative Tract Map No. 36841 is consistent with the Page Ranch Specific Plan Amendment and Page Ranch PCD Design Guidelines in that improvements are proposed for residential and commercial lots consistent with street layout and residential development standards. Public infrastructure is sized accordingly to handle the needs of the project itself and that of the surrounding development as contained in the master plan of public facilities as required in Land Use Policy 2.10 of the General Plan. Public spaces are provided in non-developable lettered lots which will allow for facilities listed under Land Use Policies 5.5 and 15.7.

4. The site is physically suitable for the density of development proposed under Tentative Tract Map No. 36841, in that the proposed land use designation is for regional commercial and residential land uses and the location of the site next to Warren Road and Stetson Avenue promotes suitable commercial and residential access while reducing vehicle miles of travel. The proposed development has been analyzed in the Final Subsequent Environmental Impact Report prepared for the Page Ranch Specific Plan. The flat character of the existing site and its location on major transportation corridors in the City allow for the intensity and scale of development which is proposed.

5. The design of the subdivision and improvements proposed under Tentative Tract Map No. 36841, is not likely to cause substantial environmental damage or substantially and avoidable injure fish or wildlife or their habitat in that the development of the site into commercial, residential and public lots will not dramatically change the hydrology of the area nor increase the possibility of urban storm water runoff. The project is designed to help solve the regional hydrologic problems of the area. The design of the drainage system will not cause environment damage to sensitive habitat in the areas southwest of the project site.

6. The design of the subdivision and improvements proposed under Tentative Tract Map No. 36841, is not likely to cause serious public health problems in that development of the site into commercial, residential and public land uses will not locate potential sensitive receptors closer to impacts associated with proximity to the Hemet-Ryan airport further to the north. Within the development itself no future uses are allowed that would create serious public health problems.

CEQA Review

The proposed project has been analyzed under a Subsequent Environmental Impact Report, (SEIR). The SEIR relies and builds upon the analysis in the original Environmental Impact Report (EIR) certified by the City in 1980 (1980 EIR) for the Page Ranch Planned Community Development Project as amended in 2001, 2003, 2004, and 2009. The last Specific Plan Amendment (SPA) in 2009 was approved by the City as part of SPA 06-004 subject to the environmental analysis contained in the Rancho Diamante Phase II SEIR (SCH #2007091039).

The SEIR was circulated for a 45-day public review from March 23, 2020 to May 6, 2020. As required by CEQA, the SEIR was transmitted to federal, state, and local agencies and organizations. Copies of the SEIR were placed at City Hall and the Public Library, although access to these facilities was limited due to COVID19 restrictions. A copy of the document and technical appendices were posted on the City's website.

The SEIR analyzed a full range of topics as set forth under the guidelines of the California Environmental Quality Act, (CEQA). Impacts were identified relating to Air Quality, Biological resources, Cultural resources, Geology and Soils, Hazards and Hazardous Materials, Noise and Vibration, Traffic and Circulation, Utilities, and Greenhouse Gas Emissions. Conditions 148-151 are provided to address potential impacts on cultural resources. Conditions 155 to 162 address impacts relating to noise. Conditions 42 and 43 requires that the Final Mitigation Monitoring Reporting Program be submitted with the architectural plans in order to track compliance and implementation of all mitigation measures. In most cases, mitigation measures were identified that reduced the identified impacts to a level of insignificance. However, significant impacts were identified that cannot be reduced to a level of insignificance relating to the following:

Loss of Agriculture

Both the approved and proposed project are located on land designated as Farmland of Local Importance. Certain offsite improvements relating to the proposed project extend into areas designated as Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The proposed project would irreversibly convert farmland to non-agricultural use. There are no feasible mitigation measures available and the impact remains significant.

Air Quality Emissions

Although mitigation measures have been identified to reduce emissions to the extent feasible, Nitrogen Oxide (NOx) emissions would exceed emissions thresholds after mitigation in the same manner as the approved project. Compliance with state energy reduction requirements will offset this impact, but the impact remains significant.

Transportation

The proposed project inaugurates the new state standard for traffic analysis whereby Vehicle Miles of Travel (VMT) replaces the previous analysis metric based on Level of Service (LOS) of the transportation system. Because Hemet is largely a commuter community, VMT is a more difficult standard to meet than in urban areas. Moreover, the project site lies near the edge of the developed city core. While mitigation measures have been identified to reduce vehicle trips, the home-based

VMT per capita is 27.58 miles would exceed the city-wide average of VMT per capita of 25.4 miles. Condition 163 applies mitigation to pay TUMF, but the resulting impact is significant.

Certification of the SEIR and approval of the proposed project will require as Statement of Overriding Considerations by the City Council that the benefits of the proposed project outweigh the resulting significant impacts.

Comments were received from the California Department of Fish and Wildlife (CDFW), Riverside County Flood Control and Conservation District, and the Riverside Transit Agency. The comments and responses by staff are compiled in the Final SEIR. Conditions 146 and 147 are provided to address biological mitigation measures.

Public Hearing

A public hearing notice was mailed to property owners within a 500 foot radius of the project site and a public notice was also published in the Press Enterprise. Notices were also sent to Ms. Betty Jeffries and Ms. Kathleen Clarkson who participated in previous reviews of the project and requested notification of any changes to the plan. At the time of report preparation, the Planning Division did not receive any comments in favor or in opposition of the project. Any comments received prior to the time of the scheduled Planning Commission meeting will be provided to the Council at the time of the public hearing.

CONSISTENCY WITH ADOPTED GOALS, PLANS, AND PROGRAMS

The proposed subdivision (Exhibit 3A) was reviewed during the Design Review Committee (DRC) on July 30, 2020 for consistency with the City's applicable policies, requirements and guidelines. Subsequently, the DRC has recommended that the subdivision, subject to the recommended conditions of approval, be found consistent with the City's General Plan, Zoning Ordinance and other development requirements and guidelines. The complete analysis of this project for consistency with the City's policies, requirements and guidelines is described below.

General Plan Consistency

Land Use Element

The project site is designated as Low Density Residential (LDR: 2.1-5.0 du/ac) and lies within the Page Ranch Specific Plan, (PCD 79-93). The key principal guiding consistency in this District is Policy LU-10-2. Policy LU-10.2 (Airport Land Use Compatibility) requires that land uses be compatible within the airport compatibility zones established by the Hemet-Ryan Airport Land Use Compatibility Plan of 2017. The project site lies within Zones C and D of the Hemet-Ryan Airport Influence Area. Compatibility Zone D allows residential densities of up to 3.0 dwelling units per net acre. The proposed project is calculated at 2.6 units per net acre. Compatibility Zone C limits residential density to one unit per five acres. The proposed General Plan Amendment would establish a commercial land use in Zone C. Commercial uses are allowed in Zone C. On February 27, 2020, the Airport Land Use Commission made a determination that the proposed project is consistent with the Hemet-Ryan Airport Land Use Compatibility Plan. The proposed density remains consistent with LDR land use designation.

The proposed General Plan Amendment, (GPA 15-002), is consistent with the goals and policies of the Hemet General Plan and LDR designation of the Land Use Element.

Circulation Element

The proposed General Plan Amendment would alter the City's General Plan Circulation Element to delete the future north-south alignment of New Warren Road through the middle portion of the project site and extend Mustang Way westward and northward to realigned Stetson Avenue. In addition, the classification of Warren Road would change from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. A traffic impact study has been prepared that demonstrates that the area circulation system would operate in compliance with City standards.

Zoning Consistency

The Page Ranch Specific Plan (PRSP) is the official zoning guide for the project site. The project site is zoned R-5 under the adopted plan. The specific plan is organized under planning areas. The project site lies within Planning Area VI of the PRSP. Under the proposed amendment, Planning Area VI would be eliminated and a new Planning Area X would encompass the residential portion and Planning Area XIII would overlay the proposed commercial area. The Page Ranch Specific Plan Amendment would facilitate the change in zoning classifications.

Based on the information provided by the applicant, the proposed subdivision meets the minimum development standards of the R-5 (Single Family Residential 5,000 sq. ft. min) zone. The table below summarizes the required development standards for the R-5 (Single Family Residential 5,000 sq. ft. min) zone:

Development Standard	Required	Proposed
Min. Net Lot Area (Sq Ft)	5,000	5,000
Min. Density (Units/Gros acres)	5du/ac	2.39du/ac gross / 5.77 du/ac
Min. Lot Width (LF)		
a. Standard	50ft	50ft
b. Cul-de-sac (frontage)	35ft	35ft
c. Corner	50ft	50ft
Min. Lot Depth (LF)	90ft	90ft

In conclusion, the proposed subdivision complies with City of Hemet Zoning Code requirements, as set forth in the Page Ranch Specific Plan, for residential subdivisions relating to lot size and improvements.

Future Development

The future development of single family homes will be reviewed under a separate Site Development Review process and subject to the Page Ranch Specific Plan (PCD 79-93) and Development Standards Design Guidelines.

Transportation Uniform Mitigation Fee (TUMF)

Section 58-70.3(f) of the Hemet Municipal Code provides a limited number of exemptions from provisions of the TUMF Fee Ordinance. The proposed subdivision does not meet the criteria listed within those exemptions. Therefore, pursuant to Hemet Municipal Code Section 58-70.3(e), this project is subject to the payment of TUMF fees. TUMF fees will be collected prior to the issuance of building permit by the WRCOG (Western Riverside Council of Governments) and subject to the rate in effect at the time of issuance.

Multi-Species Habitat Conservation Plan (MSHCP)

The project has been found to be consistent with the MSHCP with recommended mitigation measures. The project is located outside of any MSHCP criteria cell but impacts have been identified upon Stephens Kangaroo Rat (SKR) and Burrowing Owl habitats. Mitigations include payment of MSHCP and SKR fees, performing pre-construction Burrowing Owl field surveys, avoiding construction during nesting season for birds of prey, monitoring construction near active nest areas by a qualified biologist, and acquisition of suitable off-site habitat to offset impacts to riparian and riverine habitats in accordance with the negotiated MSHCP Determination of Biological Equivalent or Superior Preservation, (DBESP).

In addition, permits must be acquired from the United States Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB). Also, the project applicant shall provide evidence to the City that the proposed project will comply with Urban/Wildlands Interface guidelines presented in Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area.

A number of technical studies were prepared to address potential biological impacts. These studies include a general biological study, a focused Burrowing Owl survey, a sensitive plant survey, a MSHCP Habitat Assessment, and a MSHCP Determination of Biologically Equivalent or Superior Preservation/Consistency Analysis. These studies formed the basis for the analysis of Biological impacts in the SEIR.

SB18/AB52 Tribal Consultations

The proposed project was subject to the provisions of SB 18 and AB 52 Tribal Consultation processes. Consultation notifications began on November 5, 2015 and concluded on February 28, 2018. From these consultations, Mitigation measures were provided in the SEIR that include a Cultural Resources Monitoring and Treatment plan in consultation with the Soboba Band of Luiseno Indians, monitoring of mass grading operations, protocol for treatment of any discovered cultural resources, and notes on grading plans describing protocols for monitoring during grading operations. The Tribal Consultation process was closed out on October 5, 2020.

ALUC Review

The project is located in Compatibility Zones C and D of the Hemet-Ryan Airport Influence Area and includes 213.05 acres in Compatibility Zone D and 32.02 acres in Compatibility Zone C. The project includes 13 new Water Quality Control Basins (WQCBs) consisting of infiltration basins and bioretention basins. These basins are necessary to comply with the Regional Water Quality Control Board, Riverside County (County), and City of Hemet (City) requirements for the project. The project site is located within the 10,000-foot (1.8 miles) wildlife hazard separation zone of the Airport. Per FAA, Hazardous Wildlife Attractants on or Near Airports, new stormwater management facilities, such as the proposed project WQCBs, are identified as potential hazardous wildlife attractants.

Bioretention basins are potentially suitable in Compatibility Zone D only: 1) if 30 feet or less in length and width (0.02 acres); 2) if vegetation is selected to discourage hazardous wildlife; and 3) if reviewed by a qualified airport biologist. Therefore, based on the location of the proposed project within the 10,000-foot wildlife hazard separation zone and the ALUC land use Compatibility Zones C and D of the Hemet-Ryan Airport, the ALUC requested an analysis of the potential for these proposed WQCBs to attract wildlife hazardous to aviation.

A wildlife biologist with LSA Associates was retained to conduct a field analysis and review FAA Wildlife Strike Database. Six bird strikes had been reported over the past 28 years. The birds observed in and adjacent to the existing WQCBs near the project site suggest that these features are

not a significant attractant to hazardous wildlife that would pose a threat to aviation at the Hemet-Ryan Airport. However, two WQCB basins are designed as larger than 0.02 acres and require mitigation. These mitigation measures are included as Conditions 164 to 178.

FISCAL IMPACT:

There are no fiscal impacts to the City with General Plan Amendment, Specific Plan Amendment, and Tentative Tract Map approvals.

REVIEWED BY LEGAL:

☒ Staff report ☒ Resolution
☒ Ordinance ☐ Agreement

ATTACHMENT(S):

CC Ord Rancho Diamante
COA Rancho Diamante 022321 Draft
TABLE A - Revisedv2r1-1 - CS Notes_EF-HRG Response to Comments 010821_EF-Red_020521-CLEAN210209v2
Rancho Diamante SEIR_Facts-Findings-Overriding Considerations_022321
Final MMRP 022321
4th-Submittal-TM36841-SHT-1-8_reduced size
Reso No. 2021-009_Adopting a subsequent environmental impact report and mitigation monitoring program_Signed
Reso No. 2021-009-Exhibit A_Subsequent Environmental Report
Reso No. 2021-009_Exhibit B_Mitigation Monitoring Reporting Program_docx
Reso No. 2021-010_Adopting General Plan Amendment 15-002

CITY OF HEMET
Hemet, California

ORDINANCE NO. 21-_____

AN ORDINANCE OF CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, AMENDING THE RANCHO DIAMANTE SPECIFIC PLAN (SPA 15-001) FOR 245± ACRES LOCATED SOUTHWESTERLY OF WARREN RD. AND STETSON AVE. (APN 465-100-016 AND 022, APN 465-110-020-023 AND 027)

WHEREAS, an application for Specific Plan No. 15-001 to amend the Rancho Diamante Specific Plan (SP 06-004) has been duly filed by:

Applicant:	Rancho Diamante Investments, LLC
Lot Area:	245.0+/- Acres
Location:	Southwesterly of Warren Rd. and Stetson Ave.
APN:	465-100-016 and 022, 465-110-020-023 and 027)

WHEREAS, the Planning Commission has the authority per Section 90-986 of the Hemet Municipal Code to recommend action on Specific Plan Amendment No. 15-001 to amend the Rancho Diamante Specific Plan (SP 06-004); and

WHEREAS, in accordance with Government Code Section 65090, on November 20, 2020, the City gave public notice by advertising in the Press Enterprise and by mailing to property owners within 600 feet, of the holding of a public hearing at which the project would be considered by the Planning Commission; and

WHEREAS, in accordance with Government Code Section 65453, on December 1, 2020 and January 19, 2021, the Planning Commission held the noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the Specific Plan No. 15-001 for amending the specific plan on the site plan area and text; and

WHEREAS, at this public hearing on December 1, 2020 and January 19, 2021, the Planning Commission considered, heard public comments on, and recommended that the City Council approve Specific Plan Amendment No. 15-001 with the recommended certification of a Subsequent Environmental Impact Report and Mitigation Measure Monitoring Plan for the project by Resolution; and

WHEREAS, in accordance with Government Code Section 65453, on February, 23, 2021, the City Council held the noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the Downtown Hemet Specific Plan No. 15-001; and,

NOW THEREFORE, the City Council of the City of Hemet, California, does determine, find, and resolve as follows:

SECTION 1: ENVIRONMENTAL FINDINGS

The Planning Commission, in light of the whole record before it, including but not limited to, the City's Local CEQA Guidelines and Thresholds of Significance, the recommendation of the Community Development Director as provided in the Staff Report dated January 19, 2021 and documents incorporated therein by reference, and any other evidence (within the meaning of Public Resources Code Sections 21080(e) and 21082.2) within the record or provided at the public hearing of this matter, hereby finds and determines as follows:

1. **CEQA:** The approval of this Specific Plan Amendment is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on February 23, 2021, at a duly noticed public hearing, the City Council approved Specific Plan Amendment No. 15-001 and certified the Subsequent Environmental Impact Report and Mitigation Monitoring Program, reflecting its independent judgment and analysis and documenting that there was not substantial evidence, in light of the whole record, from which it could be fairly argued that the project may have a significant effect on the environment. The documents comprising the City's environmental review for the project are on file and available for public review at Hemet City Hall, 445 E. Florida Avenue, Hemet, California 92543.

2. **Multiple Species Habitat Conservation Plan (MSHCP):** The project is found to be consistent with the MSHCP. The project is located within Criteria Cell 4007 and 3892 of the MSHCP. Mitigation is provided through payment of the MSHCP Mitigation Fees, construction monitoring, acquisition of replacement offsite habitat, and onsite rehabilitation, enhancement and preservation of onsite habitat.

SECTION 2: SPECIFIC PLAN AMENDMENT FINDINGS

1. **That the Specific Plan or Amendment systematically implements and is consistent with the latest adopted General Plan**:

   The proposed project is in conformance with the General Plan for the City of Hemet as amended by GPA 15-002 having a Land Use Designation of Low Density Residential (LDR), and with the Page Ranch Planned Community

Development Specific Plan designations of Low Density Residential (R-1) and Low-Medium Density (R-2) as amended by General Plan Amendment (GPA) 15-002. The specific plan includes a master plan of development incorporating pedestrian and multi-modal amenities both internal and external to the project. In addition, Specific Plan No. Amendment No. 15-001 was designed at a human scale an incorporated buffering in the form of landscaping, setbacks and building orientation, and design consideration for sustainable development. The proposed Specific Plan Amendment No. 15-001 will implement the goals of providing residential, commercial and recreational amenity and services for the community at large.

Specific Plan Amendment No. 15-001 incorporates the Planning and Design Principles listed on page 2-51 of the General Plan which call for creating a unique sense of place, appropriate land use mix, utilization of urban design elements to identify entries, edges and districts, and a full compliment of infrastructure services to protect and serve future development. The amended circulation plan will create connections between land uses which will make alternatives to the automobile safe and attractive.

Specific Plan Amendment No. 15-001 implements the following Goals and Policies of the 2030 General Plan:

Land Use:

1. *The proposed amendment is consistent with the overall vision, goals, and objectives contained in the General Plan.* GPA 15-002 meets the following components of the General Plan:

Land Use

a. ***Section 1.2 A City in Transition****.* At Hemet's core is a strong community willing to invest in opportunities for future and make forward-thinking decisions to meet the pressing needs of a changing economy and a growing and diverse population.

b. ***Policy LU-1.3 Housing Opportunities***. Create a broad range of housing opportunities for all segments of the community to ensure that a balance of housing types and densities are available for existing and future residents.

c. ***Policy LU-1.4 Walkable Neighborhoods***. Create walkable neighborhoods that integrate pedestrian paths and trails into a safe cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile.

d. ***Policy LU-1.8 Balance Land Uses with Services****.* Accommodate and locate the types, densities and appropriate mix of land uses that can be adequately supported by the associated transportation network, utility infrastructure, and public services, such as schools, parks, and emergency services.

e. **Policy LU 1-11 *Master Planned Development***. Promote the preparation of Community Area Plans, Specific Plans, and Planned Units Developments as appropriate to foster comprehensive, cohesive, and well-designed residential, commercial, and industrial projects and mixed-use projects.

f. **Policy LU 2-4 *Concentrate Land Uses***. Provide efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more efficient use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.

g. **Policy *LU-5.3 Specific Plans***. Promote the use of specific plans as a means to ensure an adequate, integrated, and complementing mix of land uses within mixed use districts that exhibit a high level of quality design and cohesiveness.

Specific Plan Amendment No. 15-001 balances a mix of land uses. *The proposed specific plan amendment is in the public interest* by diversifying land uses that serve to reduce vehicle miles of travel, that respond to current Clean Water Quality Act design requirements while reducing the number of dwelling units.

- **Goal LU-6 Commercial Centers**. Establish a comprehensive range of attractive and economically viable commercial centers throughout the City that meet the needs of the community.

Community Design:

- ***Goal CD-3 Streetscape System****. Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts*.

- ***CD-3.1 Public Streetscapes****. Provide public streetscapes that unify the City of Hemet and contribute to the unique identity of its neighborhoods, districts, open space corridors, and public places*.

- ***CD-3.4 Enhanced Pedestrian Environment****. Promote the transformation of existing automobile-dominated corridors into boulevards that are attractive, comfortable, and safe for pedestrians*.

- ***CD-3.11 Street Trees****. Select species of trees for parkways and medians that create an attractive visual framework, are large enough to provide shade and identity, are water conserving, and are relatively low maintenance*.

- ***Goal CD-5 Attractive Community Design****. Promote attractive community design to make Hemet a more desirable place to live*.

- ***CD-5.1 Complete and Well-Structured Neighborhoods****. The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking to services, biking, and transit use, foster community pride, enhance neighborhood identity; ensure public safety, and address the needs of all ages and abilities*.

- ***CD-5.4 Public Space Design****. Encourage design that improves public spaces, encourages pedestrian activity, and enhances sense of place within neighborhoods and commercial districts*.

- ***CD-5.5 Specific Plans****. Require specific plans to promote cohesive and integrated patterns of development for large undeveloped standards to ensure higher quality building and site design*.

Specific Plan Amendment No. 15-001 establishes walking paseos linked to a central public park and privately-maintained pocket parks.

- ***Goal CD-8 Walking Environment****. Facilitate good community design featuring pedestrian access and amenities that offer a pleasurable walking environment, and encourages residents to consider alternatives to the automobile*.

- ***Goal CD-9 Public Spaces****. Maintain and create public spaces for people to gather within the City*.

Specific Plan Amendment No. 15-001 establishes a commercial center on 19.67 acres to serve the local population.

- ***Goal CD-10 Mixed-Use Development Standards****. Establish mixed-use development standards that facilitate design excellence and compatibility with neighboring uses*.

Specific Plan Amendment No. 15-001 incorporates design guidelines that contain criteria for establishing adequate buffers and land use compatibility.

- ***Goal CD-11 Safescape and Defensible Space****. Utilize the principles of safescape and defensible space to improve community image and personal safety*.

Specific Plan Amendment No. 15-001 plans for alternative transportation modes including pedestrian, bicycle and neighborhood electric vehicles.

- ***Goal C-5 Bicycle and Pedestrian Accessway****s. Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, and the commercial center*.

- ***C-5.1 Bikeway and Pedestrian Network****. Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, and commercial centers by implementing the City's Bikeway Circulation Plan and including the provision and dedication of bikeways and pedestrian walkways in conjunction with development permits*.

<u>Housing</u>:

- ***Goal H-1 Housing****. Provide for the attainment of quality housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet*.

- ***H-1.2 Housing Variety****. Promote a variety of housing types to meet the special needs of*

persons with disabilities, elderly households, and others who may need assisted living, group home, institutional care, and other alternative residential environments.

Specific Plan Amendment no. 15-001 establishes standards and design guidelines for maintaining and enhancing high quality of housing in a variety of types.

2. **The Specific Plan Amendment No. 15-001 provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications.**

   Specific Plan Amendment No. 15-001 involves establishing a network of pedestrian and vehicular linkages designed to connect the area to regional transportation facilities. The proposed mixed use project will allow for the creation of needed employment opportunities, retail sales tax revenue, and flexibility in housing choices.

3. **Specific Plan Amendment No. 15-001 provides for the construction, improvement, or extension of transportation facilities, public utilities and public services required by the long-term needs of the project and/or other area residents, and complements the orderly development of the city beyond the project boundaries.**

   The project, as conditioned will, improve the area in a manner that is consistent with the General Plan Circulation, Community Services and Infrastructure elements which will serve the circulation and public services needs of the proposed commercial, residential and public development. The traffic analysis for the Specific Plan Amendment has determined that the streets and circulation system in the area will be adequate to handle the future anticipated traffic needs with the provision of the suggested mitigation measures. Regional drainage needs, recreational amenity and utility services are also planned and provided for though the design of the project.

   Specific Plan Amendment No. 15-001 is compatible with the existing development constructed within the project area and the immediate surroundings. The Specific Plan Amendment will guide development so that the streets and circulation system in the area will be adequate to handle the future anticipated traffic and community services needs with the provision of the suggested mitigation measures.

SECTION 3: ADOPTION OF THE SPECIFIC PLAN

1. The Rancho Diamante Specific Plan Amendment No. 15-001 is hereby adopted as indicated in Exhibit 1A, on property described in Exhibit 1B.

SECTION 4: SEVERABILITY

If any section, subsection, subdivision, sentence, clause, phrase or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that is would have adopted this ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases or portions thereof be declared invalid or unconstitutional.

SECTION 5: PUBLICATION

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated with the City in accordance with Government Code Section 36933(a), or to cause this Ordinance to be published in the manner required by law using the alternative summary and posting procedure authorized under Government Code Section 39633(c).

SECTION 6: EFFECTIVE DATE

This ordinance will become effective 30 days after its adoption.

INTRODUCED at the regular meeting of the Hemet City Council on February 23, 2021.

APPROVED AND ADOPTED this 23rd day of February, 2021, by the following vote:

Mayor Meyer:

Councilmember Males:

Councilmember Brown:

Councilmember Krupa:

Councilmember Lilienthal:

Signatures on next page.

Karlee Meyer, Mayor

ATTEST:

Daryl Betancur, Interim City Clerk

APPROVED AS TO FORM:

Steven Graham, City Attorney

State of California)
County of Riverside)
City of Hemet)

I, Daryl Betancur, Interim City Clerk of the City of Hemet, do hereby certify that the foregoing Resolution is the actual Resolution adopted by the City Council of the City of Hemet and was passed at a regular meeting of the City Council on the _____ day of _____, 2021 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Daryl Betancur, Interim City Clerk

CITY OF HEMET

DRAFT
CONDITIONS OF APPROVAL

PLANNING COMMISSION DATE: **January 19, 2021**
CITY COUNCIL DATE: **February 23, 2021**

PROJECT NO.:	**Tentative Tract Map No. 36841 (MAP No. 15-008)**
OWNER:	Strata Equities
APPLICANT:	Pangaea Land Consulting
LOCATION:	Between Warren Rd.to the east; the second San Diego Aqueduct to the west; the future Stetson Ave., the Hemet Channel, and the Burlington Northern Santa Fe railroad tracks on the north; and agricultural lands defined by an unnamed dirt road along the south
APNs:	465-100-016, 465-100-022, 465-110-020, 465-110-021, 465-110-022, 465-110-023 & 465-110-027
OCCUPANCY:	This project has been reviewed as a/an **R-3 Occupancy**; any other use will require further review.

Note: Any conditions revised at a hearing will be noted by ~~strikeout~~ (for deletions) and/or underline (for additions), and any newly added conditions will be added at the end of all conditions regardless of the Department originating the condition.

STANDARD CONDITIONS

The following conditions of approval were approved by the Planning Commission (Resolution Nos. _____ and _____) as standard conditions of approval for all projects. Questions regarding compliance with these conditions should be directed to the Planning Department at (951) 765-2375.

General Requirements:

1. **Tentative Tract Map No. 36841** shall become null and void on **February 23, 2023** (two calendar years from the date of City Council approval), unless the final map is approved by the City Council and recorded with the County of Riverside and unless use in reliance on the approved Tentative Tract Map is established prior to the expiration date. A time extension may be granted by the Planning Commission in accordance with Hemet Municipal Code and the Subdivision Map Act, provided a written request for a time extension is submitted the Planning Division prior to the expiration date. No formal notice of expiration will be given by the City.

2. The conditions of approval of this project shall supersede all conflicting notations, specifications, dimensions, typical sections, and the like, which may be shown on the tentative project plans.

3. This project site shall be developed in accordance with the approved plan(s) and the conditions contained herein.

4. All new structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Standards Code, Title 24, California Code of Regulations (CBC, CEC, CMC, CPC and Green Building Standards) and City of Hemet Ordinances including requirements for allowable area, occupancy separations, fire suppression systems, etc.

5. The applicant shall be subject to all applicable development fees at the rate in effect at the time of building permit application. Such fees may include, but not be limited to: Development Impact Fees, Park Fees, School Fees, Master Plan Storm Drainage Fees, Transportation Uniform Mitigation Fees, Permit and Plan Checking Fees, Water and Sewer Service Fees, Capital Facility Fees, Multiple Species Habitat Conservation Plan and Stephen's Kangaroo Rat Fees.

6. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in defense of the Action.

Subdivisions:

7. Tentative Tract Map No. 36841 shall be recorded prior to the issuance of any residential building permits associated with the project.

8. The developer shall install U.S. Postal Service approved neighborhood mailboxes prior to occupancy.

9. Prior to or concurrently with the recordation of the Final Map or prior to the issuance of a Certificate of Occupancy, a Lighting & Landscaping Maintenance District or alternative maintenance mechanism acceptable to the City shall be established. In the event that the Lighting & Landscaping Maintenance District (LLMD) is required, the property owner of record shall execute a property owner ballot agreeing to formation of or annexation to an LLMD.

10. Prior to approval of the final map for Tract Map No. 36841, or approval of any final map for any phase of Tract Map No. 36841, the property covered by said final map ("Tract") shall be included within, or annexed to, a Community Facilities District ("CFD") established under the Mello-Roos Community Facilities Act of 1982 (Government Code § 53311 et seq.) established by the City of Hemet for the provision of public services permitted under Government Code § 53313, including police, fire protection, and emergency medical services (collectively "Public Safety Services"), for which proceedings have been consummated, and shall be subject to the special tax approved with the formation of the CFD with the Tract's annexation into the CFD.

11. Prior to recordation of the final map, the applicant shall comply with the provisions of the City's Quimby Act Ordinance, Section 70-281 et. Seq., to the satisfaction of the Community Development Director. As currently proposed, Tentative Tract Map No. 36841 has a parkland dedication requirement of 7.91 acres. The applicant may request full or partial credit for the private park site provided and/or pay in-lieu park fees for the remaining obligation pursuant to the City's guidelines regarding in-lieu fees.

12. Conceptual landscape and improvement plans for the public park site shall be submitted in conjunction with the Site Development Review (SDR) application, for the residential units, required prior to the issuance of building permits. The final layout and design of the public park shall be worked out between staff and the developer. The plans shall be prepared by a licensed landscape architect and show all park site recreational amenities, hardscape and landscaping proposed including plant materials, sizing and spacing. All parks and landscaped areas shall be in accordance with the *Page Ranch Planned Community Design Guidelines* (Appendix A) of Rancho Diamante Specific Plan.

Design Review/Buildings:

13. Prior to the issuance of a building permit for any house on any lot, the applicant shall submit a Site Development Review (SDR) application that is consistent with the *Page Ranch Planned Community Design Guidelines* (Appendix A) of Rancho Diamante Specific Plan for Planning Department review and approval by the Planning Commission.

14. The developer shall provide all homes with central air conditioning.

Landscaping:

15. This project shall comply with the landscape design requirements outlined in the *Page Ranch Planned Community Design Guidelines* (Appendix A) of Rancho Diamante Specific Plan Amendment.

16. The applicant shall provide a disclosure notice to each prospective buyer and to each new property owner within this subdivision. The disclosure notice shall be recorded against all properties within this subdivision which states the following:

    a. The property owner is aware of any required financing mechanisms for the subdivision project such as Landscape-Lighting & Maintenance District (LLMD), Landscape-Lighting & Parks Maintenance District (LLPMD) or Conditions, Covenants and Restrictions (CC&R's).

    b. The property owner is responsible for the irrigation of parkway landscaping adjacent to their home as well as any landscaping adjoining their exterior side yard. Any lack of landscape/irrigation maintenance is subject to code violation actions.

17. Prior to the issuance of a Certificate of Occupancy or finalization of the Building Permit, landscaped areas shall have an automatic irrigation system, with automatic timers, installed and operational, unless cash or a bond is posted to guarantee completion.

18. A one-year Faithful Performance bond shall be posted to guarantee installation, plant health, and established growth prior to the issuance of occupancy permits. The bond may be reduced by the City after installation has been approved.

19. All interior residential streets shall have parkways adjacent to curb. Street trees shall be 24" box and planted at a minimum of one (1) tree for every 40 feet of street frontage in accordance with City guidelines. Parkway areas within the public R-O-W shall include the installation of ground cover (planted a minimum of 12-inches on-center) or turf and the installation of automated irrigation. Maintenance of the street trees shall be through a Lighting & Landscaping Maintenance District (LLMD) or alternative maintenance mechanism acceptable to the City.

20. All public landscaped areas shall be maintained by the developer for a minimum of one-year to assure continued growth and health. Continued maintenance of public areas shall be guaranteed by establishment of a home owners association or LLMD approved by the City.

OPERATIONAL CHARACTERISTICS

21. Construction activity shall meet the requirements of the Hemet Municipal Code Chapter 30, Article II.

22. All perimeter fencing adjacent to the public right-of-way shall conform to the *Page Ranch Planned Community Design Guidelines* (Appendix A) of Rancho Diamante Specific Plan Amendment.

23. All interior lot fencing shall conform to the *Page Ranch Planned Community Design Guidelines* (Appendix A) of Rancho Diamante Specific Plan Amendment.

24. The property owner shall be responsible for the maintenance of the lettered lots until such time the property develops. Prior to final map a Home Owner's Association shall established for the maintenance of lettered lots. The association documents shall include the covenants, conditions and restrictions (CC&R's) and shall be subject to review and approval of the City Engineer and City Attorney.

25. The detention basin shall be fenced with decorative masonry and wrought iron fencing per *Page Ranch Planned Community Design Guidelines* (Appendix A) of Rancho Diamante Specific Plan Amendment.

26. The applicant shall submit a landscape plan for the detention basin to the Planning Department for review and approval prior to the issuance of building permits.

Mechanical Equipment:

27. All electrical and mechanical equipment, including but not limited to, air-conditioning units, electrical boxes, transformers, backflow preventers, and roof-mounted equipment shall be visually screened from public view. Screening shall be in accordance with city standards, to the satisfaction of the Planning Department and in compliance with the Building Code.

BUILDING DEPARTMENT CONDITIONS

The following conditions of approval are project specific and were recommended by the Building Department. Questions regarding compliance with these conditions should be directed to the City of Hemet Building Department at (951) 765-2475.

28. A legal address assigned by the Building Division will be required prior to submittal of any plan check documents to the Building Division. Please coordinate directly with Building for required application, fees, and documentation required. This address must be posted on the site at all times.

29. Address shall be posted in a manner approved by the City of Hemet Building Department.

30. Construction activity shall only occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Saturday construction shall be permitted between the hours of 7:00 a.m. and 6:00 p.m. Sunday construction shall be prohibited. Exceptions to these standards may be granted only by the Hemet Building Official and/or the Hemet City Council.

31. All new structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Standards Code, Title 24, California Code of Regulations (CBC, CEC, CMC, CPC and Green Building Standards) and City of Hemet Ordinances including requirements for allowable area, occupancy separations, fire suppression systems, etc.

32. Roofing materials shall be Class A. CBC 1507

33. Fire Resistance Rating of Exterior walls shall be based on CBC Table 602

34. The Maximum Area of Exterior Wall Openings shall be per the adopted California Building Code Table 705.8 at time of plan check. An elevation of all sides indicating the location of protected/unprotected openings based on the fire separation distance shall be provided as well as the vertical separation of openings per CBC Section 705.8.5 where applicable.

35. Provide an allowable area calculation for the proposed structure based on CBC Table 503. If using the Area Modifications of CBC Section 506 the following shall be documented on the Site Plan:
    A. Allowable Area
    B. Tabular Area
    C. Area increase due to frontage as calculated in accordance with Section 506.2
    D. Area increase due to sprinkler protection as calculated in accordance with Section 506.3.

36. Means of Egress: The construction documents shall show in sufficient detail the location, size and character of all portions of the means of egress in compliance with the provisions of CBC Chapter 10

37. Provide draft stops as required by the currently adopted California Building Code section 717.3 at time of submittal.

38. Provide occupancy separation(s) in the building(s) per CBC Table 508.4. The following building(s) are affected:

39. Access, sanitary facilities, and parking shall comply with Title 24 Accessibility Requirements per the currently adopted California Building Code. (For model home areas)

40. If applicable: At least 1 accessible route shall be provided within the site from accessible parking spaces and accessible parking loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. If more than 1 route is provided, all routes must be accessible.

41. Submit five (5) complete sets of architectural plans and/or 5 sets of booklets of the following documents that are applicable to your project: Mitigation Monitoring Reporting Plans and Conditions of Approval.

- Plot Plan
- Phasing Plan, including park and open space construction schedules.
- Foundation Plan
- Floor Plan
- Structural Framing Plan
- Green Building Compliance Plan and Documentation
- Energy Compliance Plan including compliance and mandatory measures forms.
- Electrical Plans (electrical service shall be underground per Hemet Municipal Code, including size of main switch, number and size of service entrance conductors, circuit schedule and demand load.
- Plumbing and sewer plan, isometric, including underground diagram, water piping diagram, sewer or septic tank location, fixture units, gas piping and vents, heating and air conditioning diagram.
- Mechanical Plan including duct layout and sizing.

42. The SEIR Mitigation Monitoring Plan shall be printed in booklet form and submitted in equal numbers as architectural sets. All features shall be clearly identified on the plans.

43. Landscape and Irrigation plans: Submit four (4) complete sets detached from building plans.

44. If your project is required to have a Noise Study, the compliance forms shall be printed in booklet format and as part of the architectural submittal set. All features shall be clearly identified on the plans.

45. Submit two (2) sets of structural calculations, energy conservation calculations and soils reports. Architects/Engineers stamp and wet signature is required prior to submittal of plan check.

46. The City of Hemet is located in Seismic Design Category “D”. Buildings and structures shall be designed to adequately transmit the dynamic lateral forces in accordance with the requirements of the latest adopted California Building Code.

47. Trash enclosure provided shall be constructed per the city standards, a copy of which can be obtained at the Engineering Division. A Building Permit is required and shall be submitted as a separate permit application.

48. Sites subject to parcel line adjustments shall reflect the existing parcel lines and the proposed parcel lines and the distances to the structure accordingly. No permits will be issued by the Building Division until the recordation of such adjustments is received by the City of Hemet.

49. Upon plan check submittal and after review of the submitted plans, specifications and documents, additional requirements may be required.

50. The proposed project will be subject to approval by the Eastern Municipal Water District and all applicable fees and charges shall be paid to the District prior to permit issuance. Contact the water district at 951.928.3777 for specific details.

    - Approval (First Release) from Eastern Municipal Water District (EMWD) will be required prior to permit issuance.
    - Approval (Final Release) from Eastern Municipal Water District (EMWD) will be required prior to permit final.

51. The proposed new development is subject to the payment of School Fees as required by law. The applicant is required to submit a Certificate of Compliance from the school district(s) to obtain building permits from the City.

52. Permit fees shall be paid in accordance to the City's adopted fee schedule at the time of building permit is issued.

53. Separate permits are required for all fences, block and/or masonry walls, paving, signage, trash enclosure and any other work not included in your original submittal.

54. Riverside County Health Department approval will be required prior to permit issuance for the swimming pool. An original set of the approved plans will need to be provided to the City of Hemet.

55. Prior to issuance of a Certificate of Occupancy, the applicant shall pay all development fees, including but not limited to Development Impact Fees (DIF) per City of Hemet Municipal Code; Transportation Uniform Mitigation Fees (TUMF) per City of Hemet Municipal Code; Multi Species Habitat Conservation Plan (MSHCP). Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City of Hemet Council fee resolutions and ordinances.

56. All contractors must show proof of State and City licenses, and workmen's compensation insurance to the City prior to the issuance of permits, as well as prior to final inspection.

57. Businesses shall not open for operation prior to posting of Certificate of Occupancy issued by the Building Division.

58. Residents shall not occupy any dwelling prior to obtaining **ALL** required "Final" signatures on the permit card, as the City of Hemet uses the "Final Signed" permit card as a SFR Certificate of Occupancy record for residential properties.

ENGINEERING DEPARTMENT CONDITIONS

***Please contact the PUBLIC WORKS-ENGINEERING DEPARTMENT for compliance with the following conditions*:**

GENERAL and INFORMATIONAL

59. The use hereby conditioned is for Tentative Tract Map No. 36841, dated November 15, 2019.

60. It is assumed that the tentative map exhibit is all inclusive of a parcel or parcels of land legally subdivided in compliance with the Subdivision Map Act, and local ordinance. The later determination that this assumption is incorrect may require that the Developer amend or revise the tentative map as necessary to allow a finding that the final Map is in substantial conformance with the tentative map. When changes to the approved Tentative Map are proposed, a Substantial Compliance Exhibit in the same scale of the Tentative Map, shall be submitted for review and approval of the City Engineer.

61. After approval of the tentative map and prior to the expiration of said map and authorized extensions, the subdivider shall cause the real property included within the tentative map exhibit, or any part thereof, to be surveyed and a final Map thereof prepared in accordance with the Subdivision Map Act, the Hemet Municipal Code Section 70, Subdivisions and the City Engineer's current requirements, the conditions of tentative map approval.

62. Recordation of subdivision units or phases will only be permitted in strict conformance with that shown on the Tract 36841 Phasing Plan dated March 11, 2019 and depicted on corresponding exhibit dated the same being 6 phases similar to that shown on sheet 1 of the tentative map exhibit unless otherwise approved by the City Engineer and Community Development Director.

63. Digitized drawing files of the final Map, in a City's compatible AutoCAD system, shall be submitted along with original mylar of the final map.

64. It is assumed that easements shown on the tentative map exhibit are shown correctly and include all the easements that encumber the subject property. The Subdivider shall secure approval from all easement holders for all grading and improvements which are proposed over the respective easement or provide evidence that the easement has been relocated, quitclaimed, vacated, abandoned, easement holder cannot be found, or is otherwise of no affect. The later determination that this assumption is incorrect may require that the subdivider amend or revise the tentative map as may be necessary to allow a finding that the final Tract Map is substantial conformance with the approved tentative map. Easement(s) of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easements of record which cannot be relinquished or relocated shall be redesigned and request made to determine substantial conformance.

65. Grading shall conform to the California Building Code, as adopted by the City of Hemet and Hemet Municipal Code Chapter 67, Grading, Sediment and Erosion Control, and all other applicable laws, rules, and regulations governing grading in the city of Hemet and state of California.

66. In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety department. If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the Building and Safety Department Director for approval. Additionally, if the movement of import/export occurs using city streets, the review and approval of the haul routes by the City Engineer will be required and a Haul Route permit issued therefore.

67. Lots which propose retaining walls greater than 30 inches measured from lowest finish grade will require separate permits(s). Permits shall be obtained prior to the issuance of any other grading or building permit(s) unless otherwise approved by the City Engineer and Building Official.

68. Construction activities including but not limited to clearing and grubbing, stockpiling, grading or excavation of land which disturb 1 acre or more, or which disturb less than 1 acre, but is part of a larger common plan of development, are required to obtain coverage under the construction general permit with the State Water Resources Control Board (SWRCB). Developer is required to provide proof of WDID# and keep a current copy of the Storm Water Pollution Prevention Plan (SWPPP) on the construction site.

69. All drainage and storm drain improvements shall be designed in accordance with Riverside County Flood Control & Water Conservation District's (RCFC&WCD) standards and City of Hemet Master Flood Control and Drainage Plan. Drainage facilities shall be designed to accommodate 100-year storm flows. Drainage facilities outletting from sump conditions shall be designed to convey the tributary 100-year storm flows and additionally an emergency overflow escape route shall also be provided.

70. The Supplemental Environmental Impact Report (SEIR) applicable for this subdivision includes mitigation measure(s) all of which must be complied with in implementing the project.

    a. A Traffic Impact Analysis was prepared for this project by Urban Crossroads titled: Traffic Impact Analysis for Rancho Diamante (TTM No. 36841), dated April 4, 2018. All recommendations included therein, including the latest revision thereto, must be complied with in implementing the project.

    b. A Water Supply Assessment for Rancho Diamante was prepared for this project in accordance with the provisions of state Senate Bill 610 and Senate Bill 221 and was approved by Eastern Municipal Water District

(EMWD). All requirements included therein must be complied with in implementing the project.

c. A drainage study was prepared for this project by Chang Consultants titled Preliminary Drainage Study for Tentative Tract Map No. 36841 (Rancho Diamante) dated January 20, 2019. All recommendations included therein, including the latest revision thereto, must be complied with in implementing the project.

d. A preliminary Water Quality Management Plan (WQMP) was prepared by Chang Consultants titled Project Specific Water Quality Management Plan. Rancho Diamante, Tentative Tract Map No. 36841, dated October 5, 2015; Revised February 1, 2018 and January 20, 2019.

e. A Paleontological Records Search was conducted for the project region by Staff at the San Bernardino County Museum on November 1, 2004. Refer to City of Hemet, Draft Environmental Impact Report, Rancho Diamante Phase II, Hemet, Riverside County, California, SCH #2007091039, dated May 2008.A Cultural Resources (Archeological) Report was prepared for this project by LSA titled: Cultural Resources Assessment, Rancho Diamante Project, dated December 2019.

f. A Geotechnical Report was prepared for this project by Leighton & Associates titled: Supplemental Geotechnical Exploration Rancho Diamante Residential Development Tentative Tract Map No. 36841, dated August 25, 2016. All recommendations included therein, including the latest revision thereto, must be complied with in implementing the project.

The Mitigation Monitoring and Reporting Program (MMRP) of the SEIR for this project and the Rancho Diamante Phase II Specific Plan Amendment include environmental mitigation measures for the project which are included herewith as Conditions of Approval. All requirements included therein must be complied with in implementing the project.

71. Traffic signals shall be designed and constructed in accordance with Caltrans standard plans and specifications, latest edition unless otherwise approved by the City Engineer.

72. The applicant shall coordinate with affected utility companies and obtain any permits as necessary for the development of this project.

73. This property is within the service area of Eastern Municipal Water District (EMWD) for the provision potable and reclaimed water and the collection and treatment of sewerage.

74. Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground in accordance with City of Hemet Municipal Code Section 82-172. This also applies to existing overhead lines which are not over 34.5 kilovolts within and along the project frontage and between the nearest poles offsite in each direction of the project site. All utility extensions within the subdivision and within individual lots shall be placed underground. All existing and proposed aerial utility lines shall be relocated and installed underground, in

accordance with the regulations, rules and requirements of the serving utility, City of Hemet and applicable laws.

75. All landscaping, irrigation and systems shall comply with the Valley-Wide Recreation & Park District design guidelines and standards.

76. A Preliminary WQMP (P-WQMP) was prepared for this project by Chang Consultants titled: Project Specific Water Quality Management Plan. Rancho Diamante, Tentative Tract Map No. 36841, dated October 5, 2015; Revised February 1, 2018 and January 20, 2019. It shall be noted that while the P-WQMP was adequate at that stage, the report may need updating or revisions at the improvement plan check phase of the development in order to meet the requirements of a final project specific Water Quality Management Plan (WQMP), including detailed drawings for the BMPs along with all supporting calculations.

77. PRIOR TO OCCUPANCY Prior to issuance of a Certificate of Occupancy, a Registered Civil Engineer shall submit to the City Engineer a written certification that all the components of the approved WQMP have been satisfactory installed and constructed. Certification shall be as to grade, elevations, plantings, materials, and other elements included in the approved WQMP and include as-built drawings.

78. PRIOR TO GRADING PERMIT No grading permit shall be issued until the entitlement cases associated with this subdivision are approved and are in effect.

79. Where survey monuments exist, such monuments shall be protected or shall be referenced and reset, pursuant to Business and Professions Code, Sections 8700 to 8805 (Land Surveyors Act).

80. Existing City streets, which will require reconstruction, shall remain open at all times for through traffic. Temporary detours may be authorized with City Engineer's approval of a Temporary Construction Area Traffic Control Plan prepared by a Traffic Engineer.

81. An Encroachment Permit is required for all work within the public right-of-way.

82. The subdivider shall protect downstream properties from damages caused by alteration of the drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities including enlarging existing facilities and/or by securing a drainage easement. All drainage easements shall be shown on the final map and noted as follows: "Drainage Easement - no building, obstructions, or encroachments by landfills are allowed". The protection shall be as approved by the Engineering Department.

83. The subdivider shall accept and properly dispose of all off-site drainage flowing onto or through the site. The use of streets for drainage purposes is permitted, however should the quantity of runoff exceed the street storm water conveyance capacity or the use of streets be otherwise restricted or prohibited for drainage

purposes, the subdivider shall provide adequate drainage facilities and/or appropriate easements as approved by the City Engineer.

The 10-year storm flow shall be contained within the top of the curbs and the 100-year storm flow shall be contained within the street right of way. When either of these criteria is exceeded additional drainage facilities shall be installed.

84. PRIOR TO GRADING PLAN Prior to approval of the grading plan the Developer shall prepare a detailed hydrology and hydraulics report corresponding with the grading and improvements shown for approval of the City Engineer.

85. The Applicant shall form a Homeowners Associations (HOA). The HOA shall be responsible for operating and maintaining all stormwater, water quality, and drainage facilities; interior parkway landscaping; private open space and private parks constructed as part of this project, unless such facility or facilities are otherwise dedicated to the City, CFD or appropriate public entity for operation and maintenance or such other arrangements approved by the Planning and Engineering Departments.

86. The Applicant shall submit a copy of draft Covenants, Conditions and Restrictions (CC&Rs) to the City Attorney and the Planning Department for review and approval. The CC&Rs shall be enforceable by the City, shall not be amended without City approval, and shall require that all properties shall be maintained in a good condition and in accordance with all City Ordinances.

87. The Applicant shall submit to the City of Hemet, a deposit in the amount as specified by the Finance Department for the review of the CC&Rs by the City Attorney. A filing fee shall also be paid to the City Planning Department for the administrative review process.

88. Monuments shall be provided in accordance with City of Hemet Public Works Standard Specifications for Public Works Construction Standard M-900 and M-900A. In lieu of Standard M-901, street centerline monuments shall conform with Riverside County Surveyor's Office. Cross-ties for all centerline monuments shall be set in top of curbs and tie sheets filed with the City Engineer.

89. Subdivider shall obtain an encroachment permit from MWD for work within its right-of-way.

90. Subdivider shall obtain an encroachment permit from RCFC&WCD for connection to its facilities.

91. The applicant may receive credit against Development Impact Fees for construction of improvements identified in the City's "Master Facilities Plan", in accordance with Hemet Municipal Code Section 58-64, provided that an agreement is entered into with the City of Hemet prior to recordation of the Final Map.

92. The applicant may receive credit against TUMF fees for construction of improvements identified in the WRCOG TUMF Regional System of Highways and Arterials, provided that a WRCOG approved agreement is entered into with the City of Hemet prior to construction of improvements.

FINAL MAP

93. PRIOR TO MAP APPROVAL When changes to an approved Tentative Map are proposed, a Substantial Conformance Exhibit, in the same scale as the Tentative Map, shall be submitted for review and approval by the City Engineering and Community Development Director.

94. PRIOR TO MAP APPROVAL Should this project lie within any assessment/benefit district, the subdivider shall, prior to recordation, make application for and pay for their reapportionment of` the assessments or pay the unit fees in the benefit district unless said fees are deferred to building permit.

95. PRIOR TO MAP APPROVAL: Avigation Easement. The Owner shall grant to the County of Riverside an easement for free and unobstructed passage of all aircraft in the airspace over, through, across, and adjacent to the Project site. The easement shall be in a form substantially consistent with that provided in the Hemet-Ryan Airport Land Use Compatibility Plan and shall be approved by the City Attorney for the City of Hemet and the County Counsel for the County of Riverside and, concurrent with recording of the final tract map, shall be duly recorded with the County Clerk to run with the title to all subdivided lots.

96. PRIOR TO MAP APPROVAL Place the following note on sheet 1 of the Final Map under the heading GEOTECHNICAL REPORT: A geotechnical report was prepared for Tentative Tract Map 36841 titled Supplemental Geotechnical Exploration Rancho Diamante Development, Tentative Tract Map No. 36841 prepared by Leighton and Associates, Inc., dated August 25, 2016 including revision dates to the date of map approval.

97. PRIOR TO MAP APPROVAL The subdivider shall enter into a Subdivision Improvement Agreement (SIA) with the City, on forms approved by the City Attorney, whereby the applicant agrees to construct the public improvements specified therein, unless in compliance with the provisions of the Subdivision Map Act all public improvements have been constructed and accepted by the agency.

All public improvements shall be guaranteed by the provision of security, in compliance with the provisions of the Subdivision Map Act and City requirements if the improvements have not been fully completed and accepted by the City. All improvements shall be guaranteed by securities for Faithful Performance, and Labor & Materials, each for 100% of the City Engineer's approved cost estimate. Cash deposit with the City as security for subdivision monumentation.

98. PRIOR TO MAP APPROVAL: The subdivider shall deposit with the Finance Department, a bond for their fair share contribution for 10% of the estimated cost

at the time of deposit, but no less than $63,200, to signalize the intersection and construct all related necessary improvements at Warren Road and (New) Stetson Avenue during the first phase of development.

99. PRIOR TO MAP APPROVAL: The subdivider shall deposit with the Finance Department, a fair share contribution for 23.3% of the estimated cost at the time of deposit, but no less than $58,200, to signalize the intersection and construct all related necessary improvements at Warren Road and Simpson Road.

100. PRIOR TO MAP APPROVAL: The subdivider shall provide an easement dedicated to the City over and across all water quality, stormwater and drainage basins for ingress, egress and maintenance as may be applicable and necessary, unless otherwise directed by the City Engineering.

101. PRIOR TO MAP APPROVAL: The subdivider shall show on the Final Map all drainage easements necessary to mitigate off-site run-on to and through the project site in accordance with City of Hemet Resolution No. 2108.

102. PRIOR TO MAP APPROVAL: The subdivider shall show on the Final Map the dedication of all rights-of-way necessary for the construction of all drainage facilities, streets, and public utilities, unless otherwise approved by the City Engineer. Street names as approved by the Building & Safety Department and the Planning Department shall be shown on the Final Map.

The street right-of-way corner cutback shall be established as follows: Along a straight line projected from the point of intersection of the radial line passing through the beginning of the curb return and the corresponding right-of-way line to the point of intersection of the radial line passing through the end of the curb return at the corresponding right-of-way line, or as directed by the City Engineer. C-207.

103. PRIOR TO MAP APPROVAL: The subdivider, at its sole expense, shall obtain all rights-of-way and/or easement necessary to fully implement any portion of the approved tentative map, including public improvements prior to the City's consideration of the final map which encompasses the particular improvement. The Applicant shall notify the City in writing no more than 120 days and no less than 60 days in advance of submitting the final map for approval if City assistance is needed necessary to complete the acquisition pursuant to Government Code Section 66462.5. Funds in an amount of 100% of the estimated acquisition costs shall be deposited with the City to cover appraisal, right-of-way agent, and legal fees and costs incurred to secure the necessary property.

104. PRIOR TO MAP APPROVAL: The subdivider shall comply with Subdivision Map Act Section 66436(A)(3) and shall provide "non-interference letters" (NILs) from public entities or utilities to the satisfaction of the City Engineer.

105. PRIOR TO MAP APPROVAL: Final Map shall be prepared by a California registered Land Surveyor or qualified Civil Engineer and submitted to the

Engineering Department for review and approval. A Title Report and Subdivision Guarantee prepared for subdivision of the property, the traverse closures for the existing subdivision boundary and lots created therefrom, and copies of all applicable record documents shall be submitted with the Final Map to the Engineering Department as part of the review of the map. The Final Map shall be approved by the City Council and recorded prior to issuance of building permits.

106. PRIOR TO MAP APPROVAL Prior to Final Map approval Subdivider shall submit a copy of draft Declaration of Covenants, Conditions and Restrictions (CC&Rs) to the City Attorney for review and approval for any restrictions or requirements related to the Engineering Department's recommendations. The CC&Rs shall be approved by the City Attorney prior to approval of the Final Map, or in the absence of a Final Map, shall be submitted and approved by the City Attorney prior to issuance of Certificate of Occupancy.

107. PRIOR TO MAP APPROVAL Prior to Final Map approval Subdivider shall submit a copy of draft Declaration of Covenants, Conditions and Restrictions (CC&Rs) to the Planning Department for approval in a format to be approved by the City Attorney. The draft CC&R package shall include, but no limited to:

a. The document to convey title.

b. Deed restrictions, easements, of Covenant Conditions and Restrictions to be recorded.

c. Provisions for joint access to the proposed parcels and any open space restrictions.

d. A provision, which provides that the CC&Rs may not be terminated or substantially amended without the consent of the City and the Owner's successor-in-interest.

The Owner/Applicant shall submit to the City, a deposit in the amount as specified by the Finance Department for the review of the CC&Rs by the City Attorney. An application and review fee shall also be paid to the Planning Department for the administrative review process.

108. Approved CC&Rs are to be recorded following approval of the Final Map and concurrent with its recording. The CC&Rs may be enforceable by the City, shall not be amended without City approval and shall require maintenance of all property in a good condition and in accordance with all City Ordinances.

109. Prior to any construction related to this project, the Applicant shall submit a Construction Traffic Management Plan (CTMP) for review and approval by the City Engineer. The plan shall include, but not limited to, site entrance and exit locations, materials and equipment routes, signing, and dirt import/export hauling. When public roads are used to move construction materials from or to the site during grading operations, a haul route plan shall be required and permit obtained from the Engineering Department.

110. Subdivider is required to prepare or caused to be prepared improvement plans for all public improvement for approval of the City Engineer.

STREETS

All Streets

111. All streets shall be designed and constructed in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, City Engineering Standards and Manuals and applicable City Standards, and all applicable laws, rules and regulations all per plans approved by the City Engineer.

112. All driveway approaches shall be designed and constructed in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections and applicable Engineering Standards C-208, C-209, C-210, and C-210A, and all applicable laws, rules and regulations all per plans approved by the City Engineer. In accordance with City of Hemet Resolution No. 1783 driveway widths and locations shall be approved by the City Engineer.

113. All street intersections shall be designed and constructed with ADA accessible curb ramp(s) in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections and applicable City Standards 216, *California Building Standards Code Title 24*, applicable regulations and rules all per plans approved by the City Engineer.

114. All streets shall be designed and constructed with sidewalks of the type, curb adjacent or curb separated, shown on the tentative map in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, City Standard C-215, *California Building Standards Code Title 24*, applicable regulations and rules all per plans approved by the City Engineer.

115. All streets shall be designed and constructed with public street lights in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, and City Standards G-805 and G-808 modified to include LED fixtures, applicable regulations and rules all per plans approved by the City Engineer and additionally approved by the Hemet-Ryan airport manager and the Riverside County Airport Land Use Commission (SEIR MMRP HHM-5g). The plans shall be designed by a registered electrical engineer.

116. All streets shall be designed and constructed to include general roadway lighting and safety lighting at signalized intersections utilizing LED lighting fixtures which shall be Evolve™ LED Streetlight as manufactured by GE Lighting, General Electric Company. GE lighting product shall be of the manufacturer's model and type for the roadway classifications indicated herein. Lighting fixtures shall be installed in accordance with manufacturer's directions and City standards.

117. All non-signalized street intersections shall be designed and constructed to include stop signs for the directions indicated, street name signs per City standards, and red curb where shown per plans approved by the City Engineer, or as otherwise directed.

118. All streets shall be designed and constructed with street trees (minimum one tree per lot or two per corner lot) at 40-feet on-center in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, City "Approved Street Tree List", applicable City Standards, applicable regulations and rules all per plans approved by the City Engineer and Public Works Director including automatic irrigations system to trees and plants. The plans shall be designed by a licensed landscape architect.

119. All street cul-de-sacs shall be designed and constructed per City Standard G-800.

120. All street knuckles shall be designed and constructed per City Standard G-806.

121. For streets temporarily terminated, which streets otherwise are planned as through streets, temporary turnarounds shall be designed and constructed per City Standard G-801.

122. All private streets, if any, must be constructed in accordance with City of Hemet Ordinance No. 634.

123. All streets shall be designed with and constructed with asphalt concrete (AC) paving extending from the new gutter lip to new gutter lip per City Standard street sections and as may be modified per street sections shown on the approved tentative map per plans approved by the City Engineer.

124. Street AC pavement shall be designed and constructed with structural section for a Traffic Index (TI) as specified for the street classification and R-value as determined by preliminary soils investigation. The final pavement section constructed shall be calculated with the R-value of the prepared subgrade determined in-situ and TI as the final pavement section design is approved by the City Engineer. Pavement shall be a minimum thickness of AC over a minimum thickness base as specified for the street classification and type.

125. Where street paving is required to join existing pavement the paving shall be designed from the new curb and gutter to the existing pavement to join and match at a neat saw-cut join line on a straight grade with a cross-slope not less than 1 ½ or more than 4 per cent and if any existing pavement crown is removed it shall be reestablished as shown per plans approved by the City Engineer, or otherwise directed.

126. Provide digital files of all final improvement plans in a City's compatible AutoCAD format along with final improvement plan originals on mylar. Interim and progress plan submittals are preferred in digital pdf format but will be accepted on bond paper.

127. Existing City streets which will require reconstruction shall remain open for traffic at all times, with adequate construction area traffic control and detours per the WATCH manual and where not applicable, per temporary traffic control plans approved by the City Engineer. The plans shall be designed by a registered traffic engineer.

Local Streets (66-ft ROW) Streets "C" and "UU"

128. Provide dedication of abutter's rights of access along Street "C" and Street "UU" for the frontage of the subdivision such that all lot access shall be restricted except one 20-foot wide access point to each of Open Space lots "DD', "EE". "FF", "P", "Q". "M" and "Y" and one 30-foot wide access point to Lot A (Public Park).

129. Street "C" and Street "UU" shall be designed and constructed with curb and gutter Type "B" per City Standard C-200 on an alignment 22-feet from the centerline per City Standard ST-103 with striping per Standard ST-103B modified to provide 10-foot wide bike lane including 3-foot marked bike buffer and Bike Lane" and "No Stopping Anytime" signing. Bike lanes shall comply with and current Caltrans Standards.

130. Curb returns shall be designed and constructed with a 25-foot radius at all intersections except with Street "A" and Street "B" which shall be a 35-foot radius. Corresponding right-of-way cut-off at intersection corners shall be straight line point-to-point as determined from the curb return design.

131. Street "C" shall be designed and constructed to include a RCB or RCP culvert crossing under the roadway for conveyance of a 100-year design storm for all drainage to the culvert.

132. Street "C" southerly of the full intersection with Street "KK" shall be dedicated on a final map for Phase 3, including that portion extending to the southerly tentative tract boundary for public street and utility purposes which dedication may be rejected and as such shall remain as an irrevocable offer of dedication subject to acceptance at any time thereafter. The granting of any utility easements in this area by the subdivider shall include the condition that grantee agrees that such easement shall automatically terminate on City acceptance of dedication for public street and utility purposes.

Street "C" southerly of the full intersection with Street "KK" shall be constructed by the Developer prior to the first Occupancy Permit in Phase 6 (Lot 587, Commercial) per City of Hemet Standard No. ST-103 and typical right-of-way section shown on Sheet 2 of Tentative Tract Map including storm water channel crossing and plans approved by the City Engineer. Vehicular barricade shall be placed at the southerly side of intersection with Street "KK" with access gates approved by the City Engineer when construction of Street "KK" precedes that of this portion of Street "C".

133. Street pavement shall be designed with structural section for a Traffic Index (TI) of 5.5 and R-value as determined by a preliminary soils investigation approved by the City Engineer. Pavement shall be a minimum of 5"AC over 6" PMB. Note: *Note: The final pavement section to be constructed shall be calculated with the R-value of the prepared subgrade determined in-situ and above TI but not less than 4"AC over 6" PMB.*

134. Street lighting shall be GE Evolve LED fixture ERL1-0-03-B3-30-A-GRAY-L (22w).

General Local Streets (60-ft ROW) Streets "T" through "ZZ"

135. Streets shall be designed and constructed with curb and gutter type "A" on an alignment 20-feet from the centerline per City Standard C-200.

136. Curb returns shall be designed and constructed with a 25-foot radius at all interior intersections and with a 35-foot radius at intersections with arterial, major and secondary classified roadways and with Street "A" and Street "B". Corresponding right-of-way cut-off at intersection corners shall be straight line point-to-point as determined from the curb return design.

137. Street pavement shall be designed with structural section for a Traffic Index (TI) of 5.5 and R-value as determined by a preliminary soils investigation approved by the City Engineer. Pavement shall be a minimum of 4"AC over 6" PMB. *Note: The final pavement section to be constructed shall be calculated with the R-value of the prepared subgrade determined in-situ and above TI but not less than 4"AC over 6" PMB.*

138. Street lighting shall be GE Evolve LED fixture ERL1-0-03-B3-30-A-GRAY-L (22w).

Restricted Local Streets (56-ft ROW) Streets "D" through "SS"

139. Streets shall be designed and constructed with curb and gutter type "A" on an alignment 18-feet from the centerline per City Standard C-200.

140. Curb returns shall be designed and constructed with a 25-foot radius at all interior intersections and with a 35-foot radius at intersections with arterial, major and secondary classified roadways, Street "A" and Street "B". Corresponding right-of-way cut-off at intersection corners shall be straight line point-to-point as determined from the curb return design.

141. Street pavement shall be designed with structural section for a Traffic Index (TI) of 5.5 and R-value as determined by a preliminary soils investigation approved by the City Engineer. Pavement shall be a minimum of 4"AC over 6" PMB. *Note: The final pavement section to be constructed shall be calculated with the R-value of the prepared subgrade determined in-situ and above TI but not less than 4"AC over 6" PMB.*

142. Street lighting shall be GE Evolve LED fixture ERL1-0-03-B3-30-A-GRAY-L (22w).

Collector Street (94 ft ROW) – Street "A" (Mustang Way)

143. Provide dedication of abutter's rights of access along Street "A", Mustang Way, for the frontage of the subdivision such that all lot access shall be restricted.

144. Street "A" for the frontage of the project shall be designed and constructed with curb and gutter Type "B", City Standard C-201, on an alignment 32 feet from the centerline and with median curb type "D", City Standard C-203 (unless Type 'E', City Standard C-204 is warranted), 6 feet from both sides of centerline, except on intersection approach where lane and median curb widths may be altered to provide a minimum 4-foot wide median, in accordance with the Standard Specifications for Public Works Construction, Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections and applicable section per sheet 2 of the tentative map all per plans approved by the City Engineer and constructed with first construction phase of the project

145. Street "A" shall be designed and constructed with striping per Standard ST-103B modified to include a 12-foot curbed median, a 14-foot motor vehicle lane and 10-foot wide bike lane including 3-foot marked bike buffer and "Bike Lane" and "No Stopping Anytime" signing. Bike lanes shall comply with and current Caltrans Standards.

146. Curb returns shall be designed and constructed with a 35-foot radius at intersections with arterial, major and secondary classified roadways. Corresponding right-of-way cut-off at intersection corners shall be straight line point-to-point as determined from the curb return design.

147. Street pavement shall be designed with structural section for a Traffic Index (TI) of 6.0 and R-value as determined by a preliminary soils investigation approved by the City Engineer. Pavement shall be a minimum of 4"AC over 6" PMB*. Note: The final pavement section to be constructed shall be calculated with the R-value of the prepared subgrade determined in-situ and above TI but not less than 4"AC over 6" PMB.*

148. Street lighting shall be GE Evolve LED fixture ERL1-0-05-B3-30-A-GRAY-L (39w).

149. Street "A" shall be designed and constructed with a traffic signal at the intersection with (New) Stetson Avenue to provide for a 3-way intersection with protected turn pockets.

150. Street "A shall be designed and constructed with a modified traffic signal at the intersection with Warren Road to provide for a 4-way intersection with protected turn pockets. Modification shall include all upgrades or replacements of equipment necessary to comply with current Caltrans standards.

151. Intersection safety light at signalized intersections shall be GE Evolve LED fixture ERL1-0-09-D3-30-A-GRAY-L (84w).

Collector Street (80 ft ROW) – Street "B" (Name TBD)

152. Provide dedication of abutter's rights of access along Street "B" for the frontage of the subdivision such that all lot access shall be restricted except for two 50-foot wide access points to Lot 587 (Commercial) which shall be aligned directly opposite Street "RR" and Street "UU".

153. Street "B" for the frontage of the project shall be designed and constructed with curb and gutter Type "B", City Standard C-201, on an alignment 30 feet from the centerline and with median curb type "D", City Standard C-203 (unless Type "E', City Standard C-204 is warranted), 6 feet from both sides of centerline, except on intersection approach where lane and median curb widths may be altered to provide a 4-wide median, in accordance with the Standard Specifications for Public Works Construction, Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections and applicable section per sheet 2 of the tentative map all per plans approved by the City Engineer and constructed with first construction phase of the project.

154. Street "B" shall be designed and constructed with striping per Standard ST-103B modified to include a 12-foot curbed median, a 14-foot motor vehicle lane and 10-foot wide bike lane including 3-foot marked bike buffer and "Bike Lane" and "No Stopping Anytime" signing. Bike lanes shall comply with and current Caltrans Standards.

155. Curb returns shall be designed and constructed with a 35-foot radius at intersections with arterial, major and secondary classified roadways. Corresponding right-of-way cut-off at intersection corners shall be straight line point-to-point as determined from the curb return design.

156. Street pavement shall be designed with structural section for a Traffic Index (TI) of 6.0 and R-value as determined by a preliminary soils investigation approved by the City Engineer. Pavement shall be a minimum of 4"AC over 6" PMB. Note: The final pavement section to be constructed shall be calculated with the R-value of the prepared subgrade determined in-situ and above TI but not less than 4"AC over 6" PMB.

157. Street lighting shall be GE Evolve LED fixture ERL1-0-05-B3-30-A-GRAY-L (39w).

158. Street "B" shall be designed and constructed with a traffic signal at the intersection with (New) Stetson Avenue to provide for a 3-way intersection with protected turn pockets.

159. Intersection safety light at signalized intersections shall be GE Evolve LED fixture ERL1-0-09-D3-30-A-GRAY-L (84w).

Warren Road (88-ft ROW)

160. In accordance with the Specific Plan Amendment encompassing this project Warren Road is classified as a 4-lane secondary arterial and shall be designed and constructed in accordance with applicable City Standard ST-102B (modified) from the southerly subdivision boundary through the intersection with (New) Stetson Avenue, including appropriate transitions at both ends, per plans approved by the City Engineer. *Note. Warren Road shall be constructed with first construction phase of the project.*

161. Warren Road is shown on the WRCOG Transportation Uniform Mitigation Fee (TUMF) program Regional System of Highways and Arterials (RSHA) and is eligible for credit against developer fees owed under that program when dedicating right-of-way and constructing qualifying improvements.

162. Provide dedication of abutter's rights of access for limits as approved by the City Engineer such that all lot access shall be restricted along Warren Road for the frontage of the subdivision.

163. Provide dedication of 12 to 15 feet outside of the right-of-way dedication, and where right-of-way occurs fully within the subdivision boundary, along both sides of the right-of-way, to achieve a 25-foot streetscape setback from the curb line and design and construct improvements in accordance with Standard ST-102 (modified) per Figure 1-12, Secondary Highway Streetscape of Page Ranch Planned Community Design Guidelines dated March 2019 and per plans approved by the City Engineer and Community Development Director.

164. Warren Road and (New) Stetson Avenue intersection shall be designed with curb and gutter, traffic signal and ADA access in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections and applicable City Standards all per plans approved by the City Engineer and constructed with first construction phase of the project.

165. Warren Road for the frontage of the project and extending northerly through the intersection with (New) Stetson Avenue shall be designed with curb and gutter type "B, City Standard C-201", on an alignment 38 feet from the approved centerline and with median curb type "D", City Standard C-203, 6 feet both sides of centerline in accordance with the *Standard Specifications for Public Works Construction,* Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections and applicable and all per plans approved by the City Engineer and constructed with first construction phase of the project.

166. Curb returns shall be designed and constructed with a 35-foot radius at intersections and corresponding right-of-way cut-off at intersection corners shall be straight line point-to-point as determined from the curb return design.

167. Install street paving from the new gutter lip to new median curb in accordance with the Standard Specifications for Public Works Construction, Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections.

168. Install match-in paving, 2-feet wide minimum from the new median curb to the existing pavement in accordance with the Standard Specifications for Public Works Construction, Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Sections.

169. Street pavement shall be designed with structural section for a Traffic Index (TI) of 7.0 and R-value as determined by a preliminary soils investigation approved by the City Engineer. Pavement shall be a minimum of 5"AC over 8" PMB. *Note: The final pavement section to be constructed shall be calculated with the R-value of the prepared subgrade determined in-situ and above TI but not less than 5"AC over 8" PMB.*

170. Street lighting shall be GE Evolve LED fixture ERL1-0-05-B3-30-A-GRAY-L (39w).

171. Warren Road shall be designed and constructed with a traffic signal at the intersection with Street "B to provide for a 3-way intersection with protected turn pockets.

172. Warren Road shall be designed and constructed with modification of the existing traffic signal at the intersection with Street "A", Mustang Way, to provide for a 4-way intersection with protected turn pockets. Modification shall include all upgrades or replacements of equipment necessary to comply with current Caltrans standards. *Note: Signal shall be constructed with first construction phase of the project.*

173. Intersection safety light at signalized intersections shall be GE Evolve LED fixture ERL1-0-09-D3-30-A-GRAY-L (84w).

(New) Stetson Avenue (130 to 137.5 -ft ROW Varies)

174. In accordance with the General Plan New Stetson Avenue is classified as Arterial 6D (6-lane divided arterial highway) and the Bikeway Circulation Plan includes a Class 2 (on-road) bicycle lanes. Bike lanes shall comply with and current Caltrans Standards.

175. Provide dedication of abutter's rights of access such that all lot access shall be restricted along (New) Stetson Avenue for the frontage of the subdivision except for two 50-foot wide access points to Lot 587 (Commercial) which shall be located a minimum of 400 feet northeasterly of the intersection with Street "B"

and 400 feet southwesterly of the intersection with Warren Road at such location as specifically approved by the City Engineer and Director of Community Development. Signalization or all-way stop control of these access points is not permitted. With the development of Phase 6 (Commercial) these intersections shall be restricted to right-in/right-out unless alternate option to construct a signalized access point is selected in which case these access points will not be permitted.

Subject to approval of the City Engineer and Director of Community Development the Subdivider may alternatively dedicate abutter's rights of access, design and construct a signalized single point of unrestricted access only, 50 feet wide, to Lot 587 (Commercial) located approximately midway between Street "B" and Warren Road as specifically approved by the City Engineer and Director of Community Development.

176. Provide fee dedication of 25-foot wide lot outside of the right-of-way dedication and design and construct landscape improvements per plans approved by the City Engineer and Community Development Director.

177. (New) Stetson Avenue for the frontage of the project shall be designed and constructed with curb and gutter Type "B", City Standard C-201, on an alignment 51 feet both ways from the approved centerline and with median curbs type "D", City Standard C-203 (unless Type "E', City Standard C-204 is warranted), 7 feet both ways of centerline, except on intersection approach where lane and median curb widths may be altered to provide a minimum 4-wide median, in accordance with the Standard Specifications for Public Works Construction, Latest Edition, City of Hemet Public Works Standard Specifications, Standard Street Section ST-100A (Alternate) and as modified by applicable section on sheet 2 of the tentative map all per plans approved by the City Engineer. *Note. (New) Stetson Avenue shall be designed and constructed with partial width through the full intersection with the design and construction of Street "A", Mustang Way as necessary to complete circulation for any of the Phases 1 through 4 or as approved by the City Engineer. As the partial width improvements to be constructed with Phase 2 make it impractical to concurrently construct the curbed median and both median and far-side landscaping and irrigation the developer will be required to deposit with the City an amount equal to one-half the estimated cost of construction of such improvements to be held by the City and returned to the developer completing construction of the full width improvements including all landscaping and irrigation.*

178. Curb returns shall be designed and constructed with a 35-foot radius at intersections and corresponding right-of-way cut-off at intersection corners shall be straight line point-to-point as determined from the curb return design.

179. Street pavement shall be designed with structural section for a Traffic Index (TI) of 9.5 and R-value as determined by a preliminary soils investigation approved by the City Engineer. Pavement shall be a minimum of 5"AC over 8" PMB. *Note: The final pavement section to be constructed shall be calculated with the R-value*

of the prepared subgrade determined in-situ and above TI but not less than 5" AC over 8" PMB.

180. Street lighting shall be GE Evolve LED fixture ERL1-0-09-B3-30-A-GRAY-L (84w, Type II narrow Photometric Option) designed and constructed on both sides of the roadway per City Standard G-808.

181. (New) Stetson Avenue shall be designed and constructed with a traffic signal at the intersection with Street "B" to provide for a 3-way intersection with protected turn pockets. Signalization of this intersection shall occur prior to the first occupancy granted in Phase 6, Lot 587 (Commercial)

182. (New) Stetson Avenue shall be designed and constructed with a traffic signal at the intersection with Street "A", Mustang Way, to provide for a 3-way intersection with protected turn pockets. Signalization of this intersection shall occur prior to the first occupancy granted in Phase 4.

OTHER STREET IMPROVEMENTS

183. Various street intersection and segment improvements and schedule for implementation shall be designed per plans approved by the City Engineer and constructed by developer in accordance with Table A attached hereto, unless otherwise approved by the City Engineer and Community Development Director, and made a part of the Conditions of Approval.

DRAINAGE

184. The project partially lies within flood zone AE (Special Flood Hazard Areas with base flood elevations determined). Prior to issuance of a Building Permit for structures in this zone, it is required that the existing Flood Insurance Rate Map (FIRM), issued by FEMA, be revised to remove the property from Zone AE. Map revision shall be submitted in conformance with the process outlined in the Hemet Municipal Code Chapter 14, Article V and 44 CFR, Part 59 through Part 78. A Letter of Map Revision (LOMR) application shall be submitted and approved by FEMA to revise the limits of the existing Zone AE.

185. The Applicant shall adhere to all Federal Emergency Management Agency (FEMA) regulations and requirements should existing drainage patterns be affected by this development. Prior to issuance of a Grading Permit all necessary calculations as determined by the City Engineer shall be submitted to the City of Hemet and to any governing Federal agency as applicable for review and approval.

186. PRIOR TO 1st BUILDING PERMIT Prior to issuance of the first Building Permit for production residential unit or commercial/industrial use, the Applicant shall pay the Master Storm Drain Plan fee, at the currently adopted rate.

187. PRIOR TO MAP APPROVAL Prior to approval of the Final Map, the Applicant shall submit to the City Engineer for review and approval, final hydrology and hydraulic calculations for the area within and immediately adjacent to the project site. Improvements proposed by the Applicant shall be considered when analyzing impacts to upstream, adjacent and downstream properties.

Adequate provisions shall be made to intercept and conduct the drainage flows within and from the site in a manner which will not adversely affect adjacent or downstream properties.

Drainage easement(s), as required by the City Engineer, shall be shown on the improvement plans or grading plans and shall be recorded by separate deed or as part of the Final Map.

188. Cross-lot drainage shall not be allowed. All pads shall be designed to drain to the streets, unless otherwise approved by the City Engineer. Storm water shall be collected in an appropriate storm drain system. All drainage easements are subject to City acceptance for maintenance as determined by the City Engineer.

189. An underground nuisance water storm drain is required in all streets where upstream street length without storm water interception exceeds 660 lineal feet, unless otherwise approved by the City Engineer.

190. The incremental increase in runoff between the developed and undeveloped property for the 100-year/3-hour storm must be retained on site.

191. The Owner/Applicant shall coordinate with Riverside County Flood Control and Water Conservation District (RCFC&WCD) to verify that the proposed connections to the Hemet Channel are acceptable as proposed and for construction obtain an Encroachment Permit from the district.

192. All storm drain facilities greater than 36 inches in diameter and facilities included on the RCFC&WCD Master Drainage Plan may be eligible for transfer to RCFC&WCD for future operation and maintenance. For all such candidate facilities, Developer shall inquire with the district to determine whether or not district will accept transfer of the facilities. All storm drain facilities shall be designed to district standards and those facilities which district will accept shall be shown on improvement plans approved by the district and City Engineer.

193. Developer shall coordinate with the Riverside County Flood Control District & Water Conservation District (RCFCD) to determine all requirements necessary for RCFCD's acceptance for operation and maintenance of the proposed Southwest Hemet Master Drainage Plan Line B (Hemet Master Plan Line 3B) from Warren Road (E-W CHANNEL/BASIN) to Simpson Road.

194. Onsite storm drain shall include minimum of 18" RCP and catch basins at all signalized intersection, at all intersections where the through direction of traffic is not stop controlled, and all mid-block low points in order to eliminate nuisance

surface water runoff and premature pavement failure where possible, as determined by the City Engineer.

195. The storm water retention basins and storm water channels within the boundaries of Tentative Tract Map 36841 shall be maintained by property owner or a Homeowners/Property Owners Association. Maintenance of the storm water channel along the southerly project boundary and the storm water detention basin located at the southwesterly portion of the project shall be maintained by Community Facilities District (CFD) to which the Developer shall agree to participate. The CFD shall be formed by the City and the cost of formation shall be reimbursed to the City by the Developer.

196. Design and construction of the storm water detention basin to be maintained by the CFD shall include, but not limited to, the following improvements: concrete driveway, perimeter fencing (decorative block and/or wrought iron fence, as determined by the Planning Director), 4:1 side slopes, access ramp, inlet and outlet structure with safety grate, subdrainage and sump to collect nuisance water, and nuisance water discharge pump or, if feasible, positive drainage as approved by the City Engineer.

197. The storm water channel along the southerly project boundary and the storm water detention basin located at the southwesterly portion of the project shall be separate lettered lots dedicated to the City on the Final Map, and shall be required to convey and mitigate all onsite flows routed to it and off-site flows through the project site in accordance with City of Hemet Resolution No. 2108.

198. PRIOR TO MAP APPROVAL, The CFD for maintenance of the storm water channel along the southerly project boundary and the storm water detention basin located at the southwesterly portion of the project shall be formed prior to map approval.

199. In compliance with Santa Ana Regional Water Quality Control Board Orders this project is required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. Guidelines and templates to assist the developer in completing the necessary studies are available on-line at www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality.

200. PRIOR TO GRADING PERMIT The Developer shall submit a “Project Specific” WQMP for each phase of the development prior to issuance of any building or grading permits for approval of the City Engineer. A template for this report is indicated as ‘Exhibit A available on-line at www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality. A final Project Specific WQMP must be approved by the City Engineer and Covenant and Agreement for Maintenance and Operation of BMP Facilities shall be entered into with the City and be recorded.

This plan shall address Site Design BMPs, incorporate the applicable Source

Control BMPs, incorporate Treatment Control BMPs, describe the long-term operation and maintenance requirements for BMPs needing long-term maintenance, and describe the mechanism for funding the long-term operation and maintenance of the BMPs.

If Clean Water Act, Section 401 Water Quality Certification is necessary for the project, the Regional Water Quality Control Board may require additional water quality measures.

201. Owner/Applicant shall provide and verify adequate outlet facilities from Open Space "Lot FF" to Simpson Road. Drainage Facility in this area shall be capable of conveying basin discharge safely to existing flood control facilities at Simpson Road.

202. PRIOR TO BUILDING PERMIT Prior to the issuance of each Building Permit, the Developer shall pay the WRCOG Transportation Uniform Mitigation Fee (TUMF) and Hemet Developer Impact Fees (DIF) at the rate applicable at the time of application for the permit. Certain DIF fees may be eligible for a credit offset, in accordance with City adopted ordinances and policies, for the construction of qualified facilities. TUMF fees may be eligible for a credit offset in accordance with WRCOG program guidelines and City adopted ordinances and policies for the construction of qualifying facilities.

203. PRIOR TO OCCUPANCY Prior to Certificate of Occupancy for any building all improvements in the public right of way required by the conditions of tentative map and other applicable site development approvals shall be completed to the satisfaction of the City Engineer.

204. All water quality and drainage facilities shall be capable of safely passing 100-year flood flows. The 100-year flood flows (including consideration of offsite storm water runoff conditions) shall be contained within designated drainage facilities and street rights-of-way.

205. PRIOR TO GRADING APPROVAL Prior to approval of a Grading Plan, the applicant shall provide the City Engineer with proof of filing a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) in Sacramento, obtain a WDID number from the Board, and have final WQMP approved by the City Engineer.

206. Any required underground storm drain lines and appurtenances, within the public right-of-way, shall be installed in accordance with the City of Hemet Public Works Standard Specifications for Public Works Construction and RCFC&WCD standards.

WATER

207. Domestic potable water service and reclaimed water service will be provided by EMWD. The subdivider shall design and construct both potable water and reclaimed water systems in accordance with plans and specifications approved

by EMWD and the City Engineer. The potable water and reclaimed water systems for any one unit or phase of this tentative subdivision map shall provide such systems with both onsite and offsite facilities adequate to serve all uses in that unit or phase and any future users and uses that may utilize those facilities as determined by EMWD.

SEWER

208. Domestic sewer service will be provided by EMWD. The subdivider shall design and construct a sewer system in accordance with plans and specifications approved by EMWD and the City Engineer. A sewer system for any one unit or phase of this tentative subdivision map shall provide a sewer system with both onsite and offsite facilities adequate to serve all uses in that unit or phase and any future users and uses that may utilize those facilities as determined by EMWD.

LANDSCAPING PUBLIC RIGHT-OF-WAY

209. PRIOR TO GRADING PERMIT Prior to issuance of a Grading Permit, except a mass or rough grading permit, a landscape and irrigation plan for improvements within the public right-of-way shall be submitted to Engineering for review and approval by the City Engineer. Plans shall be prepared in 24" x 36" format with City's standard title block.

    Water and power for Irrigation shall be provided from meters separate from those for traffic signals, streetlights or privately owned onsite water and power meters.

210. PRIOR TO MAP APPROVAL Prior to approval of the Final Map a Lighting and Landscaping Maintenance District (LLMD) shall be established or joined for operation and maintenance of all streetlights in the public rights-of-way within and on the project side of streets adjacent to the tentative map, except (New) Stetson Avenue which shall include street lights on both sides. LLMD shall include the maintenance of landscaping and irrigation in the specified areas of the public right-of-way as identified by the City Engineer to generally include Warren Road on the project side, "Y" Street (TBD) on park frontage, and on both sides of (New) Stetson Avenue, "A" Street (Mustang Way), "B" Street (TBD), "C" Street (TBD), "KK" Street (TBD), and "UU" Street (TBD).

211. PRIOR TO MAP APPROVAL The Developer shall make application for annexation to the Hemet Community Facilities District (CFD) established for public safety services and submit required applications, waivers, and consent forms to the annexation prior to approval of a final map. Payment of the currently adopted annexation fee shall be made at the time of the application and submitted to the City's Finance Department. The annexation shall be completed by action of the city council, in a public hearing, prior to processing a final map for approval. to which the Developer shall agree to participate. The CFD annexation shall be conducted by the City and the cost of annexation processing and proceeding shall be reimbursed to the City by the Developer.

212. Coordinate the design of open space, Lots “FF” and “HH” and HOA Lots “J” and “U” with MWD and provide written concurrence from MWD for proposed access, grading and any improvements.

FIRE DEPARTMENT CONDITIONS

Unless specifically stated herein, these conditions shall not be construed to permit or allow deviation from any Federal or State laws nor any of the local codes and ordinances adopted by this jurisdiction. Please contact the Hemet Fire Department, Fire Prevention Division for any questions regarding compliance with the applicable codes or following conditions:

Note: All references to the 2016 California Fire Code are shown as CFC and the 2015 International Fire Code as IFC. The California Code of Regulations is shown as CCR.

CONDITIONS: The Fire Department recommends that the following conditions be attached to this Tract Map:

213. A water supply (hydrant system) shall be installed by the local water agency and shall provide a minimum of 500 gallons per minute for one-half hour, per flowing hydrant.

214. A residential fire sprinkler system shall be installed for each home in accordance with NFPA 13D (residential).

215. A public water supply and hydrant system capable of providing 500 gallons per minute at 20psi residual pressure shall be installed throughout the project. Hydrant construction and spacing shall be compliant with City of Hemet Engineering standards.

Miscellaneous:

216. Trash containers within an individual capacity of 1.5 cubic yards or greater shall not be stored in buildings or within 5 feet of combustible walls, openings, eaves, etc. unless protected by an approved means (automatic fire sprinkler system and/or an approved 4 hour fire separation).

AIRPORT LAND USE CONDITIONS

217. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

218. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an

airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and in the Zone C portion of the property, all of the above, plus libraries, day care centers, theaters, meeting halls and other assembly facilities, and stadiums.

219. The attached notice shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final tract map, if an ECS is otherwise required.

220. Any ground-level or aboveground water detention basin or facilities, including water quality management basins, shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, shall be in accordance with the guidance provided in ALUC's "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide, or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

221. The City of Hemet shall require an acoustical study to verify that interior noise levels from aircraft noise will comply with the Countywide criterion of 45 CNEL or such more restrictive criterion as the City may choose to require.

222. Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the permittee shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level.

223. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2019-AWP-10893-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

224. The proposed building shall not exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level.

225. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

226. Temporary construction equipment used during actual construction of proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

227. Within five (5) days after construction of the proposed building evaluated pursuant to Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the evaluated coordinate location.

228. All WQCBs (infiltration and bioretention types) are designed to provide a 48-hour drawdown time during a 24-hour rainfall event.

229. Regular maintenance will be provided to eliminate seeding, shelter, and unsuitable vegetation.

230. The Homeowners Association will develop a planting, maintenance, and management plan for the WQCBs and the surrounding available WQCB footprint areas (Figure 1) to ensure compliance with the ALUC requirements.

231. Plantings in the proposed features will comply with ALUC's landscaping brochure recommendations.

232. Per the ALUC landscaping brochure recommendations, native shrub species, such as brittlebush (*Encelia farinosa*), sage (*Salvia* sp.), buckwheat (*Eriogonum* sp.), and prickly-pear (*Opuntia* sp.), would be preferred for the surrounding available WQCB footprint areas. In addition, other native shrubs such as California sagebrush (*Artemisia californica*), though not specifically mentioned in the ALUC landscaping brochure, would be another suitable species in combination with those mentioned above.

233. The WQCB design includes slopes greater than 3:1 in the "hydromod" portions of the facilities in order to minimize shelter and nesting opportunities for hazardous wildlife.

234. PRIOR TO MAP APPROVAL Notice of Airport in Vicinity. The Riverside County Airport Land Use Commission Notice of Airport in Vicinity shall be provided on the final map as follows:

NOTICE OF AIRPORT IN VICINITY. This property is located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances and inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professions code 11010

Mitigation Measures:

235. **MM BIO-1:** All project sites containing suitable habitat for burrowing owls, whether owls were found or not, require a 30-day pre-construction survey. Thirty days prior to any demolition, earth movement, or grading, the developer shall ensure a pre-construction survey for burrowing owl has been performed to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the Project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that

egg-laying or chick-rearing is not taking place. A qualified biologist must make this determination.

236. **MM BIO-**2: Prior to any ground disturbance:

If the start of construction occurs between February 1 and August 31, then the developer shall hire a qualified biologist to conduct a breeding bird survey no more than three days prior to the start of construction to determine if nesting is occurring.

"Construction" includes a selection of staging areas, demolition, tree, trash and debris removal, placement of equipment and machinery on to the site preparatory to grading, and any other project-related activity that increases noise and human activity on the project site beyond existing levels. Emergency measures are exempt from this definition.

If occupied nests are found, they shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are capable of independent survival.

If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will determine the appropriate distance in consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

237. **MM 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 surface level field work, ground disturbing activities, and shall include protocol for the mitigation and significance testing of inadvertent archaeological finds.

238. **MM CR-2** 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. In conjunction with the TDA, the

239. **MM CR-3:** 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 rebury or test and evaluate the significance of the find in accordance with MM CR-1.

240. **MM 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.

241. **MM GEO-1:** The developer shall ensure that the recommendations of the Geotechnical Report prepared by Sladden Engineering, shall be followed through site preparation and building construction. A Geotechnical Engineer shall be present at the site during site demolition and preparation to observe site clearing/demolition, preparation of exposed surface after clearing, and placement, treatment, and compaction of fill material.

242. **MM GEO - 2:** The developer shall submit an updated geotechnical soils reports covering the imported soils to the site, to the Engineering Department for review and approval prior to issuance of a grading permit.

243. **MM PALEO - 1:** If paleontological resources are encountered during grading, the developer shall require ground disturbance activities to cease so that a qualified paleontological monitor can evaluate any paleontological resources exposed during the grading activity. If paleontological resources are encountered, adequate funding shall be provided to collect, curate, and report on these resources to ensure the values inherent in the resources are adequately characterized and preserved. Collected specimens will be sent to the appropriate authorities for collection.

244. **MM NOI - 1:** Attic vents that directly face subject roadways, shall include an acoustical baffle to prevent vehicle noise intrusion. The Contractor may install similar measures to provide noise reduction.

245. **MM NOI - 2:** For proper acoustical performance, all exterior windows, doors, and sliding glass doors must have positive seal and leaks/cracks must be kept to a minimum.

246. **MM NOI -3:** All cracks or leaks shall be minimized, any partition with a gap or hole will allow noise to flank and penetrate partition.

247. **MM NOI - 4:** Construction shall only occur Monday through Friday between the hours of 6:00 a.m. and 6:00 p.m. from June 1 through September 30, and between the hours of 7:00 a.m. and 6:00 p.m. from October 1 through May 31. Construction is allowed on Saturdays between the hours of 7:00 a.m. and 6:00 p.m. year-round. Construction on Sundays is prohibited.

248. **MM NOI - 5:** During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.

249. **MM NOI - 6:** The contractor shall 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.

250. **MM NOI - 7:** Idling equipment shall be turned off when not in use.

251. **MM NOI - 8:** Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

252. **MM TRAF - 1:** The applicant shall participate in the funding or construction ofoff-site improvements that are needed to serve cumulative traffic conditions through the payment of the Transportation Uniform Mitigation Fees (TUMF) and City of Hemet Development Impact Fees (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

END

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Project-Specific Intersection Mitigation	
22. Intersection of Warren Road (NS) and Esplanade Avenue (EW)	Prior to the COO of the 86th Residential Unit of Phase 1: Install a traffic signal and modify geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One LT lane, one shared TH/RT lane. • EB: One LT lane, one shared TH/RT lane. • WB: One LT lane, one shared TH/RT lane. Note: Install new traffic signal and locate equipment to accommodate widening of Warren Road to include second TH lane on the NB and SB approaches.[1] All parties recognize a project is currently under design by San Jacinto in cooperation with Hemet utilizing TUMF and local funds to improve and signalize this intersection. The implementation of improvements may deem this condition to be fully or partially complete as determined by the City Engineer and the Director of Development. Buildout Year: Project shall pay a fair share of the costs to modify geometries to provide: • NB: One LT lane, two TH lanes, one shared TH/RT lane. • SB: One LT lane, two TH lanes, one shared TH/RT lane. • EB: Two LT lanes, one TH lane, one shared TH/RT lane. • WB: Two LT lanes, one TH lane, one shared TH/RT lane. Note: Modify the traffic signal to accommodate the widened cross-section and install RT overlap phasing. Note: Fair share percentage for the improvements to complete the Buildout geometrics – 1.1%. Costs for TH lanes may be offset by payment of TUMF fees.

[1] All new traffic signal installations are required to provide separate left-turn lanes, whether or not a Project-specific TIA identifies their requirement, unless it is shown that shared through/left-turn lanes are required due to site-specific design limitations as determined by the City Engineer. Separate left-turn lane at signalized intersection are required for operational efficiency such that left turns do not delay through traffic while waiting for oncoming gap in traffic. Signal phasing configuration will be determined at time of signal design.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Project-Specific Intersection Mitigation	
29. Intersection of Warren Road (NS) and New Stetson Avenue (EW)	Phase 1 Opening Year: Install geometries to provide: • NB: One LT lane, one TH lane, one RT lane*. • SB: One LT lane, one shared TH/RT lane. • EB: One LT lane, two TH lanes, one TH/RT lane*. • WB: One LT lane, one TH lane, one shared TH/RT lane*. Note: Full-width roadway section for New Stetson Road to be provided per City of Hemet Standard No. ST-100 (Modified). Completion of the full-width roadway section for Warren Road to be provided per City of Hemet Standard No. ST-102 (Modified). Unused pavement to be striped for non-use as travel lanes. Lanes will need to be aligned initially so that the existing Warren Road channel crossing can be maintained. Modifications to the channel crossing approaches may be required. * - If New Stetson Road east of Warren Road is not in place at the time Phase 1 construction commences, then no RT lane shall be provided on the NB approach, the EB approach shall be striped to provide one LT lane and one RT lane, and the WB approach will not exist. Prior to COO of Phase 6 or upon the construction of New Stetson Road east of Warren Road, the Project shall install a traffic signal and modify the geometries to provide: • NB: One LT lane, one TH lane, one RT lane. • SB: N/A. • EB: Two through lanes, one through/right-turn lane. • WB: One left-turn lane, three through lanes. Buildout Year: Project shall modify the traffic signal and geometries to provide: • NB: Two LT lanes, two TH lanes, one RT lane. • SB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. • EB: Two LT lanes, three TH lanes, one RT lane. • WB: Two LT lanes, three TH lanes, one RT lane.
30. Intersection of Warren Road (NS) and Street B (EW)	Phase 1 Opening Year: Modify geometries to provide: • NB: One LT lane, two TH lanes. • SB: One TH lane, one shared TH/RT lane. • EB: One LT lane, one RT lane. • WB: N/A.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Project-Specific Intersection Mitigation	
31. Intersection of Warren Road (NS) and Mustang Way (Street A) (EW)	Phase 1 Opening Year: Install a new traffic signal and modify geometries to provide: • NB: One LT lane, one TH lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one shared TH/RT lane. • EB: One LT lane, one shared TH/RT lane. • WB: One LT lane, one shared TH/RT lane.
Intersection of Street B (NS) and Street UU (EW)	Phase 1 Opening Year: Install geometries to provide: • NB: One LT lane. • SB: N/A. • EB: One RT lane. • WB: (to be developed in Phase 6) Phase 2: Install geometries to provide: • NB: One LT lane, one shared TH/RT. • SB: One LT lane, one shared TH/RT. • EB: One shared LT/RT lane. • WB: (to be developed in Phase 6) Note: SB LT lane to be developed prior to the COO of Phase 6. NB LT lane to be in the painted median.
Intersection of Street B (NS) and Street W (EW)	Phase 1: Modify geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One shared TH/RT lane. • EB: One shared LT/RT lane. • WB: N/A Note: No SB LT lane shall be provided due to proximity to Street UU.
Intersection of Street UU (NS) and Mustang Way (Street A) (EW)	Phase 1: Install geometries to provide: • NB: N/A. • SB: One LT lane. • EB: N/A. • WB: One RT lane Phase 2: Modify geometries to provide: • NB: N/A. • SB: One shared LT/RT lane. • EB: One LT lane, one TH lane. • WB: One shared TH/RT lane

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Project-Specific Intersection Mitigation	
20. Intersection of Mustang Way (NS) and New Stetson Avenue (EW)	Phase 2: Install geometries to provide: • NB: One RT lane. • SB: N/A. • EB: N/A. • WB: One LT lane. Note: Full-width roadway section to be provided per City of Hemet Standard No. ST-100 (Modified). Unused pavement to be striped for non-use as travel lanes. Phase 5: Modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: One TH/RT lane. • WB: One LT lane, one TH lane. (One approaching through lane to be dropped as the LT lane and one TH lane continuing west. Phase 6: Install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: Two TH lanes, one TH/RT lane. • WB: One LT lane, three TH lanes.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Project-Specific Intersection Mitigation	
21. Intersection of Street B (NS) and New Stetson Avenue (EW)	Phase 2: Install geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: One TH lanes, one TH/RT lane. • WB: One LT lane, Two TH lanes. Note: Full-width roadway section to be provided per City of Hemet Standard No. ST-100 (Modified). Unused pavement to be striped for non-use as travel lanes. Phase 5: Modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: One TH lanes, one TH/RT lane. • WB: One LT lane, Two TH lanes. Phase 6: Install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: Two TH lanes, one TH/RT lane. • WB: One LT lane, three TH lanes.
Intersection of Street B (NS) and Street RR (EW)	Phase 2: Modify geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One shared TH/RT lane. • EB: One shared LT/RT lane. • WB: (to be developed in Phase 6) Note: SB LT lane to be developed in Phase 6.
Intersection of Street C (NS) and Mustang Way (Street A) (EW)	Phase 2: Install geometries to provide: • NB: N/A. • SB: N/A. • EB: Two TH lanes. • WB: Two TH lanes. Phase 3: Modify geometries to provide: • NB: One shared LT/RT lane. • SB: N/A. • EB: One LT lane, two TH lanes. • WB: One LT lane, two TH lanes.

TABLE A

TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

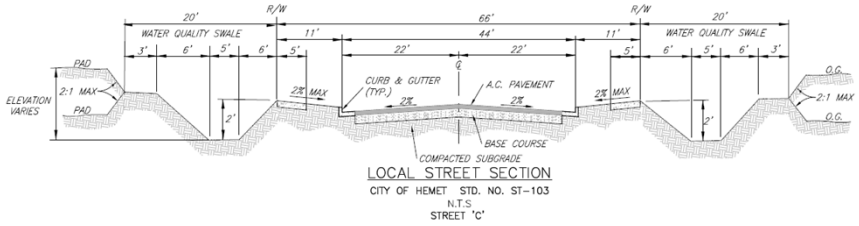
Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Project-Specific Intersection Mitigation	
Street C (NS) southerly of Intersection of Street KK (EW) extending to southerly tract boundary (EW)	Prior to Phase 6 (Lot 587, Commercial) first Occupancy Permit construct full width improvements per City of Hemet Standard No. ST-103 and typical right-of-way section shown on Sheet 2 of Tentative Tract Map including storm water channel crossing.  LOCAL STREET SECTION CITY OF HEMET STD. NO. ST-103 N.T.S. STREET 'C'
19. Intersection of Street NN (NS) and New Stetson Avenue (EW)	Phase 5: Install geometries to provide: • NB: One RT lane. • SB: N/A. • EB: N/A. • WB: One LT lane. Note: Full-width roadway section to be provided per City of Hemet Standard No. ST-100 (Modified). Unused pavement to be striped for non-use as travel lanes. Buildout Year: Modify geometrics to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: Two TH lanes, one TH/RT lane. • WB: One LT lane, three TH lanes.

TABLE A

TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
1. Intersection of Winchester Road (SR-79) (NS) and Florida Avenue (SR-74) (EW)	Prior to occupancy of the 351st residential unit: Project shall pay a fair share of the costs to modify geometries to provide: • NB: One LT lane, one TH lane, one RT lane with overlap phasing. • SB: One LT lane, one shared TH/RT lane. • EB: One LT lane, three TH lanes, one RT lane. • WB: Two LT lane, two TH lanes, one shared TH/RT lane. Note: Fair share percentage – 1.9%. Costs for TH lanes may be offset by payment of TUMF fees.
2. Intersection of Winchester Road (SR-79) (NS) and 9th Street (EW)	Prior to occupancy of Phase 6: Project shall pay a fair share of the costs to Install a traffic signal and modify geometrics to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One LT lane, one shared TH/RT lane. • EB: One shared LT/TH/RT lane. • WB: One shared LT/TH/RT lane. Prior to Phase 6 – Modify geometries to provide: • NB: One LT lane, one TH lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one shared TH/RT lane. • EB: One shared LT/TH/RT lane. • WB: One shared LT/TH/RT lane. Note: Fair share percentage – 3.4%.
4.Intersection of Winchester Road (SR-79) (NS) and Domenigoni Parkway (EW)	Phase 1: Project shall pay a fair share of the costs to modify the existing traffic signal to include NB right-turn overlap phasing. Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, two TH lanes, one RT lane. • SB: One LT lane, two TH lanes, one RT lane. • EB: Two LT lanes, three TH lanes, one RT lane. • WB: Two LT lanes, three TH lanes, one RT lane. Note: Fair share percentage – 10.2%. Costs for TH lanes may be offset by payment of TUMF fees.

TABLE A

TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
5. Intersection of Patterson Avenue (NS) and Grand Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One TH lane, one RT lane with RT overlap phasing. • SB: One LT lane, one TH lane. • EB: N/A. • WB: One LT lane, one RT lane with RT overlap phasing. Note: Fair share percentage – 2.7%.
6. Intersection of Patterson (NS) and Domenigoni Parkway (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one TH lane, one RT lane with overlap phasing. • SB: One LT lane, one TH lane, one RT lane. • EB: One LT lane, two TH lanes, one shared TH/RT lane. • WB: Two LT lanes, two TH lanes, one shared TH/RT lane.
7. Intersection of El Callado Road (NS) and Grand Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One LT lane, one shared TH/RT lane. • EB: One LT lane, two TH lanes, one RT lane. • WB: One LT lane, one TH lane, one shared TH/RT lane. Note: Fair share percentage – 3.6%.
8. Intersection of SR-79 SB Ramps (NS) and Tres Cerritos Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: N/A. • SB: One LT lane, one RT lane. • EB: Two TH lanes, one RT lane. • WB: Two TH lanes, one RT lane. Note: Fair share percentage – 1.6%.
9. Intersection of SR-79 SB Ramps (NS) and Florida Avenue (SR-74) (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: N/A. • SB: One LT lane, one RT lane. • EB: Three TH lanes, one RT lane. • WB: Three TH lanes, one RT lane. Note: Fair share percentage – 1.0%. Costs for TH lanes may be offset by payment of TUMF fees.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
10. Intersection of SR-79 SB Ramps (NS) and Stetson Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: N/A. • SB: One LT lane, one RT lane. • EB: Two TH lanes, one RT lane. • WB: Two TH lanes, one RT lane. Note: Fair share percentage – 4.7%. Costs for TH lanes may be offset by payment of TUMF fees.
11. Intersection of SR-79 SB Ramps (NS) and Domenigoni Parkway (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: N/A. • SB: One LT lane, one RT lane. • EB: Three TH lanes, one RT lane. • WB: Three TH lanes, one RT lane. Note: Fair share percentage – 1.7%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
12. Intersection of SR-79 NB Ramps (NS) and Tres Cerritos Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: One LT lane, two TH lanes. • WB: Two TH lanes, one RT lane. Note: Fair share percentage – 2.0%.
13.Intersection of SR-79 NB Ramps (NS) and Florida Avenue (SR-74) (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: Three TH lanes, one RT lane. • WB: Three TH lanes, one RT lane. Note: Fair share percentage – 1.0%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
14. Intersection of SR-79 NB Ramps (NS) and Stetson Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: Two TH lanes, one RT lane. • WB: Two TH lanes, one RT lane. Note: Fair share percentage – 5.1%. Costs for some of the lane modifications may be offset by payment of TUMF fees.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
15. Intersection of SR-79 NB Ramps (NS) and Domenigoni Parkway (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane. • SB: N/A. • EB: Three TH lanes, one RT lane. • WB: Three TH lanes, one RT lane. Note: Fair share percentage – 0.9%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
16. Intersection of California Avenue (NS) and Stowe Road (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one TH lane. • SB: One shared TH/RT lane. • EB: One shared LT/RT lane. • WB: N/A. Note: Fair share percentage – 5.2%.
17. Intersection of California Avenue (NS) and Stetson Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one TH lane, one shared TH/RT lane. • SB: Two LT lanes, one TH lane, one shared TH/RT lane. • EB: One LT lane, two TH lane, one RT lane. • WB: Two LT lanes, one TH lane, one shared TH/RT lane. Note: Fair share percentage – 6.5%.
18. Intersection of California Avenue (NS) and Simpson Road (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one RT lane with overlap phasing. • EB: Two LT lanes, one TH lane, one shared TH/RT lane. • WB: One LT lane, one TH lane, one shared TH/RT lane. Note: Fair share percentage – 3.0%.
23. Intersection of Warren Road (NS) and Tres Cerritos Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, three TH lanes. • SB: Two TH lanes, one shared TH/RT lane. • EB: One LT lane, one RT lane. • WB: N/A. Note: Fair share percentage – 2.5%%. Costs for some of the lane modifications may be offset by payment of TUMF fees.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
24. Intersection of Warren Road (NS) and Devonshire Avenue (EW)	Phase 1: Install a traffic signal and modify geometries to provide: • NB: One LT lane, one TH lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one shared TH/RT lane. • EB: One LT lane, one shared TH/RT lane. • WB: One LT lane, one shared TH/RT lane. Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, two TH lane, one shared TH/RT lane. • SB: One LT lane, two TH lane, one shared TH/RT lane. • EB: One LT lane, one TH lane, one shared TH/RT lane. • WB: One LT lane, one TH lane, one shared TH/RT lane. Note: Fair share percentage – 3.0%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
25. Intersection of Warren Road (NS) and Florida Avenue (SR-74)	Prior to occupancy of the 351st residential unit: Project shall pay a fair share of the costs to modify the existing traffic signal and geometries to provide: • NB: One LT lane, two TH lanes, one RT lane with overlap phasing. • SB: One LT lane, two TH lanes, one RT lane. • EB: One LT lane, three TH lanes, one RT lane. • WB: Two LT lanes, two TH lanes, one shared TH/RT lane. Buildout Year: Project shall pay a fair share of the costs to modify the existing traffic signal and geometries to provide: • NB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. • SB: Two LT lanes, two TH lanes, one RT lane. • EB: Two LT lane, three TH lanes, one RT lane. • WB: Two LT lanes, three TH lanes, one RT lane with overlap phasing. Note: Fair share percentage - 5.3%. Costs for some of the lane modifications may be offset by payment of TUMF fees.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
26. Intersection of Warren Road (NS) and Auto Boulevard (EW)	Prior to occupancy of the 351st residential unit: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: Install a traffic signal and modify geometries to provide: • NB: One TH lane, shared TH/RT lane. • SB: One LT lane, two TH lanes. • EB: N/A. • WB: One shared LT/RT lane. Note: Fair share percentage – 11.5%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
27. Intersection of Warren Road (NS) and Whittier Avenue (EW)	Prior to Phase 6: Project shall pay a fair share of the costs to modify geometries to provide: • NB: One TH lane, one shared TH/RT lane. • SB: One LT lane, two TH lanes. • EB: N/A • WB: One shared LT/RT lane. Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one TH lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one shared TH/RT lane. • EB: One shared LT/TH/RT lane. • WB: One shared LT/TH/RT lane. Note: Fair share percentage – 9.8%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
28. Intersection of Warren Road (NS) and Stetson Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: Two LT lanes, one TH lane, one shared TH/RT lane. • SB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. • EB: Two LT lanes, one TH lane, one shared TH/RT lane. • WB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. Note: Fair share percentage – 5.8%. Costs for some of the lane modifications may be offset by payment of TUMF fees.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
32. Intersection of Warren Road (NS) and Simpson Road (EW)	Prior to completion of the 351st residential unit install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane with overlap phasing. • SB: N/A. • EB: One TH lane, one RT lane. • WB: One LT lane, one TH lane. Note: Fair share percentage for the above improvements – 23.6% (based on Year 2024 volumes). Costs for some of the lane modifications may be offset by payment of TUMF fees. Buildout Year: Project shall pay a fair share of the costs to modify the traffic signal and modify geometries to provide: • NB: Two LT lanes, one TH lane, one shared TH/RT lane. • SB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. • EB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. • WB: One LT lane, one TH lane, one shared TH/RT lane. Note: Fair share percentage for improvements to complete the Buildout Year geometrics – 1.5%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
33. Intersection of Warren Road (NS) and Domenigoni Parkway (EW)	Prior to completion of the 351st residential unit: Modify the traffic signal and geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one RT lane with overlap phasing. • EB: Two LT lanes, two TH lanes, one RT lane. • WB: One LT lane, two TH lanes, one RT lane. Note: Fair share percentage for the above improvements – 9.0% (based on Year 2024 volumes). Costs for some of the lane modifications may be offset by payment of TUMF fees. Prior to Phase 6: Project shall pay a fair share of the costs to modify the traffic signal and geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one RT lane with overlap phasing. • EB: Two LT lanes, three TH lanes, one RT lane. • WB: One LT lane, three TH lanes, one RT lane. Note: Fair share percentage for improvements to complete the Buildout Year geometrics – 2.2%. Costs for some of the lane modifications may be offset by payment of TUMF fees.

TABLE A
TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
34. Intersection of Myers Street (NS) and Florida Avenue (SR-74) (EW)	Phase 1: Project shall pay a fair share of the costs to modify geometries to provide: • NB: One LT lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one RT lane. • EB: One LT lane, three TH lanes, one RT lane. • WB: One LT lane, three TH lanes, one RT lane. Note: Fair share percentage – 2.1%.
35. Intersection of Fisher Street (NS) and New Stetson Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One shared LT/RT lane. • SB: N/A. • EB: One TH lane, one shared TH/LT lane. • WB: One LT lane, two TH lanes. Note: Fair share percentage – 3.1%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
37. Intersection of New Stetson Avenue (NS) and Stetson Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to install a traffic signal and modify geometries to provide: • NB: One LT lane, one RT lane with overlap phasing. • SB: N/A. • EB: One TH lane, one shared TH/LT lane. • WB: One LT lane, two TH lanes. Note: Fair share percentage – 3.4%.
38. Intersection of Cawston Avenue (NS) and Florida Avenue (SR-74)	Phase 1 Opening Year: Project shall pay a fair share of the costs to modify the existing traffic signal and geometries to provide: • NB: One LT lane, one TH lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one RT lane. • EB: One LT lane, three TH lanes, one RT lane. • WB: One LT lane, three TH lanes, one RT lane. Buildout Year: Project shall pay a fair share of the costs to modify the traffic signal and modify geometries to provide: • NB: Two LT lanes, one TH lane, one shared TH/RT lane. • SB: One LT lane, one TH lane, one RT lane. • EB: One LT lane, three TH lanes, one RT lane. • WB: One LT lane, three TH lanes, one RT lane. Note: Fair share percentage – 1.7%.

TABLE A

TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	
39. Intersection of Cawston Avenue (NS) and Stetson Avenue (EW)	Buildout Year: Project shall pay a fair share of the costs to modify the existing traffic signal and geometries to provide: • NB: One LT lane, one TH lane, one RT lane. • SB: One LT lane, one TH lane, one RT lane. • EB: One LT lane, one TH lane, one shared TH/RT lane. • WB: One LT lane, two TH lanes, one RT lane. Note: Fair share percentage – 3.7%. Costs for some of the lane modifications may be offset by payment of TUMF fees.
40. Intersection of Sanderson Avenue (NS) and Florida Avenue (SR-74)	Prior to Phase 6: Project shall pay a fair share of the costs to modify the existing traffic signal, including RT overlap phasing, and geometries to provide: • NB: Two LT lanes, three TH lanes, one RT lane. • SB: Two LT lanes, three TH lanes, one RT lane. • EB: Two LT lanes, two TH lanes, one RT lane. • WB: Two LT lanes, two TH lanes, one RT lane. Note: Fair share percentage – 3.0%.
41. Intersection of Sanderson Avenue (NS) and Stetson Avenue EW)	Prior to Phase 6: Project shall pay a fair share of the costs to modify the existing traffic signal and geometries to provide: • NB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. • SB: Two LT lanes, two TH lanes, one RT lane with overlap phasing. • EB: Two LT lanes, two TH lanes, one shared TH/RT lane. • WB: Two LT lanes, two TH lanes, one shared TH/RT lane. Note: Fair share percentage – 4.3%.

TABLE A

TTM 36841 - INTERSECTION AND ROADWAY SEGMENT IMPROVEMENT AND MITIGATION LIST

Notes provided at end of table	
Geometric Modification	**Description**
INTERSECTIONS	
Fair-Share Intersection Improvements:	

Notes:

1. *For all intersection mitigation, if any of the identified mitigation has been completed or is in the process of substantial completion by others or as part of an approved and funded project(s), the City may deem that the mitigation requirement has been fulfilled and is no longer required or is partially fulfilled and only a portion of the remaining mitigation is required by the Project.*

2. *Year 2040 Buildout lane configurations are determined based on the City's General Plan buildout roadway sections, unless it has been determined that only a lesser cross-section can be provided due to geometric constraints.*

3. *All new traffic signal installations are required to provide separate left-turn lanes unless it is shown that shared through/left-turn lanes are required due to site-specific design limitations as determined by the City Engineer.*

4. *When constructing eligible improvements on WRCOG TUMF network roadways Developer can enter into a TUMF Credit Agreement for which credit in the amount defined by the program is provided to offset TUMF fees payable.*

Facts and Findings Regarding the Environmental Effects and Approval of the Rancho Diamante Phase II Specific Plan Amendment Project(State Clearinghouse No. 2016081013)

I. INTRODUCTION

The California Environmental Quality Act ("CEQA") and the State CEQA Guidelines (the "Guidelines") provide that no public agency shall approve or carry out a project for which an environmental impact report ("EIR"), or a supplement to the EIR, has been certified which identifies one or more significant effects on the environment that would occur if a project is approved or carried out unless the public agency makes one or more of the following findings:

A. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the EIR.

B. Such changes or alterations are within the responsibility of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

C. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR.[1]

The City Council of the City of Hemet (this "Council"), in certifying the Subsequent EIR for the Rancho Diamante Phase II Specific Plan Amendment Project (the " Modified Project") makes the Findings below and adopts a Statement of Overriding Considerations. The Subsequent EIR was prepared by the City of Hemet ("City") acting as lead agency pursuant to the CEQA. Hereafter, unless specifically identified, the Notice of Preparation ("NOP"), Notice of Availability & Completion ("NOA/NOC"), Draft Subsequent EIR ("DSEIR"), Technical Studies, Final Subsequent EIR containing Responses to Comments and textual revisions to the Draft EIR ("FSEIR"), and the Mitigation Monitoring and Reporting Program ("MMRP") will be referred to collectively herein as the "Subsequent EIR." These Findings are based on the entire record before this Council, including the Subsequent EIR. This Council adopts the facts and analyses in the Subsequent EIR, which are summarized below for convenience. The omission of some detail or aspect of the Subsequent EIR does not mean that it has been rejected by this Council.

[1] California Public Resources Code § 21081; 14 California Code Regulations. §§ 15091, 15163.

II. PROJECT SUMMARY

A. PROJECT DESCRIPTION

1. Site Location

The proposed Modified Project encompasses approximately 245 acres of the approximately 1,621-acre Page Ranch Planned Community Development (PCD) as well as 6.22 acres of off-site improvements. The proposed Modified Project is located in the southwestern portion of the City of Hemet and comprises Assessor's Parcel Numbers (APNs) 465-100-016, 465-100-020, 465-110-021, 465-110-022, 465-110-023, and 465-110-027. The off-site improvements of the Modified Project include a new drainage channel to the south connecting to an existing channel at Simpson Road, seven new drainage connections to Hemet Channel to the north, and construction of the intersection of Warren Road with "future" realigned Stetson Avenue. The proposed Modified Project site is surrounded by primarily undeveloped land to the north, south, and west. Two rural residential units are located to the west across the Second San Diego Aqueduct canal, and another rural residential unit is located to the south. A residential subdivision, Solera Diamond Valley, is located across Warren Road to the east.

2. Approved Project Description

The last Specific Plan Amendment to the Page Ranch PCD SP was in 2009, approved by the City as part of SPA 06-004. The SPA was subject to the environmental analysis contained in the Rancho Diamante Phase II Subsequent EIR (SCH #2007091039). It should be noted that the project approved in 2009 was also named Rancho Diamante Phase II. As stated in Chapter 1.0, references to Rancho Diamante Phase II in this SEIR refer to the proposed Modified Project, while the Page Ranch PCD Project as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, 2005, 2008, and 2009 are referred to as the "Approved Project.

The Page Ranch PCD SP covers 1,621 acres and is mostly developed. The Approved Project consists of 99.4 acres exclusively within PA X. The proposed Modified Project (as described below) adds land to the Approve Project footprint by merging PA IV and PA X, and modifying PA XIII to occupy 245.07 acres, or approximately 15 percent of the Page Ranch PCD SP Planning Area.

The Page Ranch PCD SP regulates land uses within its Planning Area. These regulations specify a variety of land uses governed by supporting master plan and development standards. The Page Ranch PCD SP also provides flexibility in terms of both land use and development standards so that a high quality development product is achieved. Land uses under the Page Ranch PCD SP include residential uses ranging from Low Density (1 dwelling unit per 2.4 acres) up to High Medium Density (17 dwelling units per acre), Open Space Preserve, Open Space Recreation, Commercial, Industrial, Fire Station and

Public School. Land uses within the Approved Project boundary include residential uses ranging from Low Density (1 dwelling unit per 2.5 acres) up to Low-Medium Density (5 dwelling units per acre).

3. Proposed Modified Project

The proposed Modified Project site is bound by Warren Road to the east; the Second San Diego Aqueduct to the west; the Hemet Channel, the Burlington Northern Santa Fe (BNSF) railroad tracks, and new Stetson Avenue alignment to the north; and agricultural land to the south. The proposed Modified Project site and off-site improvements are approximately one-quarter mile southwest of the Hemet-Ryan Airport. The Modified Project would include the following four components:

- Proposed changes to the Page Ranch PCD SP as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2005, 2008, and 2009 and analyzed in the previously approved Rancho Diamante Phase II EIR (SCH #2007091039) certified in 2009 (Approved Project);

- Proposed General Plan Amendment (GPA) (GPA 15-002) to amend the City's General Plan Circulation Element by adding an extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of Stetson Avenue;

- Proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) to subdivide 245.07 acres into 586 single-family residential lots on approximately 160.5 acres, 1 lot of approximately 100,000 square feet of commercial uses on 19.67 acres, and 64.89 acres of public and private Homeowners Association (HOA) park and open space areas; and,

- The Modified Project also includes 6.2 acres of off-site improvements including construction of utilities in abutting rights-of-way, drainage conveyance features, and construction of the west half of Warren Road in the northeast part of the Modified Project including the intersection with "future" realigned Stetson Avenue and an interim transition back to the existing Warren Road alignment. Off-site drainage improvements include seven connections to the existing Hemet Channel north of the site and improvements to the existing drainage channel from the existing drainage basin in the southwest corner of the site extending southerly to Simpson Road. From Simpson Road, the channel would continue to convey runoff south toward Salt Creek without further modifications. Temporary impacts for the channel assume a width of 20 feet for construction purposes on both sides of the ultimate channel and maintenance drive.

The proposed SPA (SPA 15-001) would amend the adopted Page Ranch PCD 79-93/SP within Planning Areas VI, X, and XIII. Planning Areas VI and X are currently separated by the location of new Warren Road, and Planning Area XIII is located in the northeast corner of the Modified Project site. The proposed SPA would revise land use boundaries and planning areas, extend Mustang Way from its current terminus at Warren Road westward and northward through the proposed Modified Project site to the realignment of Stetson Avenue (on the south side and parallel to the railroad tracks), and reduce residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units. The SPA would merge Planning Areas VI and X into Planning Area X due to the extension of Mustang Way and convert the land use designation of former Planning Area VI from Low Density Residential to that of Planning Area X: Low Medium Density Residential. Lastly, the SPA would modify the boundary between Planning Areas X and XIII and change the Specific Plan designation for Planning Area XIII from Low Density Residential to C-2 General Commercial Zone.[2] The SPA also includes associated text changes.

The proposed GPA (GPA 15-002) would amend the City's General Plan Circulation Element to extend Mustang Way from Warren Road westward and northward to realigned Stetson Avenue and to change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to Regional Commercial (RC)[3] in Planning Area XIII located at the southwest corner of Warren Road/realigned Stetson Avenue.

The proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) would subdivide 245.07 acres into 586 single-family residential lots on approximately 160.51 acres,[4] one lot of approximately 100,000 square feet of commercial uses on 19.67 acres, and 64.89 acres of public parks and private HOA parks and open space areas. The new community would contain a mix of residential lot sizes, with the smallest lot having a minimum of 5,000 square feet and the largest lot having approximately 10,990 square feet, with an average lot size of 6,434 square feet. Paseos are proposed for dispersed open space, pedestrian pathways, and the conveyance of drainage and other water quality benefits throughout the community. Drainage would be conveyed north to the Hemet Channel or south to the existing drainage channel and basin serving TTM 31807 and 31808, then south in the new drainage channel to Simpson Road. Improvements also would be made flanking the existing channel along the southern boundary with a wall or berm a maximum of 3 feet high to ensure its intended function and capacity to accommodate a 100-

[2] Pursuant to Hemet Municipal Code Article XXVI, Section 90-892. – Zones Established, the C-2 General Commercial Zone is intended to provide appropriate areas for the development of commercial districts having a wide range of offices, services, retail stores, recreation, and

[3] Regional Commercial designation provides for intensive and broadly mixed retail concentrations. The representative form is a retail center, anchored by one or more major tenants other than a supermarket, and which draws from a regional rather than local market.

[4] 160.51 acres comprising 86.56 acres of single-family home, 2.58 acres of street landscape, and 71.37 acres of public streets.

year storm event, while preserving the vegetation that has occurred within the existing channel. Proposed TTM No. 36841 establishes the locations of legal lots that would be ultimately sold to merchant home builders who would then subdivide the "for sale" residential lots. The proposed TTM replaces and expands previously approved TTM No. 35394 (Planning Areas VI, X and XIII) of the Approved Project and is being processed concurrently with the other two discretionary actions associated with the proposed Modified Project.

Off-site improvements to be implemented under the proposed Modified Project include construction of water and reclaimed water pipelines in the abutting roads, drainage conveyance features, and the construction of the westerly half of Warren Road along the eastern frontage of the Modified Project site. The Warren Road improvements also include modifications to the Stetson Avenue intersection at the northeast corner of the Modified Project site including a realigned transition back to the existing Warren Road alignment (2.05 acres of permanent impacts). Proposed utility lines would be constructed to the extent they are required within the rights-of-way of the abutting roads. Off-site utility pipelines would be constructed by others during future off-site road construction. Off-site drainage improvements include connections to the existing Hemet Channel north of the site (0.05 acre of temporary impacts for the installation of seven drainage connections) and improvements to an existing drainage channel from the existing drainage basin in the southwest corner of the Modified Project site extending southerly to Simpson Road (4.17 acres of permanent impacts and 2.42 acres of temporary impacts). From Simpson Road, the channel would continue to convey runoff south toward Salt Creek without further modifications. Temporary impacts for the channel assume a width of 20 feet for construction purposes on both sides of the ultimate channel and maintenance drive. Modified Project permanent impacts for off-site improvements total 6.22 acres and temporary impacts total 2.47 acres.

4. Comparison of Proposed Modified Project to Approved Project

The proposed Modified Project entails the westernmost 245.07 acres of the [Approved Project] 1,621-acre Page Ranch PCD SP. The application for new Tentative Tract Map 36841 encompasses former Planning Areas VI, X, and XIII of the Page Ranch PCD SP (i.e., the Approved Project). Approximately 99.4 acres of the 245.07-acre proposed Modified Project were encompassed as Planning Area X (TTM 35394) of the Approved Project. Planning Areas VI and X would be consolidated and merged into a single Planning Area X as part of the Modified Project. Planning Area XIII would remain, but with a slightly modified acreage. The SPA would also change the land use for Planning Area XIII from Low Density Residential to C-2 General Commercial. Lastly, the SPA would modify the land use designation for Planning Area X from Low Density Residential to Low-Medium Density Residential and Open Space Recreation.

TTM 36841 proposed as part of the Modified Project would replace and expand TTM 35394 (Planning Area X) of the Approved Project, extend Mustang Way from its current terminus at Warren Road westward and northward through the proposed Modified Project site to the realignment of Stetson Avenue (on the south side and parallel to the railroad tracks), reduce the residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units, and include 19.67 acres of commercial uses in Planning Area XIII. Based on the acreages detailed in Table 2.B, the gross Modified Project density would be 2.60 dwelling units per acre as compared to the Approved Project density of 3.13 dwelling units per acre.

Previously, "new" Warren Road was aligned to serve as the western boundary of an existing active adult community and to divert traffic from existing Warren Road to "new" Warren Road so the areas flanking existing Warren Road could function as a cohesive community. However, due to changing market conditions, the intent to expand the existing age-restricted community has changed, and the proposed Modified Project instead would create a larger community with broader market appeal. The previous alignment of "New" Warren Road was deleted at the western boundary of the Modified Project under the Hemet General Plan 2030, and a non-age-restricted community is envisioned in proposed Planning Area X/TTM 36841. The westward extension of Mustang Way, and change in the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and new Stetson Avenue requires an amendment to the General Plan Circulation Element. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to Regional Commercial (RC).

5. Actions Covered by the SEIR

The SEIR would support the following discretionary and non-discretionary approvals:

- **Approval of a Specific Plan Amendment (SPA 15-001):** To revise the Pahe Ranch Planned Community Development Specific Plan land use boundaries and planning areas, extend Mustang Way to realigned Stetson Avenue, and reduce the residential density resulting in a corresponding reduction in the unit count from 744 to 586 units.
- **Approval of a General Plan Amendment (GPA 15-002):** To amend the City's General Plan Circulation Element to include the extension of Mustang Way from Warren Road westward to the future realignment of Stetson Avenue, and to change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to Regional Commercial (RC).

- **Approval of a Tentative Tract Map (TTM 36841):** To subdivide the 245.07-acre Modified Project site into 586 residential lots, 1 commercial lot, and 64.89 acres of public parks and private HOA parks and open space areas to implement the proposed Modified Project (i.e., tentative and final maps).
- **Approval of a Subsequent Environmental Impact Report (SEIR):** The City of Hemet has determined an SEIR to the Certified EIR (SCH #2007091039) is required to analyze the potential environmental impacts of the proposed Modified Project. The SEIR to the Certified EIR (SCH #2007091039) would include mitigation measures, as appropriate, to reduce potential environmental impacts and would be prepared in accordance with CEQA. The City of Hemet will consider certification of the SEIR prior to taking action on the requested approvals. In conjunction with Certification of the SEIR and approval of the proposed Modified Project, the City will adopt a Mitigation Monitoring and Reporting Program (MMRP), which will ensure implementation of the measures and conditions of project approval that were adopted to mitigate or avoid potentially significant effects on the environment.
- **Encroachment Permits:** To excavate or otherwise encroach within the City of Hemet's public road right-of-way and for connections to the existing Hemet Channel for drainage purposes.
- **Any Other Discretionary Approvals:** As required by applicable laws or regulations to implement the proposed Modified Project.

5.1 Actions by Others

Although the City of Hemet is the Lead Agency for the Modified Project, a number of other Federal, State, or special purpose agencies may consult this SEIR for their own decision-making and actions now or in the future. The following is a list of anticipated or possible discretionary or non-discretionary actions by other agencies. However, this list is not exhaustive and may include other agencies and processes in the future as appropriate.

- ***State of California***
    - Santa Ana Regional Water Quality Control Board
    - California Department of Fish and Wildlife
    - Metropolitan Water District of Southern California
- ***Federal***

- U.S. Fish and Wildlife Service

- ***Riverside County***
  - Western Riverside County Regional Conservation Authority [Habitat Acquisition and Negotiation Strategy (HANS) and Joint Project Review (JPR) processes].
  - Riverside County Airport Land Use Commission
  - Eastern Municipal Water District
  - Riverside County Flood Control and Water Conservation District

B. MODIFIED PROJECT OBJECTIVES

The *State CEQA Guidelines* require that an EIR Project Description include "a statement of objectives sought by the proposed project." Rancho Diamante Investments, LLC, the project applicant, developed the following objectives for the proposed Modified Project. Additions to the Approved Project objectives made as part of the proposed Modified Project are underlined; text that has been removed from the Approved Project objectives is in strikeout:

- Provide diversity in housing types for ~~both senior housing and~~ family housing;
- Provide more compatible land uses for the existing development in the immediate area by elimination of industrial uses ~~south~~ <u>north</u> of the new alignment of Stetson Avenue;
- Provide a logical extension of infrastructure in the project area;
- Provide for a variety of residential development types which are functionally compatible with surrounding neighborhoods (~~Proposed~~ General Plan Goals and Policies ~~Workbook Policies~~ LU-5.1);
- Provide for the attainment of quality housing within a satisfying living environment for households of all socioeconomic, age, and ethnic types in Hemet (General Plan Goals and Policies ~~Workbook Goal~~ H-1);
- <u>Provide residential product type to meet forecast demand in the Specific Plan area;</u>
- <u>Contribute to the creation of a community identity for the City of Hemet through conformance with architectural and landscape standards; and,</u>
- ~~Eliminate conflicts between adjacent uses, and the provision of clear buffers and transitions between dissimilar uses (1992 Hemet General Plan Page 2).~~

C. MODIFIED PROJECT DESIGN FEATURES AND COMPLIANCE MEASURES TO BE IMPLEMENTED, AND 1979 EIR AND 2008 EIR MITIGATION MEASURES NO LONGER APPLICABLE TO THE MODIFIED PROJECT

1979 EIR and 2008 EIR Mitigation Measures no longer applicable to the Modified Project are shown in strikeout text.

a. Aesthetics

Project Design Features: Project Design Features (PDFs) include features proposed by the Modified Project that are already incorporated into the project's design as appended in the Modified Project SPA 15-001 and are specifically intended to reduce or avoid impacts to aesthetic resources. The proposed Modified Project SPA 15-001 provides regulations and development standards to guide development of the proposed residential and commercial uses. These regulations and standards are codified in the *Page Ranch Planned Community*, PCD 79-93 Master Plan and Development Standards Amendment Design Guidelines and establish development and design criteria to ensure a cohesive and aesthetically pleasing community that is not only architecturally compatible with surrounding land uses but also complements the existing development in proximity to the site.

Architectural design would be cohesive throughout the Modified Project Site and consider the relationship and compatibility of the proposed residential and commercial uses in Planning Areas X and XIII, respectively, with the existing developed uses of the Approved Project. Landscape design would be implemented to achieve unification of a community identity while respecting the separation between the public commercial from the private residential domains, as well as between the individual residential lots themselves, through the use of appropriate structural setbacks, hardscape materials, plant materials, and planting character arranged in various scales and intensities. Fence and wall design would be compatible with and consist of materials and color schemes similar to those of the existing developed uses of the Approved Project. Additionally, the fence and wall concept is important to provide security, privacy, and a sense of enclosure and ownership. Open space design includes a network of landscaped areas and lawns, paseos, a water detention basin, and parks of varying sizes and for a variety of purposes. Throughout the Modified Project site, the open space design elements would ensure a parklike setting is achieved. Lighting would be designed in accordance with City standards (see **PPP 3.1-2**), resulting in warm, subdued lighting geared to the semi-rural character of the City, while a comprehensive sign program would promote commerce, traffic safety, and community identity, while also promoting and enhancing the quality of the visual environment of the area.

Plans, Policies, or Programs: Plans, Policies, or Programs (PPPs) are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to aesthetic resources.

> **PPP 3.1-1**: To ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan pursuant to Section 65450 et seq. of the California Government Code, the proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) must undergo Planning Staff review and approval in accordance with Section VI (Site Plan Requirements) of the SPA 15-001 prior to permit issuance.
>
> **PPP 3.1-2:** Pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code, all on-site lighting shall be shielded to prevent off-site glare.
>
> (1) All outdoor lighting shall be designed to illuminate uses, while minimizing light trespass into neighboring areas.
>
> (2) The candlepower of outdoor lighting shall be the minimum required for safety purposes.
>
> (3) Light for safety purposes shall be provided at entryways, along walkways, between buildings, and within parking areas.
>
> (4) All lights shall be directed, oriented, and shielded downward to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct drivers' vision.
>
> (5) Light sources shall not be located in required buffer areas, except those required to illuminate pedestrian walkways.

Mitigation Measures No Longer Applicable to the Modified Project: Mitigation measures to reduce impacts to aesthetic resources to less than significant levels are not required for either the Approved Project or the proposed Modified Project.

b. Agricultural Resources

Project Design Features: The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project would amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with inclusion of 19.67 acres of commercial uses on site. Since neither the Approved Project nor proposed Modified Project includes any proposed agricultural uses, there are no project design features or compliance measures related to agricultural resources that would apply to the Modified Project.

Mitigation Measures No Longer Applicable to the Modified Project: The 1979 EIR's mitigation measure to encourage participation in the Williamson Act Preservation Program and provision of incentives for agricultural landowners not eligible for preservation status is infeasible for the 2009 SPA to the Page Ranch PCD SP, and likewise would not apply to the Modified Project, because the City has

already committed the Approved Project site and therefore the proposed Modified Project site to non-agricultural use through adoption of the Specific Land Use Plan, Southwest Area and associated amendments, up to and including the 2009 SPA to the Page Ranch PCD SP. The following 1979 EIR Mitigation Measures no longer applies to the Modified Project and is therefore shown in ~~strikeout text~~:

> ~~**1979 EIR Mitigation Measure:** Policies should be formulated to encourage participation in the Williamson Act Preservation program, granting tax relief to owners of agricultural property who agrees not to develop their land for a minimum of 10 years. Additional incentives should be provided for agricultural land owners holding less than 100 acres who are not eligible for preservation status and the economic security it provides.~~

c. Air Quality

Project Design Features: Project Design Features (PDFs) include design features proposed by the Modified Project that reduce or avoid impacts to air quality. The proposed Modified Project provides a framework of development standards to guide development of the proposed residential and commercial uses. These standards establish development and design criteria to promote a reduction in vehicle miles traveled (VMT) and associated vehicular emissions, as well as a reduction in energy and water demand and waste generation and associated stationary source emissions as follows:

> **PDF 3.3-1:** The Modified Project provides pedestrian connections to surrounding areas consistent with the City's General Plan. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.
>
> **PDF 3.3-2:** The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to a reduction of automobile use for local residents and employees.
>
> **PDF 3.3-3:** The Modified Project includes commercial retail uses to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries.

Plans, Policies, or Programs: Plans, Policies, or Programs (PPPs) are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to air quality.

> **PPP 3.3-1**: Building design and construction shall meet 2019 Title 24 Standards of the California Building Code. The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades.
>
> **PPP 3.3-2**: Pursuant to City Emergency Order 2014-0718-01E, the Modified Project shall incorporate a Water Conservation Strategy to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy.

PPP 3.3-3: Pursuant to Assembly Bill 939, the Modified Project shall engage in a 50 percent diversion of solid waste from landfills.

PPP 3.3-4: Pursuant to SCAQMD Rule 403, the following measures shall be incorporated into project plans and specifications:

- All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.

- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project construction limits are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 mph or less.

PPP 3.3-5: Pursuant to SCAQMD Rule 402, no person may discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP 3.3-6: Pursuant to SCAQMD Rule 1113, architectural coatings shall have a low VOC default level of 50 grams per liter unless otherwise specified in the SCAQMD Table of Standards.

PPP 3.3-7: Pursuant to Title 13, Section 2449(d)(D) of the California Code of Regulations, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) shall limit vehicle idling to five minutes or less.

PPP 3.3-8: SCAQMD Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in the Basin during construction.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Mitigation Measure 1:** Normal wetting procedures should be followed during the site grading operations to reduce dust emissions.~~

~~**1979 EIR Mitigation Measure 2:** The Southern California Association of Governments 9SCAG) and South Coast Air Quality Management District are currently preparing in cooperation with City and County governments an Air Quality Management Plan (AQMP) designed to achieve and maintain Federal and State air quality standards within the South Coast Air Basin. The AQMP is to be submitted for approval to the State Air Resources board by January 1979 prior to submittal to EPA as a revision to the State's Implementation Plan. The AQMP is to identify the need for further control of stationary and mobile sources, alternate transportation strategies, and measures to reduce adverse air quality impacts associated with further growth and development. The proposed project should be reviewed for consistency with the objectives of the AQMP if finalized prior to project approval.~~

~~**2008 Mitigation Measure AQ-02:** Construction equipment shall be equipped Tier II diesel particulate matter filters.~~

~~**2008 Mitigation Measure AQ-03:** Construction equipment shall be properly maintained in accordance with manufacturer's specifications at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD.~~

~~**2008 Mitigation Measure AQ-04:** The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use.~~

~~**2008 Mitigation Measure AQ-11:** Any fireplaces installed in residences shall be only natural gas fired. Any stoves installed in residences shall be only natural gas or electric.~~

d. Biological Resources

Project Design Features (PDFs): PDFs include biological resource conservation features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to biological resources. The proposed Modified Project provides a framework of development standards to guide development of the proposed residential and commercial uses. These regulations and standards establish best management practices (BMPs) during construction activities and the installation and proper maintenance of structural BMPs to ensure adequate long-term treatment of all surface runoff from paved and developed areas of the Modified Project site before entering into any stream course or off-site conservation areas in accordance with **Mitigation Measures 3.4.10.6** and **3.4.10.7**.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to biological resources.

PPP 3.1-2: Pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code and General Plan Program CD-P-20, all on-site lighting shall be shielded to prevent off-site glare.

(1) All outdoor lighting shall be designed to illuminate uses, while minimizing light trespass into neighboring areas.

(2) The candlepower of outdoor lighting shall be the minimum required for safety purposes.

(3) Light for safety purposes shall be provided at entryways, along walkways, between buildings, and within parking areas.

(4) All lights shall be directed, oriented, and shielded downward to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct drivers' vision.

(5) Light sources shall not be located in required buffer areas, except those required to illuminate pedestrian walkways.

PPP 3.4-1: The Modified Project will obtain and comply with waste discharge requirements (WDRs) of the Porter-Cologne Act and the National Pollutant Discharge Elimination System (NPDES) permit to treat all surface runoff from paved and developed areas through implementation of applicable BMPs during construction and installation and proper maintenance of structural BMPs during operation. Runoff patterns will be recreated to mimic the pre-channelization conditions within the Modified Project site. Storm water treatment BMPs will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements to minimize edge effects to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Project Site (Salt Creek) associated with the Urban/Wildlands interface.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Mitigation Measure 1:** The proposed preservation of 15% of the site as open space will somewhat mitigate the impact upon vegetation and wildlife. The natural and undisturbed areas will provide a habitat for wildlife to relocate. Biological resources surveys, prior to development would provide assurance that no rare or endangered plant and wildlife species will be disturbed.~~

~~**2008 Mitigation Measure BR-1a:** Determination of Biologically Equivalent or Superior Preservation (DBESP) has been completed for BUOW. Recommendations in the DBESP must be followed to reduce impacts to BUOW. These recommendations include a preconstruction survey to determine if BUOW occur within the disturbance area, avoiding disturbance within 75 meters of a burrow during breeding season (February 1 through August 31) and within 50 meters during the nonbreeding season, passive relocation of all BUOW onsite outside of the nesting season, the conservation and maintenance of at least 6.5 acres of suitable habitat, and the construction of six artificial burrows in the conservation area. The specific mitigation can be found in the DBESP (Appendix D).~~

~~**2008 Mitigation Measure BR-2:** Prior to issuance of a grading permit, detailed plans of the infrastructure improvements shall be reviewed by a qualified regulatory specialist to determine the extent of impacts to jurisdictional areas and confirm the permits required. Applicable permits must be obtained from the regulatory agencies (including a 404 permit from the USACE, a 401 Certification from RWQCB, and a streambed alteration agreement from CDFG, as applicable) prior to issuance of a grading permit. The paseo system proposed by the project will provide riparian resource value; therefore, no additional mitigation is recommended for impacts to waters of the U.S. and CDFG jurisdictional streambed.~~

~~**2008 Mitigation Measure BR-3:** Ground disturbance activities should take place outside the avian nesting season, which extends from early February through August, but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance must occur during avian breeding season, a clearance survey for nesting birds shall be conducted within 2 weeks prior to any ground disturbing and vegetation/tree removal activities. If nesting birds are determined to occur within the impact area, the biological monitor shall mark a buffer around the nest and no ground or vegetation disturbance can occur until it is determined by a qualified biologist that the nest has successfully fledged young and that the nest is no longer active.~~

~~**2008 Mitigation Measure BR-4:** The project must conform with the MSHCP Urban/Wildland Interface Guidelines as described in the MSHCP Consistency Analysis Report (Appendix D). Conformance with these Guidelines shall be reviewed by the City during final plan check.~~

~~**2008 Mitigation Measure BR-5:** The project must demonstrate conformance with the MSHCP to the satisfaction of the City Planning Director prior to issuance of grading permits. Conformance with the MSHCP includes, but is not limited to the following:~~

- ~~Completion of the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process;~~
- ~~Compliance with the Riparian/Riverine Areas and Vernal Pools Guidelines;~~
- ~~Compliance with the Protection of Narrow Endemic Plant Species Guidelines;~~
- ~~Compliance with the Criteria Species Survey Area requirements;~~
- ~~Completion of a DBESP for BUOW;~~
- ~~Conformance with the Urban/Wildlands Interface Guidelines; and~~
- ~~Payment of the MSHCP Local Development Mitigation Fee.~~

e. Cultural Resources

Project Design Features (PDF): PDFs include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to cultural resources. There are no PDF's that address impacts related to cultural resources.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements such as plans, policies, or programs applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to cultural resources.

PPP 3.5-1: Prior to grading permit issuance, the City shall verify that the following note is included on the grading plan. Project contractors shall be required to ensure compliance with the note. This note also shall be specified in bid documents issued to prospective construction contractors.

"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance occur until the Riverside County Coroner has made the necessary findings as to origin. 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). Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Riverside County Coroner determines the remains to be Native American, the California Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Mitigation Measure:** The RIV-1162 archaeological site should be surveyed for collection of any surface debris. Based on these findings, a final report should be prepared to provide mitigation measures and recommendations. In addition, future development sites must be surveyed for archaeological resources and mitigation measures recommended on the basis of future finds.~~

~~**2008 Mitigation Measure CR-1:** Should previously unidentified cultural resource sites, prehistoric or historic cultural resources be encountered during monitoring, they should be Phase II tested and evaluated for significance following CEQA Guidelines prior to allowing a continuance of grading in the area. A foundation associated with the former house in the northwest comer of the project area may be uncovered during grading. This material is not more than 45 years old and so can be discounted.~~

~~**2008 Mitigation Measure CR-2a:** Limited archaeological monitoring is recommended during all earthmoving, grading, grubbing, trenching or other earth-disturbing activities on the project site. A City-approved Project Archaeologist must create a mitigation-monitoring plan prior to earthmoving in the project area, a pre-grade meeting associated with the details of that plan must occur between the monitoring archaeologist, the City representative, and the grading contractor before grading begins.~~

~~The plan must discuss contingency plans associated with Native American tribal representation if any prehistoric artifacts are found during earthmoving. These may be considered sacred items by Native American tribes. The mitigation-monitoring plan document must contain a description of how and where artifacts will be curated if found during monitoring.~~

~~**2008 Mitigation Measure CR-2b:** Once a depth below the modem ground surface of 3 feet is reached, monitoring of development-related excavation is required during all construction-related earthmoving. Earthmoving should be monitored on a full-time basis. The Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected after 50 percent of the ground in the project area has been graded. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the project has been disturbed and inspected by the monitor (s).~~

~~**2008 Mitigation Measure CR-3a:** Monitoring of excavation in areas identified as likely to contain Paleontologic resources by a qualified Paleontologic monitor. Based upon the results of this review, areas of concern include undisturbed older Pleistocene alluvium. Paleontologic monitors should be equipped to salvage fossils, as they are unearthed, to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units described are not present, or, if present, are determined upon exposure and examination by qualified Paleontologic personnel to have low potential to contain fossil resources.~~

~~**2008 Mitigation Measure CR-3b:** Paleontologic monitoring of any earthmoving will be conducted by a monitor, under direct guidance of a qualified paleontologist. Earthmoving in areas of the parcel where previously undisturbed sediments will be buried but not otherwise disturbed will not be monitored. Monitoring shall begin once earthmoving reaches 5 feet below the original ground surface. If too few fossil remains are found after 50 percent of the planned-for earthmoving has been completed, monitoring can be reduced or discontinued in those areas at the project paleontologist's direction.~~

~~**2008 Mitigation Measure CR-3c:** If Paleontological resources are detected during monitoring, a report must be generated. The following items must be presented in the report: Recovered~~

~~specimens must be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. The recovered fossils must be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage (e.g., SBCM). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate for impacts to Paleontologic resources.~~

f. Geology and Soils

Project Design Features (PDF): PDFs include features proposed by the Modified Project that are already incorporated into the Project's design and are specifically intended to reduce or avoid impacts from geology and soils.

PDF 3.6-1: The site contains thin deposits of relatively loose surficial soils overlying dense younger or older alluvium. Loose surface soils shall be overexcavated and recompacted, and grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation (also codified in **Mitigation Measure 3.6.10.1**).

PDF 3.6-2: Impervious areas will be planted as soon as possible and include a mixture of trees, shrubs and groundcover guided by the plant palette contained in the "Inland Empire Landscape Guide" sponsored in part by the Eastern Municipal Water District to prevent soil erosion.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from geology and soils.

PPP 3.6-1: State law requires the design and construction of new structures comply with current California Building Code requirements which address general geologic, seismic (including ground shaking), and soil constraints for new buildings. Building design and construction shall meet 2019 Title 24 Standards of the California Building Code.

PPP 3.6-2: Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City of Hemet detailed grading plans for each phase of development. These plans will be prepared in conformance with applicable standards of the City, the California Building Code, and the project-specific geotechnical investigation. Construction of off-site utility and roadway improvements also will be subject to the same permitting and plan checking processes.

PPP 3.6-3: Prior to grading permit issuance, the project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and allow periodic inspection of the construction site by City of Hemet staff or its designee to confirm compliance.

PPP 3.6-4: A Final Water Quality Management Plan (WQMP) is required to identify, measure, and control the post-construction volume of stormwater runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the implementation of the Modified Project. The Final WQMP shall specify low impact development best management practices to address Hydrologic Conditions of Concern for the project site in accordance with the Riverside County Flood Control and Water Conservation District's September 2011 Design Handbook for Low Impact Development Practices, National

Pollutant Discharge Elimination System Permit Number CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ. Specifically, the Final WQMP shall demonstrate that proposed low impact development best management practices shall ensure post-development runoff volume, time of concentration, and peak flow velocity for the 2-year frequency storm shall not exceed that of the pre-development condition by more than five percent. The proposed low impact development best management practices specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the City for review and approval prior to issuance of grading permits.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Mitigation Measure:** Engineering geologic investigations should be required for all new construction within the Southwest Area. Construction according to the Earthquake Regulations of the Uniform Building Code and recommendations of a qualified structural engineer should mitigate the risks of human and structural loss.~~

~~**2008 Mitigation Measure GS-1a:** Grading and Building Design. Prior to the issuance of grading and building permits, the developer shall comply with each measure described in Sections 4.1 through 5.2 of the *Update Geotechnical Investigation Rancho Diamante, Tentative Tract Map 35392, 35393, and 35394 City of Hemet Riverside County, California,* Leighton and Associates, June 15, 2007 (see Appendix X). All grading and design/construction measures recommended by the detailed geological investigation shall be identified on grading and building plans and implemented to the satisfaction of the City Public Works Department.~~

~~**2008 Mitigation Measure GS-1b:** Construction Design. Prior to the issuance of grading and building permits, the developer shall demonstrate that all grading and building activities comply with the most recent Uniform Building Code seismic design standards. This shall be completed to the satisfaction of the City Public Works Department.~~

~~**2008 Mitigation Measure GS-2a:** Erosion Controls. Prior to the issuance of a grading permit, the developer shall submit a grading plan describing the wind and water erosion controls that will be employed during all grading activities. These controls shall be consistent with Best Management Practices and shall be demonstrated to the satisfaction of the City Engineering Department and any other departments deemed approp1iate by the City. Further, these plans shall include the methods of erosion control and be compiled be a registered civil engineer (also see Mitigation Measures in Sections 4.3, Air Quality pertaining to dust control measures, and 4.8, Hydrology/Water Quality, pertaining to erosion and siltation control measures.~~

g. Hazards and Hazardous Materials

The Phase I Environmental Site Assessment identified evidence of environmental concerns on the Modified Project site. Historical use of the site for agriculture may have contaminated the soil on the site with agriculturally related chemicals; therefore, soil testing would be conducted on the Modified Project site. This testing would be implemented as part of **2008 Mitigation Measure HHM-1a** for the Modified Project.

The Riverside County ALUC prescribed various Conditions on the design, construction, and operation of the Modified Project in order to find it consistent with the 2017 Hemet-Ryan ALUCP under case

ZAP1061HR19. These Conditions regard project lighting, water quality control basins, interior noise levels, and structure height and would be implemented as part of **MM 3.7.10.1** through **MM 3.7.10.6**, **MM 3.11.10.6**, and **2008 Mitigation Measures HHM-5g**, and **HHM-5i** to dictate development of the Modified Project near the Hemet-Ryan ALUCP with the goal to minimize airport hazards. There are no additional project design features or compliance measures related to hazards and hazardous materials applicable to the Modified Project.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

> ~~**2008 Mitigation Measure HHM-5a:** The following uses shall be prohibited from Tentative Tract Map 35394: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks, professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility or day care).~~
>
> ~~**2008 Mitigation Measure HHM-5b:** The following uses, if proposed within Tentative Tract Maps 35392 or 35393, shall require discretionary approval by the Riverside County Airport Land Use Commission: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks, professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility of daycare).~~
>
> ~~**2008 Mitigation Measure HHM-5c:** The project applicant shall obtain discretionary approval for the density proposed in Tentative Tract Map 35394 by the Riverside County Airport Land Use Commission.~~
>
> ~~**2008 Mitigation Measure HHM-5f:** Height limits within the project shall be restricted to 35 feet or two stories, whichever is less.~~
>
> ~~**2008 Mitigation Measure HHM-5h:** The developer shall complete the Federal Aviation Administration Form 7460 and provide documentation to the City of Hemet that the form was submitted.~~
>
> ~~**2008 Mitigation Measure HHM-5j:** There are 4.8 acres within Tentative Tract Map 35394 in the Inner Turning Zone near the northwestern corner that shall be designated with a land use consistent with the California Airport Land Use Planning Handbook unless the plan for extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits. If the plan for the extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits, a subsequent analysis shall be conducted to ensure that the project is consistent with the new zone designations.~~

h. Hydrology and Water Quality

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to hydrology and water quality.

PDF 3.6-2: Impervious areas will be planted as soon as possible and include a mixture of trees, shrubs and ground cover guided by the plant palette contained in the "Inland Empire Landscape Guide" sponsored in part by Eastern Municipal Water District to prevent soil erosion.

PDF 3.8-1: The Modified Project will incorporate a variety of drought-tolerant landscaped areas that will provide water quality treatment of on-site runoff before discharge to the Hemet Channel and Salt Creek.

PDF 3.8-2: The Modified Project will incorporate a site-specific storm drain system to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This will be accomplished by constructing 11 infiltration basins (Best Management Practices (BMPs) 1 through 11) throughout the Modified Project site and 2 bioretention basins (BMPs 12 and 13) near the northeast corner of the site. All thirteen BMPs will be designed and constructed with design capture volumes (DCV) sufficient to retain storm water runoff for infiltration and/or treatment prior to conveyance off site into the Hemet Channel and Salt Creek in accordance with the Final Water Quality Management Plan (WQMP) (refer to **PPP 3.6-4**). The bioretention basins will provide water quality treatment during percolation with a pollutant removal efficiency rating of at least 80 percent. In order to mitigate impacts from birds potentially being attracted to the infiltration and bioretention basins and interfering with nearby operations of the Hemet-Ryan Airport, additional performance standards are prescribed to the basins above and beyond regulatory policy as detailed in **Mitigation Measure 3.7.10.3** in Section 3.7, Hazards and Hazardous Materials, of the SEIR.

PDF 3.8-3: Under post-development conditions, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's Master Flood Control and Drainage Plan. The proposed streets and storm drain systems will convey the majority of the Modified Project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The on-site runoff as well as the tributary off-site runoff from the east will be detained by a detention basin (BMP Infiltration Basin 4) within the southwesterly portion of the Modified Project site. The basin will be generally at the location of the existing detention basin, but the footprint will be modified to fit the development. The 100-year flow released from BMP Infiltration Basin 4 will be less than 345 cubic feet per second (cfs) in accordance with the Master Flood Control and Drainage Plan.

PDF 3.8-4: The Modified Project will construct a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road. The northerly portion of this segment of Line 3B will be improved as an earthen trapezoidal channel with a 20-foot bottom width and 4:1 (horizontal:vertical) side slopes. The maximum 100-year flow rate capacity in this segment of the channel is 365 cfs in accordance with the Master Flood Control and Drainage Plan. The southerly portion of this segment of Line 3B will be improved as a trapezoidal channel with concrete banks and an earthen bottom. This segment of the improved channel will have a 13-foot bottom width and 2:1 side slopes. The maximum 100-year flow rate in this segment of Line 3B is 505 cfs in accordance with the *Master Flood Control and Drainage Plan*.

PDF 3.8-5: The Modified Project will incorporate on-site drainage, anchoring methods to prevent floating structures, elevation of buildings above flood levels, and flood proofing, which requires

buildings to be inspected and certified by a professional engineer, surveyor or building inspector in accordance with the Master Flood Control and Drainage Plan and National Flood Insurance Program Section 60.3.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from hydrology and drainage.

PPP 3.8-1: Prior to grading permit issuance, the Project Proponent shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Evidence that an NPDES permit has been issued shall be provided to the City of Hemet prior to issuance of the first grading permit.

PPP 3.8-2: Development in 100-year flood hazard areas as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map requires flood-resistant construction pursuant to the regulations set forth in National Flood Insurance Program (NFIP) Section 60.3. Additionally, NFIP Section 60.3(d) requires a Federal Emergency Management Agency (FEMA) permit for a Floodway Encroachment for construction in Flood Zone A and Flood Zone AE 100-year flood zones. A notice to FEMA of final base flood elevations must be provided for development within Flood Zone A, and the lowest floor (including basement) must be built above a predetermined base flood elevation (BFE) for both Flood Zone A and Flood Zone AE. Prior to grading plan approval, the developer shall obtain a Conditional Letter of Map Revision based on Fill (CLOMR-F) from FEMA. Prior to issuance of the first building permit, the developer shall obtain a Letter of Map Revision based on Fill (LOMR-F) from FEMA. In accordance with California Civil Code Section 1103, notification must occur to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area.

PPP 3.6-3: Prior to grading permit issuance, the Project Proponent shall prepare a Storm Water Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and allow periodic inspection of the construction site by City of Hemet staff or its designee to confirm compliance.

PPP 3.6-4: A Final Water Quality Management Plan (WQMP) is required to identify, measure, and control the post-construction volume of storm water runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the implementation of the Modified Project. The Final WQMP shall specify low impact development best management practices (LID BMPs) to address Hydrologic Conditions of Concern for the project site in accordance with the Riverside County Flood Control and Water Conservation District's September 2011 *Design Handbook for Low Impact Development Practices*, National Pollutant Discharge Elimination System Permit Number CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ. Specifically, the Final WQMP shall demonstrate that proposed LID BMPs shall ensure post-development runoff volume, time of concentration, and peak flow velocity for the 2-year frequency storm shall not exceed that of the pre-development condition by more than five percent. Maintenance intervals for the LID BMPs shall be specified in the Final WQMP. The proposed LID BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the City for review and approval prior to issuance of grading permits.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

1979 EIR Mitigation Measure 1: Both the City and County have mechanisms to control and guide the development of flood plain area as proposed in the Land Use, Conservation and Open Space Elements of the County and City General Plans. The Federal Flood Insurance Program will mitigate the flood hazard.

Recreational areas and landscaping should be developed in flood channel areas to prevent adverse visual impacts. Flood control structures should be designed with equal sensitivity for aesthetics and utility. Construction impact mitigation measures include:

1) Limit heavy construction to week days between the hours of 7:00 AM and 6:00 PM.

2) Use water and temporary paving to prevent dust.

3) Reduce air pollution by using well maintained equipment.

4) Reduce traffic problems by advance planning of construction and the use of appropriate traffic regulation and control devices and by using flagmen if necessary.

5) Conserve energy needed for construction by using proper equipment and properly maintained equipment and by avoiding unnecessary trips and shuttle runs.

6) Mitigate stored equipment and material problems by appropriate security measures.

2008 Mitigation Measure HWQ-1a: Prior to the issuance of a grading permit for each phase of development, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Site Design BMPs contained in Table 5 of the *Preliminary Water Quality Management Plan* prepared for the project (Stantec 2007a,b,c).

2008 Mitigation Measure HWQ-1b: Prior to the issuance of a grading permit for each phase of development, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Source Control BMPs contained in Table 9 of the *Preliminary Water Quality Management Plan* prepared for the project (Stantec 2007a,b,c). The BMPs are intended to minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas.

2008 Mitigation Measure HWQ-1c: Prior to the issuance of a grading permit for TTM 35392, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include Treatment Control BMPs, which utilize infiltration basins at each of the six (6) discharge drainage basins A-F as identified in the Preliminary Drainage Report for TTM 32392 (Stantec 2007d). The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

2008 Mitigation Measure HWQ-1d: Prior to the issuance of a grading permit for TTM 35393, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control BMPs, which utilize an infiltration basin. The developers' engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

2008 Mitigation Measure HWQ-1e: Prior to the issuance of a grading permit for TTM 35394, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control BMPs, which utilize an infiltration basin. The developers' engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

~~**2008 Mitigation Measure HWQ-1f:** Prior to the issuance of building permits, the developer shall coordinate the design and obtain approval of all flood control and storm drain structures from the City Public Works Department as identified in the project's preliminary hydrology studies (Stantec 2007x). These improvements shall be implemented to the satisfaction of the City Engineer.~~

~~**2008 Mitigation Measure HWQ-1g:** Prior to the issuance of a building permit, the developer shall obtain the following permits or approvals relative to any modifications to onsite drainage channels: I) CDFG, 1601 Streambed Alteration Agreement; 2) State Water Resources Control Board, CWA Section 401 Water Quality Certification; 3) USACE, CWA Section 404 Permit; 4) State Water Regional Control Board Construction Permit.~~

~~**2008 Mitigation Measure HWQ-7a:** The project applicant shall submit to FEMA au application to revise the FIRM to remove the portion of TTM 35392 from the 100-year flood hazard area shown on the map. The revised FIRM for the City of Hemet showing that the project site is not within the **1** 00-year flood hazard area shall be completed prior to granting building permits for the proposed project.~~

i. Land Use and Planning

Project Design Features (PDF) and Plans, Policies, or Programs (PPP): The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project would amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with inclusion of 19.67 acres of Regional Commercial uses on site.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Mitigation Measure:** Increased coordination between Riverside County, LAFCO, and the City of Hemet will provide tile City with necessary planning controls mitigating incompatible land uses and conflicting development standards.~~

j. Mineral Resources

Project Design Features (PDF): There are no PDFs that address impacts related to mineral resources.

Plans, Policies, or Programs (PPP): There are no PPPs that address impacts related to mineral resources.

Mitigation Measures No Longer Applicable to the Modified Project: Mitigation measures to reduce impacts to mineral resources to less than significant levels are not required for either the Approved Project or the proposed Modified Project.

k. Noise

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts from noise.

> **PDF 3.11-1**: Planned 6-foot-high noise barriers shall be constructed for the outdoor living areas (backyards) of lots 303 to 305, 306, 315, 316, 322, 362, 363, 371 to 379, 393, 394, 398 to 402, 412, 414 to 422 adjacent to Stetson Avenue, and lots 1 to 17, 512, 519, 520, 522, 540, 541, 574, 585, 586 adjacent to Warren Road. The planned noise barriers shall be constructed so that the top of each wall and/or berm combination extends to the planned height above the pad elevation of the lot it is shielding. When the road is elevated above the pad elevation, the barrier shall extend to the planned height above the highest point between the residential home and the road. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The noise barriers shall be constructed using any combination of the following materials:
>
> - Masonry block;
> - Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
> - Glass (¼-inch-thick), or other transparent material with sufficient weight per square foot; or
> - Earthen berm.
>
> The barriers shall consist of a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) must be filled with grout or caulking.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from noise.

> **PPP 3.11-1:** All habitable structures shall be designed and constructed in accordance with Part 2 (California Building Code) of Title 24 (Building Standards Administrative Code) of the California Code of Regulations. Pursuant to the State Noise Insulation Standard, all habitable structures must incorporate windows, walls, doors, and floor-ceiling assemblies that block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA community noise equivalent level (CNEL) in any habitable room with all doors and windows closed.
>
> **PPP 3.11-2:** Pursuant to City Municipal Code Article II, Section 30-32 [33], noise-generating construction activities shall only occur between the permitted hours on Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m., with no activity allowed on Sundays.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

> ~~**1979 EIR Mitigation Measure 1:** Grading and construction activities should not be permitted between the hours of 7 PM and 7 AM, and on Saturday, Sunday, and legal holidays.~~

1979 EIR Mitigation Measure 2: Agricultural property owners within or adjacent to the Southwest Area should limit agricultural operations as much as possible during late evening and early morning hours. Farming equipment which must be operated during the noise sensitive hours should be equipped with adequate and well maintained exhaust mufflers.

1979 EIR Mitigation Measure 3: Future residents of the Southwest Area who will be purchasing homes in the area near the 55 Ldn contour should be informed through the Real Estate "white paper", as notice concerning occasional fire bombing aircraft related noise events.

1979 EIR Mitigation Measure 4: If train operations increase enough to create a significant adverse noise impact, noise mitigation measures should be considered. Land uses such as residences and school would not be suitable for development at locations immediately adjacent to the rail road right-of-way. Residences which would be located in the general vicinity of the railroad should be screened from railroad noise sources by solid sound barriers such as earthen berms or earthen berm/walls. Project design should stress the orientation of structures away from the railroad including windows and other openings.

1979 EIR Mitigation Measure 5: A detailed acoustical analysis will be required for residential development located within the 60 dBA noise contour from highway noise sources. The analysis is required in order to prove that the indoor environment will be reduced to a level of 45 dBA or less.

1979 EIR Mitigation Measure 6: Highway noise mitigation measures such as acoustical site planning and/or the design of earthen berms or berm/wall combinations will be necessary in order to reduce noise to acceptable levels (exterior- 55 dBA or less) for residential development within the Southwest Area.

1979 EIR Mitigation Measure 7: Heavy trucks (3 axles or more) are a major source of highway noise. Therefore, limit heavy truck traffic to the following roadway segments (within or adjacent to the Southwest Area):

- Warren
- Stetson-Warren/Airport Road

The mitigation of highway noise outside the Southwest Area may only be practical or economically viable for new rather than existing noise sensitive land uses.

2008 Mitigation Measure MM NOI-1: The project applicant shall construct a noise barrier, likely in the form of a sound attenuation wall, per recommendations made in the Final Noise Study prepared by Urban Crossroads. The wall will be a minimum height and design to attenuate noise levels below City of Hemet standards and should be constructed in the vicinity of the residential receptors where City of Hemet noise level standards may be exceeded.

2008 Mitigation Measure MM NOI-4a: At the time of grading permit application is submitted, the project applicant shall submit a construction noise mitigation plan to the City of Hemet for review and approval. The plan shall depict the location of construction equipment and describe how noise would be mitigated through methods such as, but not limited to, locating stationary noise-generating equipment, as far as possible from nearby noise sensitive receptors. Where practicable, noise generating equipment will be shielded from nearby noise-sensitive receptors by noise-attenuating buffers such as structures or haul tracks trailers. Onsite noise sources such as heavy equipment located less than 200 feet from noise-sensitive receptors will be equipped with noise-reducing engine housings. Portable acoustic barriers able to attenuate at least 6- dB will be placed around noise-generating equipment located within 200 feet of residences. Water tanks and equipment storage, staging, and warm-up areas will be located as far from noise-sensitive

~~receptors as possible. The noise attenuation measures identified in the plan shall be incorporated into the project.~~

~~**2008 Mitigation Measure MM NOI-4b:** Construction activities shall adhere to the following noise requirements:~~

- ~~All construction equipment shall utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.~~
- ~~Hours of construction shall comply with those established in Sections 30-32 of Division 1 of the City of Hemet Code of Ordinances. Those hours are weekdays from 6 a.m. through 6 p.m. during the months of June through September and from 7 a.m. through 6 p.m. during the months of October to May. Construction is permitted on Saturdays from 7:00 a.m. to 6:00 p.m. Construction is prohibited on Sundays~~

I. Population and Housing

Project Design Features (PDF): The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project would amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with inclusion of 19.67 acres of commercial uses on site. The Page Ranch PCD SP does not contain any design features that specifically address population or housing. The Modified Project proposes 586 units of additional housing and 100,000 square feet of commercial uses within the City.

Plans, Policies, or Programs (PPP): The City General Plan Housing Element contains local commitments detailed in Section 3.12.1.3 that would enable the Modified Project to contribute toward the City's housing needs, consistent with the City's General Plan Housing Element and RHNA, pursuant to State Housing Element law (Section 65580) of the California Government Code.

Mitigation Measures No Longer Applicable to the Modified Project: Mitigation measures to reduce population and housing impacts to less than significant levels are not required for either the Approved Project or the proposed Modified Project.

M. Public Services

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts from demand for public services.

PDF 3.13-1: Pursuant to the California Fire Code, all habitable structures will be constructed of ignition-resistant construction materials and include automatic fire sprinkler systems based on the latest Building and Fire Codes for occupancy types. Fuel modification will be provided around the perimeter of the site, where required, and will be maintained by the landlord, or another approved entity, at least annually and as needed. Landscape plantings will not utilize prohibited plants that have been found to be highly flammable. Fire apparatus access roads (i.e., public and private streets) will be provided throughout the site and will vary in width and configuration, but will all

provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances. Primary access and internal circulation will comply with the requirements of the Hemet Fire Department. Water capacity and delivery will be provided for a reliable water source for operations and during emergencies requiring extended fire flow.

PDF 3.13-2: The Modified Project will incorporate Crime Prevention Through Environmental Design (CPTED) features to keep service demand increases to a minimum. The site will incorporate public zones and private zones via physical and symbolic barriers to define acceptable uses of the proposed residential and commercial facilities and determine who has a right to occupy such zones. Additionally, the commercial uses will be equipped with surveillance through the use of closed-circuit television, electronic monitoring, and potentially security patrols, as well as informal surveillance such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from noise.

PPP 3.13-1: All habitable structures shall be designed and constructed in accordance with Part 9 (California Fire Code) of Title 24 (Building Standards Administrative Code) of the California Code of Regulations.

PPP 3.13-2: State law requires the design and construction of new structures comply with current California Building Code (CBC) requirements to "safeguard life or limb, health, property, and public welfare by regulation and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment." The current edition of the CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance.

PPP 3.13-3: In accordance with California State Assembly Bill 2926, Senate Bill 50, California Education Code Section 17620, and California Government Code (Section 65995[b]), the Modified Project applicant shall pay Statutory School Fees: Level I for commercial construction and Level 2 for new residential construction.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Mitigation Measure 1:** New development should be located adjacent to existing developed areas, rather than in remote fringe areas, to minimize the response time. Adequate street and security design features should be incorporated into all new developments.~~

~~**1979 EIR Mitigation Measure 2:** The new medical-surgical unit will partially mitigate the additional demand created by the project. Three more floors can be added to this structure when a need for the addition is demonstrated.~~

~~**1979 EIR Mitigation Measure 3:** Student generation rates are uncertain at this time. SB 201, relating to builder contributions to the school system, may be a means of purchasing relocatable classrooms and putting them on existing sites. However, the cost may be prohibitive under the developer assessment program.~~

n. Recreation

Project Design Features (PDF) and Plans, Policies, or Programs (PPP): The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project would amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with the inclusion of 19.67 acres of commercial uses on site.

The Modified Project would dedicate 64.89 acres of the overall 245.07-acre Modified Project site to public parks, private homeowners' association parks, and open space areas allocated as follows: 5.12 acres of private homeowners' association parks, 5.62 acres of public parks, and 54.15 acres of open space areas.

Mitigation Measures No Longer Applicable to the Modified Project: Mitigation measures to reduce recreation impacts to less than significant levels are not required for either the Approved Project or the proposed Modified Project.

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o. Transportation

Project Design Features (PDF): PDFs include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to traffic. The Modified Project includes a General Plan Amendment (GPA) to amend the City's General Plan Circulation Element to include extension of Mustang Way from Warren Road westward and northward to realigned Stetson Avenue (see Figure 2.5 of the DSEIR). The GPA would also change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. Roadway engineering improvements in the form of realignment of the curves on Warren Road south of the railroad tracks/realigned Stetson Avenue are included as part of the Modified Project. These frontage improvements would ensure the design speed of the roadway meets the acceptable engineering standard. Improvement to the curves on Warren Road north of the railroad tracks/realigned Stetson Avenue is not part of the Modified Project and would be implemented by the City or others.

As introduced in Section 3.3, Air Quality, of the DSEIR, the proposed Modified Project provides a framework of development standards to guide development of the proposed residential and commercial uses. These standards establish development and design criteria to promote a reduction in VMT and associated vehicular emissions:

> **PDF 3.3-1:** The Modified Project provides pedestrian connections to surrounding areas consistent with the City's General Plan. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.
>
> **PDF 3.3-2:** The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to a reduction of automobile use for local residents and employees.
>
> **PDF 3.3-3:** The Modified Project includes commercial retail uses to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from transportation.

> **PPP 3.15-1**: **City of Hemet Development Impact Fee (DIF) Program.** The Modified Project will be subject to City's Development Impact Fee (DIF) program which includes a component for Road Facilities Fees. The Road Facilities Fees finances highways, roads, bridges, and traffic signals. The most recent City DIF Nexus Study is dated January 3, 2006 (Resolutions No. 3981 and 3837).
>
> **PPP 3.15-2**: Transportation Uniform Mitigation Fee (TUMF) Program. The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a

regional Nexus Study most recently updated in 2009 to address major changes in right of way acquisition and improvement cost factors. WRCOG is currently in the process of completing a current Nexus Study update to the program. Final changes to network facilities, network cost allocations, and fee changes were not available at the time this assessment was prepared. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly 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 stage. In addition, an annual inflation adjustment is considered each year in February. In this way, TUMF fees are adjusted upwards on a regular basis to ensure that the development impact fees collected keep pace with construction and labor costs, etc.

A number of the facilities forecast to be affected by the Project are programmed for improvements through the TUMF program. The Project Applicant will be subject to the TUMF fee program and will pay the requisite TUMF fees at the rates then in effect pursuant to the TUMF Ordinance. The project is located in the Hemet/San Jacinto TUMF zone. The facilities planned through the TUMF program are constructed prior to the time at which the identified facility is expected to deteriorate to an inadequate level of service. WRCOG has a successful track record funding and overseeing the construction of improvements funded through the TUMF program. In total, the TUMF program is anticipated to generate nearly $5 billion in transportation projects for Western Riverside County.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Traffic Mitigation Measure 1:** The construction and improvement of the following roadways to their recommended master plan cross-section will be required to accommodate the anticipated traffic volumes that are projected from development within the Southwest Hemet study area:~~

~~**Roadway**~~	~~**Master Plan Cross-Section**~~
~~Sanderson Avenue~~	~~Secondary~~
~~Stetson Avenue~~	~~Arterial~~
~~Acacia Avenue~~	~~Collector~~
~~Harrison Avenue~~	~~Collector~~
~~Simpson Road~~	~~Secondary~~
~~Warren Road~~	~~Collector/Secondary~~
~~Cawston Avenue~~	~~Collector~~
~~Fischer Street~~	~~Collector~~
~~Lyon Avenue~~	~~Secondary~~
~~Kirby Avenue~~	~~Collector~~

~~**1979 EIR Traffic Mitigation Measure 2:** Construction of all planned local collector streets to the standards set forth in the Riverside County General Plan and the Hemet-San Jacinto General Plan.~~

~~**1979 EIR Mitigation Measure 3:** The installation of traffic signals at the following intersections will undoubtedly be warranted. These intersections would include Sanderson Avenue and Stetson Avenue, Lyon Avenue and Stetson Avenue, Sanderson Avenue and Acacia Avenue, Stetson Avenue and Cawston Avenue, and Stetson Avenue and Warren Road, Sanderson Avenue and~~

Harrison Avenue, Harrison Avenue and Lyon Avenue, Warren Road and Florida Avenue, Kirby Avenue and Stetson Avenue, and Kirby Avenue and Acacia Avenue. However, as previously discussed, the installation of traffic signals should be made only after positive identification of their need has been established and it is recommended that these intersections be evaluated as necessary prior to ultimate occupancy of the areas planned development.

1979 EIR Mitigation Measure 7: Control of access to the arterial and major street system as outlined in the Riverside County Subdivision Ordinance No. 460 should be encouraged. Control of access reduces the number of potential traffic conflicts, smoothes out traffic flow and increases traffic capacity.

1979 EIR Mitigation Measure 8: Provide sufficient off-street parking to meet anticipated demand for each planned use, taking into account the County zoning ordinances and the potential for overlapping or joint use of parking areas serving such complimentary land uses as may be developed.

2008 EIR Mitigation Measure T-1a: The developer shall construct the following on-site roadway improvements as described on Exhibit 10-A of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- Construct Mustang Way at its ultimate half section width as a secondary roadway from Warren Road to Fisher Street in conjunction with development.
- Construct Poplar Street at its ultimate half section width as a collector roadway from Warren Road to Fisher Street in conjunction with development.
- Construct Warren Road at its ultimate half section width as a secondary roadway from Mustang Way to Poplar Street in conjunction with development.
- Construct Fisher Street at its ultimate half section width as a collector roadway from Mustang Way to Poplar Street in conjunction with development.
- Restrict Driveway #3 to the right in/out only by constructing a raised median within the driveway.
- Restrict Driveway #5 to right in/out and left in only by providing a painted median on Old Warren Road.
- On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.
- Provide stop sign control at the project driveway that intersect with public roadways that do not meet traffic signal warrants. Install traffic signal when warranted.

2008 EIR Mitigation Measure T-3a: The developer shall construct the following on site roadway improvements as described on Exhibit 10-E of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- ~~Construct New Stetson Avenue at its ultimate half section width as a Major Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.~~

- ~~Construct Thornton Avenue at its ultimate half section (as appropriate) width as a Collector Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.~~

- ~~Construct Fisher Street at its ultimate full width as a Collector Roadway from Stetson Avenue to Thornton Avenue in conjunction with development.~~

- ~~Install a traffic signal at the intersection of New Stetson Avenue and Old Stetson Avenue when warranted.~~

- ~~Install a traffic signal at the intersection of New Stetson Avenue and Fisher Street when warranted.~~

- ~~On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.~~

- ~~Sight distance at the entrance shall be reviewed with respect to standard Cal trans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.~~

- ~~Provide stop sign controls at all project entrances that intersect with public roads that do not meet traffic signal warrants.~~

~~**2008 EIR Mitigation Measure T-4a:** Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall pay their respective individual Transportation Uniform Mitigation Fee (TUMF).~~

~~**2008 EIR Mitigation Measure T-4b:** Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall coordinate off-site improvements for Rancho Diamante Phase II with the proposed Southwest Hemet Roadway Phasing and Financing Program. In the event that the Southwest Hemet Roadway Phasing and Financing Program is not in effect at the time one or more of the subject TTMs (35392, 35393, or 35394) are ready to be issued building permits, this requirement may be waived by the Public Works Director.~~

~~**2008 EIR Mitigation Measure T-4b:** Prior The developer shall be responsible for the project's Fair Share Contribution for study area intersection improvements as shown in Table 8-1 "Year 2009 With Project without Schools Conditions" of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007. The fair share percentage may be modified by the City Public Works Department based on actual number of units approved.~~

p. Utilities

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts from the provision of utilities.

PDF 3.8-3: Under post-development conditions, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's Master Flood Control and Drainage Plan. The proposed streets and storm drain systems will convey the majority of the Modified Project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The on-site runoff as well as the tributary off-site runoff from the east will be detained by a detention basin within the southwesterly portion of the Modified Project site. The basin will be generally at the location of the existing detention basin, but the footprint will be modified to fit the development. The 100-year flow released from the detention basin will be less than 345 cubic feet per second (cfs) in accordance with the *Master Flood Control and Drainage Plan*.

PDF 3.8-4: The Modified Project will construct a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road. The northerly portion of this segment of Line 3B will be improved as an earthen trapezoidal channel with a 20-foot bottom width and 4:1 (horizontal:vertical) side slopes. The maximum 100-year flow rate capacity in this segment of the channel is 365 cfs in accordance with the Master Flood Control and Drainage Plan. The southerly portion of this segment of Line 3B will be improved as a trapezoidal channel with concrete banks and an earthen bottom. This segment of the improved channel will have a 13-foot bottom width and 2:1 side slopes. The maximum 100-year flow rate in this segment of Line 3B is 505 cfs in accordance with the Master Flood Control and Drainage Plan.

PDF 3.16-1: The Modified Project will construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from utilities.

PPP 3.3-1: Building design and construction shall meet 2019 Title 24 Standards of the California Building Code. The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades.

PPP 3.3-2: Pursuant to City Emergency Order 2014-0718-01E, the Modified Project shall incorporate a Water Conservation Strategy to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy.

PPP 3.3-3: Pursuant to Assembly Bill 939, the Modified Project shall engage in a 50 percent diversion of solid waste from landfills.

PPP 3.6-3: Prior to grading permit issuance, the project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and allow periodic inspection of the construction site by City of Hemet staff or its designee to confirm compliance.

PPP 3.8-1: Prior to grading permit issuance, the Project Proponent shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control

Board. Evidence that an NPDES permit has been issued shall be provided to the City of Hemet prior to issuance of the first grading permit.

PPP 3.16-1: Pursuant to Assembly Bill 341, businesses that generate four or more cubic yards of waste per week and multifamily developments of five or units are required to arrange for recycling services.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**1979 EIR Mitigation Measure 1:** Energy conservation measures should be required to minimize the loss of low sulfur fuel oil, a non-renewable natural resource. Southern California Edison Company should be consulted to incorporate energy conservation measures into future development proposals. Generally, energy conservation measures include application of solar energy for water heating, use of energy-efficient appliances, building insulation, and energy conserving design of common facilities. Refer to Section 4.4.11 regarding energy mitigation measures.~~

~~**1979 EIR Mitigation Measure 2:** Energy conservation measures should be required to minimize the loss of a valuable, non-renewable natural resource. Consultation should be made with the Southern California Gas Company to implement conservation measures. Possible energy conservation measures include application of solar energy for water heating, use of energy efficient appliances, building insulation and energy conserving design. Refer to Section 4.4.11 regarding energy mitigation measures.~~

~~**1979 EIR Mitigation Measure 3:** Efforts toward water conservation should be made. Possible measures include:~~

- ~~Landscape watering during early morning hours or during the evening to reduce water loss from evaporation.~~
- ~~Selection of drought-tolerant plants in landscaping.~~
- ~~Use of plumbing fixtures, which will reduce water loss or consumption.~~

~~**1979 EIR Mitigation Measure 4:** Separation of wastes at the source could be encouraged to facilitate resource reclamation and recycling efforts.~~

q. Greenhouse Gas Emissions

Project Design Features (PDF): PDFs include design features proposed by the Modified Project that reduce or avoid impacts to the environment from GHG emissions. The proposed Modified Project SPA 15-001 provides a framework of district regulations and development standards to guide development of the proposed residential and commercial uses. These regulations and standards establish development and design criteria to promote a reduction in VMT and associated vehicular emissions, as well as a reduction in energy and water demand and waste generation and associated stationary source emissions. These PDFs are common to the PDFs detailed in Section 3.3-*Air Quality* of the DSEIR and therefore are numbered according to Section 3.3 for the GHG analysis.

PDF 3.3-1: The Modified Project provides pedestrian connections to surrounding areas consistent with the City's General Plan. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.

PDF 3.3-2: The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to a reduction of automobile use for local residents and employees.

PDF 3.3-3: The Modified Project includes commercial retail uses to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to the environment from GHG emissions. These PPPs are common to the PPPs detailed in Section 3.3-*Air Quality* of the DSEIR and therefore are numbered according to Section 3.3 for the GHG analysis.

PPP 3.3-1: Building design and construction shall meet 2019 Title 24 Standards of the California Building Code. The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades.

PPP 3.3-2: Pursuant to City Emergency Order 2014-0718-01E, the Modified Project shall incorporate a Water Conservation Strategy to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy.

PPP 3.3-3: Pursuant to Assembly Bill 939, the Modified Project shall engage in a 50 percent diversion of solid waste from landfills.

PPP 3.3-7: Pursuant to Title 13, Section 2449(d)(D) of the California Code of Regulations, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) shall limit vehicle idling to five minutes or less.

Mitigation Measures No Longer Applicable to the Modified Project: The following 1979 EIR and 2008 EIR Mitigation Measures no longer apply to the Modified Project and are therefore shown in strikeout text:

~~**2008 Mitigation Measure CC-1:** Prior to approval of each Final Tract Map OR prior to issuance of grading permits, the applicant or merchant builders shall provide an "Energy and Water Efficiency Plan." The Plan shall provide implementation and design level details demonstrating inclusion of feasible energy and water efficiency measures. The Plan shall incorporate energy standards in effect at the time the plan is prepared, and commercially available technology or features. The Plan will be prepared to the satisfaction of the City of Hemet, Community Development Director. Design features to be included include but are not limited to the following:~~

~~a) Design to meet or exceed 2008 Title 24 requirements.~~

~~b) Use of cool paints on buildings and driveway areas.~~

~~c) Incorporation of a minimum of two deciduous shade trees on the south and west sides of each of the residential units.~~

~~d) Incorporation of energy efficient (EPA star rated or equivalent) appliances (i.e., dishwashers, washer, dryer, refrigerator, stoves, etc.) where they are provided by the developer.~~

~~e) Incorporation of energy efficient exterior lighting and compact fluorescent lights in residential units.~~

~~f) Tank less water heaters installed in the residential units. Additionally, water efficient fixtures and appliances shall be installed where feasible.~~

~~g) A Landscape Plan for the developer-installed landscaping pursuant to City of Hemet Ordinance, Article XL VIII, Landscaping and Irrigation shall be prepared. Included in the Plan shall be the following: the landscaping in the open space areas shall use drought-resistant plants; water efficiency training and certification shall be required for irrigation designers, installers, and managers; the Homeowner's Association(s) shall be audited for their water use to promote efficient water use; and there shall be restrictions on watering methods in the open space areas to prohibit systems that apply water to non-vegetated systems.~~

~~h) The residential areas shall have a limit on the amount of turf (grass) of a maximum of 25 percent of the total yard. There shall be no minimum grass area requirement.~~

~~i) Graywater and rain capture systems shall be offered to the homebuyers as an option. This option shall be actively advertised and demonstrated in all of the model homes.~~

~~**2008 Mitigation Measure CC-2:** To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the City of Hemet, Community Development Director:~~

~~a) Onsite bicycle storage parking shall be provided where designated by the City of Hemet Parks and Facilities Department.~~

~~b) The applicant shall pay its fair share contribution to traffic impact fees and coordinate with the City regarding intersections within the project vicinity, such that traffic passes more efficiently through congested areas. If signals are installed as part of the project, the applicant shall install the use of Light Emitting Diode traffic lights.~~

~~c) Bicycle lanes and sidewalks/pedestrian paths shall be incorporated into the project area, to connect project residences to schools, parks, and the nearest transit stop.~~

~~d) Work with the County of Riverside Transit Agency to determine if there is a need for a bus pull out area and benches on the project site. If there is a need, they shall be installed at the expense of the applicant.~~

~~**2008 Mitigation Measure CC-3**: To reduce waste, the applicant shall prepare a Waste Management Plan with the goal of reducing waste during construction by at least 50 percent. There shall be an area designated for recycling waste from the project during construction.~~

~~**2008 Mitigation Measure CC-3**: To reduce waste, the applicant shall prepare a Waste Management Plan with the goal of reducing waste during construction by at least 50 percent. There shall be an area designated for recycling waste from the project during construction.~~

III. INDEPENDENT JUDGMENT FINDING

The City retained the independent consulting firm of LSA Associates, Inc. (“LSA”) to prepare the SEIR for the Modified Project. LSA has prepared the SEIR under the supervision, direction and review of the City. The City of Hemet is the Lead Agency for the preparation of the SEIR, as defined by CEQA

CPRC Section 21067 as amended. The City Council has received and reviewed the SEIR prior to certifying the SEIR and prior to making any decision to approve or disapprove the project. Following public testimony, submission of additional written comments, and staff recommendations, this Council certified the SEIR, adopted these Facts, Findings and Statement of Overriding Considerations, and the further recommendations in the Staff Report, and approved the Modified Project (collectively the "Approvals")

Finding: The SEIR for the Modified Project reflects the City's independent judgment. The City has exercised independent judgment in accordance with *Public Resources Code* Section 21082.1(c) (3) in directing the consultant in the preparation of the SEIR, as well as reviewing, analyzing, and revising material prepared by the consultant.

A. GENERAL FINDING ON MITIGATION MEASURES

In preparing the Approvals for this Modified Project, City staff incorporated the mitigation measures recommended in the SEIR as applicable to the Modified Project. The mitigation measures in the Approvals are intended to reflect the final mitigation measures prescribed for the Modified Project. In the event that the Approvals do not use the exact wording of the mitigation measures recommended in the SEIR, in each such instance, the adopted Approvals are intended to be identical or substantially similar to the recommended mitigation measure. Any minor revisions made for the purpose of improving clarity or to better define the intended purpose would be reflected in the Final SEIR and MMRP.

Finding: Unless specifically stated to the contrary in these findings, it is this Council's intent to adopt all mitigation measures recommended by the SEIR which are applicable to the Modified Project. If a measure has, through error, been omitted from the Approvals or from these Findings, and that measure is not specifically reflected in these Findings, that measure shall be deemed to be adopted pursuant to this paragraph. In addition, unless specifically stated to the contrary in these Findings, all Approvals repeating or rewording mitigation measures recommended in the SEIR are intended to be substantially similar to the mitigation measures recommended in the SEIR and are found to be equally effective in avoiding or lessening the identified environmental impact. In each instance, the Approvals contain the final wording for the mitigation measures.

IV. ENVIRONMENTAL IMPACTS AND FINDINGS

The detailed analysis of potentially significant environmental impacts and proposed mitigation measures for the Modified Project is presented in Sections 3.0 through 3.17 of the DSEIR and Sections 3.0 and 4.0

of the FSEIR. Responses to comments on the DSEIR, along with copies of the comments, are provided in Chapter 2.0 of the FSEIR.

The SEIR evaluated 17 major environmental categories for potential impacts including Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services and Facilities, Recreation and Parks, Transportation and Traffic, Utilities and Service Systems, and Greenhouse Gas Emissions and Climate Change. Both project-specific and cumulative impacts were evaluated. In its own independent judgment and as determined in the SEIR, the City Council finds that the impact categories and sub-categories in Sections V.A and V.B below either are less-than-significant without mitigation or can be mitigated below a level of significance. For the remaining potential environmental impacts that cannot feasibly be mitigated below a level of significance discussed in Section V.C, the City Council finds that overriding considerations exist which make these potential impacts acceptable to this Council.

A. NO IMPACT OR LESS-THAN-SIGNIFICANT ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The Hemet City Council hereby finds that the Modified Project would have no impact or a less-than-significant impact in the following impact categories and therefore do not require the imposition of mitigation measures.

1. Aesthetics

a. Substantial Adverse Change on a Scenic Vista (Impact 3.1.7.1)

Potential Significant Impact: Whether the Modified Project would have a substantial adverse effect on a scenic vista.

Findings: Potential impacts of the Approved Project and the Modified Project related to substantial adverse changes on a scenic vista are discussed in detail in Section 3.1.7.1 of the SDEIR. The Modified Project, similar to the Approved Project, would be required to implement Plans, Policies or Programs (PPP) 3.1-1 (identified above in Section C of this Findings Document) ensuring conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan pursuant to Section 65450 et. seq. Based on the entire record before us, this Council finds that development of the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to scenic vistas; therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR of the Approved Project concluded unobstructed views of open fields and mountains in the distance would be partially blocked depending on a person's viewpoint. With residential development, different factors (location and height of residential structures, topography, trees) can have a direct bearing on views. Since development under the Approved Project would be of similar scale and height and at relatively similar elevation as the surrounding developed uses to the east, the Approved Project would not have a significant adverse effect on scenic vistas.

Development under the proposed Modified Project would be similar in scale and massing as the existing surrounding land uses developed under the Approved Project. PDFs detailed in the Modified Project SPA 15-001 (refer to Section 3.1.6 of the SDEIR) would ensure residential and commercial building heights are commensurate with the existing developed uses surrounding the Modified Project site and shall not exceed 35 feet in height. Additionally, the comprehensive sign program includes design criteria for the proposed commercial use in Planning Area XIII that control the location, size, type, and number of signs permitted and which regulate and control all other matters pertaining to signs.

Similar to the Approved Project, the Modified Project would implement **PPP 3.1-1** (identified above in Section C of this Findings Document). As specified in **PPP 3.1-1**, Section 65450 et seq. of the California Government Code authorizes cities to prepare, adopt, and administer Specific Plans for portions of their jurisdictions as a means of implementing the City's General Plan. To ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan and Zoning Code, the proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) must undergo Planning Staff review and approval in accordance with Section VI (Site Plan Requirements) of the SPA 15-001 prior to permit issuance. This review process would ensure the proposed Modified Project incorporates architectural elements that protect scenic vistas (DSEIR pg.3.1-6).

b. Substantially Damage Scenic Resources within a State Scenic Highway (Impact 3.1.7.2)

Potential Significant Impact: Whether the Modified Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway.

Findings: Potential impacts of the Approved Project and the Modified Project related to damage to scenic resources within a State Scenic Highway are discussed in detail in Section 3.1.7.2 of the SDEIR. The Modified Project would implement **PPP 3.1-1** which requires development of the proposed Modified Project to include Planning Staff review and approval to ensure all appropriate measures to minimize adverse visual impacts and enhance the public's aesthetic enjoyment of the scenic highway corridors are implemented. Based on the entire record before us, this Council finds that development of the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of

previously identified significant effects related to damaging scenic resources within a State Scenic Highway; therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR of the Approved Project concluded the designated City Scenic Highway Warren Road occurs along the western property boundary. The Approved Project included improvements to this road along the west boundary of TTM 35394, but it would require a 25-foot setback with landscaped parkways and meandering bike/pedestrian paths (as part of the Paseo system from the Page Ranch PCD SP) along the project boundary. Since there are no historic buildings, significant trees, or rock outcroppings on-site, impacts were determined to be less than significant.

Warren Road, which abuts the eastern boundary of the Modified project site, is a designated City Scenic Highway. The Page Ranch PCD SP and proposed SPA 15-001 establish design criteria for development along Warren Road, as well as for the proposed off-site improvements to Warren Road north of the Modified Project site, which include building setbacks, a California Friendly Landscape Palette in accordance with General Plan Policy CD-3.7.2 and meandering bike/pedestrian paths in accordance with Chapter 90 (Zoning) and Article XXXII (Scenic Highway Setback Overlay Zone) of the City Municipal Code. Landscaping in the detention basins, if not riprap, shall be in accordance with the guidance provided in Riverside County Airport Land Use Commission's Landscaping Near Airports brochure, and the Airports Wildlife and Stormwater Management brochure available at www.rcaluc.org and Appendix F2.

Implementation of **PPP 3.1-1** requires development of the proposed Modified Project to include Planning Staff review and approval to ensure all appropriate measures to minimize adverse visual impacts and enhance the public's aesthetic enjoyment of the scenic highway corridors are implemented. Therefore impacts to the [City Scenic] Warren Road would be less than significant. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to scenic resources within a state scenic highway. No mitigation is required (DSEIR pg.3.1-6 and 3.1-7).

c. Substantially Degrade Existing Visual Character or Quality (Impact 3.1.7.3)

Potential Significant Impact: Whether the Modified Project would substantially degrade the existing visual character or quality of the site and its surroundings.

Findings: Potential impacts of the Approved Project and the Modified Project related to degrading existing visual character or quality of the site and surrounding area is discussed in detail in Section 3.1.7.3 of the SDEIR. The Modified Project would implement **PPP 3.1-1** to ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the

SPA 15-001, as well as the City General Plan and Zoning Code. This review process would ensure the City's visual character is considered and appropriate design elements are incorporated into the Modified Project to protect the semi-rural character of the City. Based on the entire record before us, this Council finds that development of the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to degrading existing visual character or quality of the site or surrounding area; therefore, no mitigation is required.

Facts in Support of the Findings: The City's overall visual character is a mix of urban, suburban, and rural residential land uses, as large undeveloped parcels are distributed throughout the planning area and contribute to open views toward the surrounding mountains and hillsides. The Certified EIR of the Approved Project concluded the project could generate short-term visual impacts during construction through the use of heavy construction equipment and machinery during grading and eventually the construction of new single family residential units. Temporary impact to views would be most prominent from the existing residential development located on the east side of the proposed site. Operation of the Approved Project would alter the visual character of the site and its surroundings through conversion of open space and agricultural lands into suburban landscapes. However, the Approved Project site is generally flat, and development of the site would result in only a slight modification of the natural contours to create a series of housing pads and streets. Therefore, views of the site and its surroundings would appear similar to those of the neighborhoods east of Fisher Street, and the change of the visual character of the area would not substantially degrade the quality of the site and its surroundings.

Development under the proposed Modified Project would be similar in scale and massing as the existing surrounding land uses developed under the Approved Project. Design guidelines appended in the Modified Project SPA 15-001 would ensure residential and commercial building heights are commensurate with the existing developed uses surrounding the Modified Project site and shall not exceed 35 feet in height. Additionally, the comprehensive sign program includes design criteria for the proposed commercial use in Planning Area XIII that control the location, size, type, and number of signs permitted and which regulate and control all other matters pertaining to signs. Furthermore, the Modified Project, similar to the Approved Project, would implement **PPP 3.1-1** to ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan and Zoning Code. This review process would ensure the City's visual character is considered and appropriate design elements are incorporated into the Modified Project to protect the semi-rural character of the City. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to degrading of existing visual character or quality of the site and City. No mitigation is required (DSEIR pg.3.1-7 and 3.1-8).

d. Substantial Light or Glare (Impact 3.1.7.4)

Potential Significant Impact: Whether the Modified Project would create a new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area.

Findings: Potential impacts of the Approved Project and the Modified Project related to substantial light or glare generation is discussed in detail in Section 3.1.7.4 of the SDEIR. The proposed Modified Project would implement **PPP 3.1-2**, which requires reductions in the amount of reflective surfaces used in new construction, implementation of lighting that reduces light pollution in new development areas, and new lighting to cast light downward and reduce spillover onto adjacent properties, pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code. Additionally, the proposed TTM No. 36841 (MAP 15-008) would be subject to the City's development review process to ensure consistency with the applicable Zoning Ordinances and General Plan Policies, as specified in **PPP 3.1-1**. Based on the entire record before us, this Council finds that development of the Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to substantial amounts of light or glare generation; therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR of the Approved Project concluded the proposed uses would require a variety of lighting at night, including street lights and residential lighting that would create a new light source in the community and contribute to an increase in lighting in the area. Glare would increase minimally with the addition of windows on the proposed structures, as windows are not the primary material of single-family homes and therefore would not generate a substantial amount of glare. The Modified Project site is located in an area that is developed with commercial and residential uses. The amount and level of lighting would generally be similar to that which currently exists in the project vicinity. Development under the proposed Modified Project would be similar to the Approved Project and include 586 residential dwelling units, approximately 100,000 square feet of regional commercial uses, and 64.89 acres of private HOA and public parks and open space areas. The Modified Project site is approximately 26.5 miles north of the Palomar Observatory, within Zone B of the Mount Palomar Lighting Policy Area. Accordingly, the Modified Project shall restrict the use of certain light fixtures emitting into the night sky undesirable light rays that have a detrimental effect on astronomical observation and research.

The proposed Modified Project would implement **PPP 3.1-2,** which requires reductions in the amount of reflective surfaces used in new construction, implementation of lighting that reduces light pollution in new development areas, and new lighting to cast light downward and reduce spillover onto adjacent properties, pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code. Additionally, the proposed TTM No. 36841 (MAP 15-008) will be subject to the City's development review process to ensure consistency with the applicable Zoning Ordinances and General Plan Policies, as

specified in **PPP 3.1-1**. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to light and glare generation. No mitigation is required (DSEIR pg.3.1-7 and 3.1-8).

e. Cumulative Aesthetic Impacts (Impact 3.1.8)

Potential Significant Impact: Whether the Modified Project in connection with past, current, and probable future projects would make a significant contribution to cumulatively considerable aesthetic impacts.

Findings: Potential impacts of the proposed Modified Project related to aesthetics are discussed in detail in Section 3.1.8.1 of the DSEIR. The Modified Project would implement PDFs related to architecture, landscaping, building heights and setback, and **PPP 3.1-1** and **PPP 3.1-2** to reduce its incremental contribution to cumulative aesthetic impacts. Based on the entire record before us, this Council finds that development of the proposed Modified Project would not result in cumulative aesthetic significant impacts, and therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR of the Approved Project concluded that as long as new development, including the proposed project, is similar in appearance and scale to existing development, and meets local planning and design guidelines, neither it nor they would contribute to cumulatively considerable aesthetic impacts.

The proposed Modified Project SPA 15-001 establishes development standards and design criteria to ensure development does not result in significant impacts to scenic resources or results in a substantial increase in lighting or glare. Cumulatively, construction of 586 residential dwelling units and approximately 100,000 square feet of regional commercial uses, as well as development surrounding the Modified Project site, would add more lighting and glare to the area. Although the proposed Modified Project SPA 15-001 cannot administer development standards outside of its jurisdiction, it would reduce its incremental contribution to cumulative aesthetic-related impacts from development to less than significant levels by implementing the various design guideline PDFs related to architecture, landscaping, building heights and setbacks, and a comprehensive sign program, as well as **PPP 3.1-1** and **PPP 3.1-2** to ensure compliance with local planning and design guidelines. Compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative aesthetic (visual or lighting) resources (DSEIR pg.3.1-9).

2. Agricultural Resources

a. Conflict with Existing Agricultural Zoning or Williamson Act Contract (Impact 3.2.7.2)

Potential Significant Impact: Whether the Modified Project would conflict with existing zoning for agricultural use, or a Williamson Act Contract.

Findings: Potential impacts of the Modified Project related to agricultural zoning and Williamson Act Contracts are discussed in detail in Section 3.2.7.2 of the SEIR. Based on the entire record before us, this Council finds that development of the Modified Project would not result in significant impacts related to agricultural use zoning designation or Williamson Act Contract conflicts; therefore, no mitigation is required. The 1979 EIR's mitigation measure to encourage participation in the Williamson Act Preservation Program and provision of incentives for agricultural landowners not eligible for preservation status is infeasible for the 2009 SPA to the Page Ranch PCD SP, and likewise would not apply to the Modified Project, because the City has already committed the Approved Project site and therefore the proposed Modified Project site to non-agricultural use through adoption of the Specific Land Use Plan, Southwest Area and associated amendments, up to and including the 2009 SPA to the Page Ranch PCD SP. The **1979 Mitigation Measures** pertaining to Williamson Act Preservation would no longer apply to the Modified Project (See Section II(C) of this Findings Document).

Facts in Support of the Findings: According to the City General Plan, there are no Williamson Act contract lands within the City limits. The Modified Project site is not under a Williamson Act contract and the nearest properties under Williamson Act contract are over 3.5 miles to the west and southwest. The City has already committed the Modified Project site for residential use through the adoption of the Page Ranch PCD SP. Construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to zoning for agricultural use or a Williamson Act Contract (DSEIR pg.3.2-5).

b. Other Changes Resulting in Farmland Conversion to Non-Agricultural Use (Impact 3.2.7.3)

Potential Significant Impact: Whether the Modified Project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural land.

Findings: Potential impacts of the Modified Project related to other changes resulting in farmland conversion to non-agricultural uses is discussed in detail in Section 3.2.7.3 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would not result in significant impacts related to with other changes resulting in farmland conversion to non-agricultural uses; therefore, no mitigation is required.

Facts in Support of the Findings: The analysis in the 2008 Certified EIR included implementation of the LESA Model on Planning Areas XIII, XII, XI, and X of the Approved Project, which identified the SPA Zone of Influence (ZOI) to encompass 2,137 acres of surrounding parcels, of which approximately 335 acres, 16 percent, of the ZOI were under agricultural use as of 2009. Although the Certified EIR concluded the Approved Project would have a significant impact on agricultural resources through the conversion of 213.8 acres of Farmland of Local Importance to non-agricultural use, the LESA Model's "Surrounding Agricultural Land" score was found to be "0" due to the negligible amount of active farming (16 percent of the ZOI) occurring on properties surrounding the Approved Project site. Therefore, the Certified EIR concluded that the Approved Project would not result in other changes to the existing environment that would result in the indirect conversion of farmland to non-agricultural uses. The current land uses surrounding the Modified Project site are substantially similar to those which were analyzed under the LESA Model for the Approved Project, including the unincorporated properties engaged in active farming adjacent to the south of the Modified Project site. Off-site improvements for the proposed Modified Project in this portion of the Approved Project's Zone of Influence (ZOI) include improving the existing pilot channel that conveys storm water runoff from the existing on-site drainage basin south to the existing channel at Simpson Road. Approximately 50 percent of the off-site acreage dedicated for channel improvement is located within Farmland of Statewide Importance, while the other 50 percent is located within Unique Farmland. However, the proposed improvements to the existing pilot channel would encompass a negligible amount of farmland property, as they would require permanent easements between 55 feet and 84 feet wide for approximately 2,250 feet along the far western boundary of the existing farmland, and therefore would not obstruct or preclude the continued use of the property for farming.

As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to other changes resulting in farmland conversion to non-agricultural use. No mitigation is required (DSEIR pg.3.2-5 and 3.2-6).

4. Biological Resources

a. Cumulative Biological Resources Impacts (Impact 3.4.8)

Potential Significant Impact: Whether the Modified Project in connection with past, current, and probable future projects would make a significant contribution to cumulatively considerable biological resources impacts.

Findings: Potential cumulative impacts of the proposed Modified Project related to biological resources are discussed in detail in Section 3.4.8.1 of the DSEIR. The Modified Project would be consistent with the

MSHCP and therefore would contribute to the development of the Conservation Area to mitigate the Modified Project's incremental impacts to biological resources. Based on the entire record before us, this Council finds that development of the proposed Modified Project in accordance with the MSHCP would not result in cumulative significant impacts pertaining to biological resources, and therefore, no additional mitigation is required.

Facts in Support of the Findings: As detailed in Section 3.4.7.6 of the DSEIR, the Modified Project would be consistent with the MSHCP. Through participation in and compliance with the MSHCP, the Modified Project would contribute to the development of the Conservation Area, which would adequately mitigate its incremental impacts to biological resources.

Other reasonably foreseeable projects proposed within the City, San Jacinto Valley, and land administered under the MSHCP may result in loss of threatened and/or endangered species and their habitats. These projects would be evaluated on a project-by-project basis to determine the presence of threatened and/or endangered species and their associated habitats, and the appropriate measures required to reduce impacts. Since the Modified Project's impacts to biological resources would be covered through project participation in the MSHCP, the Modified Project, in conjunction with past, present, and reasonably foreseeable projects, would not make a significant contribution to cumulatively adverse effects to biological resources. No avoidance, minimization, and/or mitigation measures for cumulative impacts are required over and above those previously defined for project-specific impacts.

5. Geology and Soils

a. Fault Rupture (Impact 3.6.7.1)

Potential Significant Impact: Whether the Modified Project would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Findings: Potential impacts of the Modified Project related fault rupture is discussed in detail in Section 3.6.7.1 of the DSEIR. The Modified Project would implement **PDF 3.6-1** and **PPP 3.6-2,** which would reduce impacts related to the Modified Project being exposed to fault rupture impacts. The following mitigation measures previously adopted for the Approved Project, shown in crossed out ~~text~~, would no longer be applicable to the proposed Modified Project (See Section II(C) of this Findings Document): **1979 EIR Mitigation Measure 1**; **2008 EIR Mitigation Measure GS-1a**; **2008 EIR Mitigation Measure GS-1b**; and, **2008 EIR Mitigation Measure GS-2a**. Based on the entire record before us, this Council

finds that development of the Modified Project would result in a less than significant impact related to fault rupture; therefore, no mitigation is required.

Facts in Support of the Findings: No known active or inactive faults traverse the Modified Project site, and no evidence of faulting was observed on site during the geotechnical investigation. Accordingly, the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or County of Riverside Fault Zone. The main trace of the San Jacinto Fault, which forms the east margin of the valley, is located approximately 4.9 miles northeast of the site. The San Jacinto-Anza Fault is located approximately 6.1 miles southeast of the site, and the Elsinore-Temecula Fault is located approximately 17.2 miles southwest of the site. The Modified Project would implement **PDF 3.6-1** to ensure grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation, **PPP 3.6-1** to ensure building design and construction occurs in accordance with 2019 Title 24 Standards of the CBC, and **PPP 3.6-2** to ensure detailed grading plans for each phase of development are prepared in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation. The **PDF 3.6-1** and **PPP 3.6-2** implemented by the Modified Project would replace **1979 EIR Mitigation Measure 1**; **2008 EIR Mitigation Measure GS-1a**; **2008 EIR Mitigation Measure GS-1b**; and, **2008 EIR Mitigation Measure GS-2a** of the Approved Project. When compared to the Approved Project, the proposed Modified Project would have similar less than significant impacts from fault rupture. No mitigation is required (DSEIR pg.3.6-6 and 3.6-7).

b. Ground Shaking (Impact 3.6.7.2)

Potential Significant Impact: Whether the Modified Project would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong ground shaking.

Findings: Potential impacts of the Modified Project related to ground shaking is discussed in detail in Section 3.6.7.2 of the DSEIR. The Modified Project would implement **PDF 3.6-1**, **PPP 3.6-1**, and **PPP 3.6-2** which would reduce impacts related to ground shaking. The following mitigation measures previously approved for the Approved Project would no longer be applicable to the proposed Modified Project (See Section II(C) of this Findings Document): **1979 EIR Mitigation Measure 1**; **2008 EIR Mitigation Measure GS-1a**; **2008 EIR Mitigation Measure GS-1b**; and, **2008 EIR Mitigation Measure GS-2a**. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to ground shaking; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 Certified EIR, there is a significant hazard to structures and people in the Approved Project area due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded development of the Approved Project would introduce new homes into an area subject to

moderate ground shaking, settling, and other seismic related hazards, but that these hazards are similar to those experienced throughout most of southern California, and are not substantially elevated for the Approved Project site. The Modified Project site is located within Seismic Zone 4 as defined by the UBC, but it is not located within an Alquist-Priolo Earthquake Fault Zone. The Modified Project site could be subjected to moderate to severe ground shaking from regional faults (e.g., San Jacinto Fault and/or San Andreas Fault) during the lifetime of the project. Design and construction in accordance with current California Building Code (CBC) requirements is anticipated to address the issues related to potential ground shaking. The Modified Project would implement **PDF 3.6-1** to ensure grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation, **PPP 3.6-1** to ensure building design and construction occurs in accordance with 2019 Title 24 Standards of the CBC, and **PPP 3.6-2** to ensure detailed grading plans for each phase of development are prepared in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation. The **PDF 3.6-1** and **PPP 3.6-2** implemented by the Modified Project would replace **1979 EIR Mitigation Measure 1**; **2008 EIR Mitigation Measure GS-1a**; **2008 EIR Mitigation Measure GS-1b**; and, **2008 EIR Mitigation Measure GS-2a** of the Approved Project. When compared to the Approved Project, the proposed Modified Project would have similar less than significant impacts from ground shaking. No mitigation is required (DSEIR pg.3.6-7 and 3.6-8).

c. Landslides (Impact 3.6.7.4)

Potential Significant Impact: Whether the Modified Project would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Findings: Potential impacts of the Modified Project related to landslides is discussed in detail in Section 3.6.7.4 of the DSEIR. The Modified Project would implement **PDF 3.6-1**, **PDF 3.6-2**, and **PPPs 3.6-1**, and **PPP 3.6-4** which would reduce impacts related landslides and rockfalls. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to landslides and rockfalls; therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR concluded the Approved Project site is flat with no rocky outcroppings and has been subject to repeated disking. The project would, therefore, not create or be affected by any landslides or rockfalls, and no significant impacts would occur. The proposed Modified Project site is generally flat and ranges in elevation from approximately 1,510 feet above mean sea level (AMSL) in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. According to the current geotechnical investigation, the site is not located in an area susceptible to seismic slope instability. Through design and construction of the Modified Project site in conformance with applicable State law and local regulations, implementation of **PDFs 3.6-1** and **3.6-2** and **PPPs 3.6-1** through **3.6-4**, impacts related to landslides and rockfalls would

be reduced to less than significant and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar less than significant impacts related to landslides and rockfalls (DSEIR pg.3.6-9).

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d. Soil Erosion and Loss of Topsoil (Impact 3.6.7.5)

Potential Significant Impact: Whether the Modified Project would result in substantial soil erosion or the loss of topsoil.

Findings: Potential impacts of the Modified Project related to soil erosion and loss of topsoil is discussed in detail in Section 3.6.7.5 of the DSEIR. The Modified Project would implement **PDFs 3.6-1** and **3.6-2** and **PPPs 3.6-2** through **3.6-4** which would reduce impacts related to soil erosion and loss of topsoil. The following mitigation measure previously approved for the Approved Project would no longer be applicable to the proposed Modified Project (See Section II(C) of this Findings Document): **2008 EIR Mitigation Measure GS-2a**. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to soil erosion and loss of topsoil; therefore, no mitigation is required.

Facts in Support of the Findings: The 2008 Certified EIR concluded soil types with larger silt or clay components are identified within the Approved Project site, making them more susceptible to runoff and erosion. Through the disturbance of surface soils during construction, the protective vegetative cover would be removed and render the soils susceptible to runoff and erosion. The anticipated increase in impervious surfaces could generate increased volume of storm water runoff during operation of the Approved Project. Fill slopes on the Modified Project site are anticipated to be less than 10 feet in height and are expected to meet minimum factors of safety for stability through implementation of the recommendations in the project-specific geotechnical investigation. However, there may be a potential for significant erosion if granular fill soils are used on slope faces, which are inherently subject to erosion, particularly if exposed to rainfall and irrigation during construction or operation of the Modified Project. Development of the site and related off-site improvements would involve the disturbance of more than one acre; therefore, **PPP 3.6-3** specifies the project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit and a Storm Water Pollution Prevention Plan (SWPPP) to address erosion and discharge impacts associated with the proposed on-site grading. As specified in **PDF 3.6-2**, landscaping and slope maintenance would be conducted as soon as possible in order to increase long-term surficial stability. Additionally, **PDF 3.6-1** indicates the recommendations in the project-specific geotechnical investigation, for example, that berms would be provided at the top of fill slopes and drainage would be directed such that surface runoff on the slope face is minimized, would further reduce the likelihood of soil erosion during construction of the Modified Project. As required through **PPP 3.6-2**, the Modified Project applicant would submit detailed grading plans for review by the City for conformance with all applicable standards of the City, the CBC, and the project-specific geotechnical investigation. A site-specific Water Quality Management Plan (WQMP) was prepared pursuant to **PPP 3.6-4** for the

project site and contains the following post-construction measures to help reduce potential impacts to soil erosion to less than significant levels. With implementation of **PDFs 3.6-1** and **3.6-2** and **PPPs 3.6-2** through **3.6-4**, the proposed Modified Project's construction and operational impacts associated with soil erosion hazards remain less than significant and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar less than significant impacts from soil erosion and loss of topsoil, albeit through compliance with regulatory policy rather than mitigation (DSEIR pgs.3.6-9 through 3.6-11).

e. Septic Tanks (Impact 3.6.7.8)

Potential Significant Impact: Whether the Modified Project would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Findings: Potential impacts of the Modified Project related to septic tanks is discussed in detail in Section 3.6.7.8 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in no impact related to septic tanks; therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR concluded the Approved Project would interconnect to the Municipal sewer system and therefore would not require septic tanks. No impact would occur. When compared to the Approved Project, the proposed Modified Project likewise would interconnect to the Municipal sewer system and would not require the use of septic tanks. Impacts of the Modified Project would be similar to those identified for the Approved Project (i.e., no impacts), and no mitigation is required (DSEIR pg.3.6-14).

6. <u>Hazards and Hazardous Materials</u>

a. Hazards through Upset and Accident Conditions (Impact 3.7.7.2)

Potential Significant Impact: Whether the Modified Project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Findings: Potential impacts of the Modified Project related to hazards through upset and accident conditions is discussed in detail in Section 3.7.7.2 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to hazards through upset and accident conditions; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 EIR did not address hazards for the Approved Project. The 2008 EIR concluded the residential and open space uses of the Approved Project would not result in

foreseeable upset and accident conditions that would release hazardous materials into the environment, and mitigation was not required. The Modified Project would include the development of residential uses and commercial uses on the site; whereas, the Approved Project included the development of residential and open space uses. Typically, small quantities of hazardous materials are stored and used at residential units; however, larger quantities of hazardous materials may be stored and used at the commercial uses that would be developed on site. As a condition of approval of the Modified Project, owners of businesses within the commercial use area of the site would be required to maintain (and keep within the businesses) a set of Material Safety Data Sheets that provides information on the type of hazardous materials stored and used in the buildings, and directions in the event an accidental release of such materials were to occur. Overall, similar to the Approved Project, the uses associated with the Modified Project would not store or use enough hazardous chemicals that would result in a significant hazard to the public or environment through foreseeable upset and/or accident conditions. When compared to the Approved Project, impacts from the Modified Project associated would be the same, less than significant. Additional mitigation specific to the Modified Project is not required (DSEIR pg.3.7-12).

b. Emit Hazardous Emissions within One-Quarter Mile of a School (Impact 3.7.7.3)

Potential Significant Impact: Whether the Modified Project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

Findings: Potential impacts of the Modified Project related to emitting hazardous emissions within one-quarter mile of a school is discussed in detail in Section 3.7.7.3 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to emitting hazardous emissions within one-quarter mile of a school; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 EIR did not address hazards materials for the Approved Project. The 2008 EIR found the Approved Project was not located within 0.25 mile of an existing school or proposed school. Additionally, due to the type of hazardous materials used at residential and open space areas, the 2008 EIR determined that the Approved Project would not handle or emit hazardous materials in quantities that are considered significant. The Modified Project site is approximately 0.90 mile west of Harmony Elementary School (located at 1500 S Cawston Avenue in Hemet); therefore, similar to the Approved Project, the Modified Project is not located within 0.25 mile of a school. The Hemet General Plan EIR (Exhibit 4.12-1) does show that a future school may be developed near the Modified Project site; however, the exact distance from the Modified Project site is not known at this time. Similar to the Approved Project, the Modified Project consists of uses that would not emit or handle a large amount of

hazardous materials. When compared to the Approved Project, the Modified Project's impacts to schools from the release of hazardous materials would be the same, less than significant. Additional mitigation specific to the Modified Project is not required (DSEIR pg.3.7-13).

c. Site Located on a List of Hazardous Materials Site (Impact 3.7.7.4)

Potential Significant Impact: Whether the Modified Project would be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Findings: Potential impacts of the Modified Project related to being located on a parcel listed as a hazardous materials site is discussed in detail in Section 3.7.7.4 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to be located on a parcel listed as a hazardous materials site; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 EIR did not address hazards for the Approved Project. A Phase I ESA was completed a part of the 2008 EIR for the Approved Project. The Phase I included a standard computer search of federal, state and regional regulatory agency databases identify and locate properties in the area of concern that have been reported as sites known or suspected to contain underground storage tanks, or have been the scene of hazardous materials spills, pursuant to Government Code Section 65962.5. The Phase I ESA completed for the Modified Project found that other than the application of chemicals on the Modified Project site for agricultural purposes, there have been no records of any dumping or spills of hazardous materials. Additionally the Phase I ESA found no records of adjacent or nearby properties that may negatively affect the Modified Project site. For this reason, impacts to the Modified Project related to being located on a site containing hazardous materials would be less than significant and no mitigation is required; similar to the Approved Project (DSEIR pg.3.7-13).

d. In the Vicinity of a Private Airstrip (Impact 3.7.7.6)

Potential Significant Impact: Whether the Modified Project would be within the vicinity of a private airstrip, resulting in a safety hazard for people residing or working in the Modified Project area.

Findings: Potential impacts of the Modified Project related to being located in the vicinity of a private airstrip is discussed in detail in Section 3.7.7.6 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in no impact related to be located in the vicinity of a private airstrip; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 and 2008 EIRs did not address safety hazards from a private airstrip for the Approved Project. There are no private airstrips or helipads within the immediate vicinity of the Modified Project site, and there is no plan to develop such facilities in proximity to the Modified Project site. The proposed Modified Project is located approximately 4,500 feet (0.85 mile) north of the Hemet Model Masters-Simpson Field, a recreational airstrip for flying radio-controlled fixed wing and multi-rotor drone aircraft. Due to the substantial distance and scale of model aeronautics occurring at this facility, implementation of the proposed Modified project is not expected to result in a safety hazard for people residing or working in the Project area. Accordingly, implementation of the Modified Project would not result in a safety hazard for people residing or working on the site due to operations at a private airstrip. No impact would occur, and no mitigation is required; similar to the Approved Project (DSEIR pg.3.7-19).

e. Interfere with Emergency Response or Evacuation Plan (Impact 3.7.7.7)

Potential Significant Impact: Whether the Modified Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Findings: Potential impacts of the Modified Project related to interfering with emergency response or evacuation plans is discussed in detail in Section 3.7.7.7 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to interfering with emergency response or evacuation plan; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 and 2008 EIRs did not address potential Approved Project interference with adopted emergency response plans or emergency evacuation plans. The site plan of the Modified Project shows multiple access points along Stetson Avenue, New Warren Road, and Warren Road. These access points would allow for residents and people working on the site to exit the area and access local main and regional roads in the event of an emergency evacuation. The Modified Project would also include improvements to the local roadway system with an extension of Mustang Way to the new alignment of Stetson Avenue. The off-site road improvements would be consistent with road improvement standards prescribed by the City of Hemet. The internal circulation system (internal streets) of the Modified Project would be reviewed by the Hemet Fire Department to ensure that they are developed to City of Hemet roadway design standards to allow for the adequate movement of emergency response equipment. During construction of the Modified Project and off-site street improvements, temporary road closures or lane closures may be required; however, as a condition of approval, the applicant and construction contractor would be required to provide closure plans to local emergency service providers to ensure response routes are maintained and not compromised. Implementation of the Modified Project would not impair or physically interfere with an adopted emergency response plan or

emergency evacuation plan. Impacts would be less than significant, and no mitigation is required; similar to the Approved Project (DSEIR pg.3.7-19).

f. Expose People or Structures to a Significant Wildlands Fire Risk (Impact 3.7.7.8)

Potential Significant Impact: Whether the Modified Project would 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.

Findings: Potential impacts of the Modified Project related to exposing people or structures to a significant wildfire risk is discussed in detail in Section 3.7.7.8 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related exposing people or structures to a significant wildfire risk; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 and 2008 EIRs did not address wildland fire risks associated with Approved Project implementation. Similar to the Approved Project, the Modified Project is located in an urbanized portion of the City of Hemet. According to the CALFIRE Fire Hazard Severity Zone Map for the City of Hemet the Modified Project site is located in a Local Responsibility Area (LRA) that is classified as Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ). The residential and commercial buildings that would be developed under the Modified Project would be designed to comply with the most current California Fire Code, which requires implementation of defensible space, automatic sprinkler systems in residential and commercial buildings, building material for different load occupancies, and additional design features. Implementation of standard building design would reduce potential exposure of people and structures on the Modified Project site to risk or loss, injury, or death involving exposure to fires and wildland fires. Impacts would be less than significant and no mitigation is required; similar to the impact conclusion found for the Approved Project (DSEIR pgs.3.7-19 and 3.7-20).

7. <u>Hydrology and Water Quality</u>

a. Discharge Requirements (Impact 3.8.7.1)

Potential Significant Impact: Whether the Modified Project would violate any water quality standards or waste discharge requirements.

Findings: Potential impacts of the Modified Project related to discharge requirements is discussed in detail in Section 3.8.7.1 of the DSEIR. The Modified Project would implement **PPP 3.8-1**, **PPP 3.6-3**, **PPP 3.6-4**, **PDF 3.8-2**, **PDF 3.8-3**, **PDF 3.8-4**, which would reduce impacts associated with discharge

requirements during Modified Project construction and operation. **2008 Mitigation Measures HWQ-1a** through **HWQ-1e** (see Section II(C) of this Findings Document) would no longer be applicable to the Modified Project. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related hydrological discharge requirements; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the channel would mitigate flood hazards. The 2008 Draft EIR concluded grading and construction within the site would expose ground surfaces and increase the potential for erosion and the off-site transport of sediment in storm water runoff, as well as the potential for spills from heavy equipment, machinery and materials. Operation of the Approved Project would increase the pollutant load (typically comprising minor amounts of oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter) in surface runoff flowing through or originating from the site. Specific pollutants of concern which could be conveyed to downstream waters of Salt Creek, Canyon Lake, San Jacinto River (Reach 1) and Lake Elsinore include sediment/turbidity, nutrients, oxygen demanding substances, and pathogens (bacteria/viruses). **2008 Mitigation Measures HWQ-1a** through **HWQ-1e** were prescribed to ensure a final WQMP would be implemented to reduce hydrological discharge requirements to a less than significant level.

Pollutants of concern during construction and operation of the proposed Modified Project include bacterial indicators (pathogens), metals, nutrients, toxic organic compounds, and sediments. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, and petroleum products (such as paints, solvents, and fuels) may be spilled or leaked and have the potential to be transported via storm runoff into downstream receiving waters (e.g., Salt Creek, Temescal Creek, Santa Ana River and, ultimately, the Pacific Ocean). The Modified Project site is divided into 13 Drainage Management Areas (DMAs), each of which would be managed by either a proposed infiltration basin (DMAs 1–11) or bioretention basin (DMAs 12 and 13).

Compliance with the requirements of the NPDES Construction General Permit pursuant to the Clean Water Act (CWA), California's Porter-Cologne Act, and the NPDES municipal separate storm sewer system (MS4) Permit would require implementation of construction and operational BMPs to reduce pollutants of concern, Modified Project impacts related to violation of water quality standards, waste discharge requirements, and degradation of water quality would be less than significant. The proposed Modified Project would be designed, constructed, and operated in accordance with **PPP 3.8-1**, **PPP 3.6-3**, **PPP 3.6-4**, **PDF 3.8-2**, **PDF 3.8-3**, and **PDF 3.8-4.** These PPPs and PDFs would ensure proposed flood

control and storm drain facilities in accordance with the City's Master Flood Control and Drainage Plan and would ensure compliance with hydrological discharge requirements. When compared to the Approved Project, the proposed Modified Project would result in similar (less than significant) impacts regarding water quality; therefore, no mitigation is required (DSEIR pgs.3.8-19 to 3.8-24).

b. Groundwater Supplies (Impact 3.8.7.2)

Potential Significant Impact: Whether the Modified Project would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

Findings: Potential impacts of the proposed Modified Project related to groundwater supplies are discussed in detail in Section 3.8.7.2 of the DSEIR. **PDF 3.8-3** would be implemented by the proposed Modified Project to ensure that stormwater runoff from the site continues to be conveyed to the existing drainage patterns in accordance with City of Hemet's *Master Flood Control and Drainage Plan*. Based on the entire record before us, this Council finds that development of the Modified Project would result in no impact related to groundwater supplies; therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR concluded groundwater constitutes 85 percent of the City's water supply. Based on the EMWD's 2005 UWMP, water supplies to the Approved Project area are forecast to be available through Year 2025 and beyond (from both groundwater and imported water) with continued mandatory practice of water use efficiency, recharging of the Canyon Basin, and the increased use of recycled water. No direct groundwater withdrawals would be required for the proposed Modified Project. According to the project-specific Water Supply Assessment (WSA), groundwater is not being proposed to serve the Modified Project, as Eastern Municipal Water District (EMWD) considers current groundwater production to be utilized completely by existing customers. Since the proposed Modified Project would not be served via groundwater, and development of the site would not preclude or obstruct on-site infiltration of storm water into the local groundwater aquifer, the proposed Modified Project would not deplete groundwater supplies or interfere with groundwater recharge. When compared to the Approved Project, the proposed Modified Project would have a similar no impact to groundwater supplies conclusion (see DSEIR pgs. 3.8-24 and 3.8-25).

c. Drainage Pattern and Erosion/Siltation (Impact 3.8.7.3)

Potential Significant Impact: Whether the Modified Project would 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.

Findings: Potential impacts of the proposed Modified Project related to drainage pattern and erosion/siltation issues are discussed in detail in Section 3.8.7.3 of the DSEIR. **PPP 3.6-3, PDF 3.6-2, PDF 3.8-3, PDF 3.8-4** would be implemented by the proposed Modified Project to ensure drainage patterns changes do not result in increased erosion or downstream siltation. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to a change in the drainage pattern and increases in erosion and siltation; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. Drainage flows also would be conveyed to the improved Hemet Channel and Thornton Channel via on-site paseo swales and storm drain improvements before discharging into the Salt Creek channel. The Approved Project was determined to be less than significant.

The NPDES Construction General Permit requires preparation of an SWPPP to identify construction BMPs that would be implemented to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Landscaping and slope maintenance would be conducted as soon as possible in order to reduce erosion potential by minimizing exposure of soils to wind, water, and gravity.

The Modified Project site is currently undeveloped, and conversion of pervious areas to impervious areas could increase peak flow of on-site storm water runoff and result in erosion of downstream waterbodies. Storm runoff from the Modified Project site would continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's Master Flood Control and Drainage Plan. Stormwater runoff would be captured and discharged at rates and volumes mimicking the pre-developed condition. Improving the existing on-site east-west segment of Line 3B and detention basin, as well as the existing off-site north-south segment of Line 3B, would ensure the Modified Project would not alter the existing drainage pattern of the site or area. Furthermore, enhancing the capacity of the existing drainage facilities to convey storm water through the Modified Project site would minimize impacts related to off-site erosion and siltation. Finally, **PPP 3.6-3, PDF 3.6-2, PDF 3.8-3, PDF 3.8-4** would be implemented by the proposed Modified Project to ensure drainage patterns changes do not result in increased erosion or downstream siltation. When compared to the Approved Project, the proposed Modified Project would

have similar, less than significant, impacts related to erosion and siltation (see DSEIR pgs. 3.8-25 and 3.8-26).

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d. Drainage Pattern and Flooding (Impact 3.8.7.4)

Potential Significant Impact: Whether the Modified Project would 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.

Findings: Potential impacts of the proposed Modified Project related to drainage pattern and flooding issues are discussed in detail in Section 3.8.7.4 of the DSEIR. **PDF 3.8-3** and **PDF 3.8-4** would be implemented by the proposed Modified Project to ensure drainage patterns changes do not result in increased flooding. The Approved Project required implementation of **2008 Mitigation Measures HWQ-1f** and **HWQ-1g** (see Section II(C) of this Findings Document) to reduce impacts pertaining to drainage pattern change and flooding; however, these mitigation measures would not be applicable to the proposed Modified Project. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to drainage pattern change and increases in flooding; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the channel would mitigate flood hazards. Drainage flows also would be conveyed to the improved Hemet Channel and Thornton Channel via on-site paseo swales and storm drain improvements before discharging into the Salt Creek channel. There are no existing streams or rivers on-site that would be altered. To attenuate risks of on-site and off-site flooding, **2008 Mitigation Measures HWQ-1f** and **HWQ-1g** were prescribed to ensure proposed flood control and storm drain facilities are constructed in accordance with the project-specific hydrology studies and permit requirements of responsible regulatory agencies.

The vast majority of the Modified Project site is located within Flood Zone X (other flood areas). A portion of Planning Area XIII where commercial uses are proposed and the area of proposed off-site improvements to Warren Road are within Flood Zone AE. Additionally, the northern boundary of the Modified Project site abuts Flood Zone AE along the Hemet Channel. The off-site drainage channel (north south continuation of Line 3B) to be improved between the Modified Project Site and Simpson Road is located within Flood Zone A. The City's Master Flood Control and Drainage Plan identifies a 100-year total flow rate not to exceed 200 cubic feet per second (cfs) entering the Hemet Channel from the Modified project site (from Line 3C). Therefore, storm water runoff generated by the Modified Project would not exceed the capacity of the Hemet Channel, and on-site and off-site flooding of the Hemet

Channel as a result of the Modified Project is not expected to occur. Improving the existing on-site east-west segment of Line 3B and detention basin, as well as the existing off-site north-south segment of Line 3B, would ensure the Modified Project would not alter the existing drainage pattern of the site or area. **PDFs 3.8-3** and **PDF 3.8-4** would replace **2008 Mitigation Measure HWQ-1f** and **HWQ-1g**. Furthermore, enhancing the capacity of the existing drainage facilities to convey storm water through the Modified Project site would minimize impacts related to flooding on- or off-site. When compared to the Approved Project, the proposed Modified Project would have similar, less than significant, impacts related to flooding (see DSEIR pgs. 3.8-26 and 3.8-27).

e. Drainage Capacity (Impact 3.8.7.5)

Potential Significant Impact: Whether the Modified Project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Findings: Potential impacts of the proposed Modified Project related to drainage capacity issues are discussed in detail in Section 3.8.7.5 of the DSEIR. **PPP 3.8-1, PPP 3.6-3, PPP 3.6-4, PDF 3.8-3** and **PDF 3.8-4** would be implemented by the proposed Modified Project to ensure drainage capacity issues are not generated or exceeded. The Approved Project required implementation of **2008 Mitigation Measures HWQ-1a** through **2008 Mitigation Measures HWQ-1f** (see Section II(C) of this Findings Document) to reduce impacts pertaining to drainage capacity issues; however, these mitigation measures would be replaced by **PPP 3.8-1, PPP 3.6-3, PPP 3.6-4, PDF 3.8-3** and **PDF 3.8-4** and therefore would no longer be applicable to the proposed Modified Project. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to drainage capacity; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities to mitigate flood hazards. The 2008 Draft EIR concluded construction and operation of the Approved Project would increase the pollutant load (typically comprised of minor amounts of sediment, oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter) in surface runoff flowing through or originating from the site. Specific pollutants of concern which could be conveyed to downstream waters of Salt Creek, Canyon Lake, San Jacinto River (Reach 1) and Lake Elsinore include sediment/turbidity, nutrients, oxygen demanding substances, and pathogens (bacteria/viruses). **2008 Mitigation Measure HWQ-1a** through **HWQ-1f** was prescribed to ensure a final WQMP was developed to identify, measure, and control the post-construction volume of storm water runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the Approved Project.

Construction activities pertaining to the Modified Project would comply with the requirements of the SWRCB NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit, as indicated in **PPP 3.8-1**. A SWPPP, as specified in **PPP 3.6-3**, would incorporate construction BMPs for erosion control, sediment control, and good housekeeping practices. The Modified Project site is currently undeveloped, and implementation of the proposed Modified Project would substantially increase impervious surfaces on-site. The increase in impervious surfaces would potentially increase the volume and velocity of storm water runoff and increase pollutant loading to downstream receiving waters. The on-site runoff as well as the tributary off-site runoff from the east would be detained by an improved on-site detention basin appropriately sized to capture the site's minimum design capture volume (DCV) within the southwesterly portion of the Modified Project site. The 100-year flow released from the detention basin would be less than 345 cubic feet per second (cfs) in accordance with the *Master Flood Control and Drainage Plan*. The maximum 100-year flow rate capacity of the northerly portion of this segment of Line 3B would be 365 cfs, which would be capable of conveying the anticipated 345 cfs (or less) of runoff from the on-site detention basin, in accordance with the *Master Flood Control and Drainage Plan*. The maximum 100-year flow rate capacity of the southerly portion of this segment of Line 3B would be 505 cfs in accordance with the *Master Flood Control and Drainage Plan*. Offsite drainage improvements include seven connections to the existing Hemet Channel, which would contribute storm water runoff volume at approximately 180 cfs. The City's *Master Flood Control and Drainage Plan* identifies a 100-year total flow rate not to exceed 200 cfs entering the Hemet Channel from the Modified Project site (from Line 3C). Therefore, storm water runoff generated by the Modified Project would not exceed the capacity of the Hemet Channel.

Release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream would be minimized through the construction of 13 bioretention basins. Each bioretention basin shall be designed with DCV sufficient retain all storm water runoff for treatment prior to conveyance off-site into the Hemet Channel and Salt Creek in accordance with the project and site-specific WQMP. The 13 bioretention basins would provide water quality treatment during percolation with a pollutant removal efficiency rating of at least 80 percent in accordance with the California Toxics Rule.

The Approved Project required implementation of **2008 Mitigation Measures HWQ-1a** through **2008 Mitigation Measures HWQ-1f** (see Section II(C) of this Findings Document) to reduce impacts pertaining to drainage capacity issues; however, these mitigation measures would be replaced by **PPP 3.8-1, PPP 3.6-3, PPP 3.6-4, PDF 3.8-3** and **PDF 3.8-4** and therefore would no longer be applicable to the proposed Modified Project. When compared to the Approved Project, the proposed Modified Project would have similar (less than significant) impacts related to drainage capacity (DSEIR pgs.3.8-27 to 3.8-29).

f. Water Quality (Impact 3.8.7.6)

Potential Significant Impact: Whether the Modified Project would otherwise substantially degrade water quality.

Findings: Potential impacts of the proposed Modified Project related to water quality issues are discussed in detail in Section 3.8.7.6 of the DSEIR. **PDFs 3.8-1, 3.8-2, 3.8-3, 3.8-4, 3.6-2, PPPs 3.8-1, 3.6-3** and **3.6-4** would be implemented by the proposed Modified Project to ensure reduced affects pertaining to water quality issues. The Approved Project required implementation of **2008 Mitigation Measures HWQ-1a** through **2008 Mitigation Measures HWQ-1g** (see Section II(C) of this Findings Document) to reduce impacts pertaining to water quality issues; however, these mitigation measures would be replaced by **PDFs 3.8-1, 3.8-2, 3.8-3, 3.8-4, 3.6-2, PPPs 3.8-1, 3.6-3** and **3.6-4** and therefore would no longer be applicable to the proposed Modified Project. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to water quality; therefore, no mitigation is required.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities to mitigate flood hazards. The 2008 Draft EIR concluded construction and operation of the Approved Project would increase the pollutant load (typically comprised of minor amounts of sediment, oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter) in surface runoff flowing through or originating from the site. Specific pollutants of concern which could be conveyed to downstream waters of Salt Creek, Canyon Lake, San Jacinto River (Reach 1) and Lake Elsinore include sediment/turbidity, nutrients, oxygen demanding substances, and pathogens (bacteria/viruses). **2008 Mitigation Measures HWQ-1a** through **HWQ-1g** were prescribed to ensure a final WQMP was developed to address post-construction volume of storm water runoff that could result in discharge of pollutants and hydromodification of downstream waters, and to ensure proposed flood control and storm drain facilities are constructed in accordance with the project-specific hydrology studies and permit requirements of responsible regulatory agencies. Impacts were determined to be less than significant with implementation of the Approved Project.

The proposed improvements to on-site and off-site drainage facilities would be adequately sized in accordance with the City's *Master Flood Control and Drainage Plan* to ensure Modified Project impacts to downstream waters remains less than significant. Landscaping and slope maintenance would be conducted as soon as possible in order to reduce erosion potential by minimizing exposure of soils to wind, water, and gravity. The Modified Project would incorporate a variety of drought tolerant landscaped

areas that would provide water quality treatment of on-site runoff before discharge to the Hemet Channel and Salt Creek. Because compliance with the requirements of the NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit would require implementation of construction and operational BMPs to reduce pollutants of concern, Modified Project impacts related to substantial additional sources of polluted runoff would be less than significant. The Approved Project required implementation of **2008 Mitigation Measures HWQ-1a** through **2008 Mitigation Measures HWQ-1g** (see Section II(C) of this Findings Document) to reduce impacts pertaining to water quality issues; however, these mitigation measures would be replaced by **PDFs 3.8-1, 3.8-2, 3.8-3, 3.8-4, 3.6-2, PPPs 3.8-1, 3.6-3** and **3.6-4** and therefore would no longer be applicable to the proposed Modified Project. When compared to the Approved Project, the proposed Modified Project would have similar (less than significant) impacts related to water quality (DSEIR pg.3.8-29).

g. Housing Placement in Flood Hazard Area (Impact 3.8.7.7)

Potential Significant Impact: Whether the Modified Project would 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.

Findings: Potential impacts of the proposed Modified Project related to housing placement in flood hazard areas are discussed in detail in Section 3.8.7.7 of the DSEIR. The **2008 Mitigation Measure HWQ-7a**, which requires an application to Federal Emergency Management Agency (FEMA) to revise the Flood Insurance Rate Map (FIRM) to remove the portion of TTM 35392 from the 100-year flood hazard area, is replaced with Modified Project **PDF 3.8-5** and **PPP 3.8-2**, which require flood-resistant construction pursuant to the regulations set forth in NFIP Section 60.3 and include applications for CLOMR-F and LOMR-F from FEMA as they apply to the proposed Modified Project. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to housing placement in flood hazard areas; therefore, no mitigation is required.

Facts in Support of the Findings: According to the most recent FIRM, all housing proposed under the Modified Project would be located within Flood Zone X (other flood areas). The project-specific Drainage Study compared the contours of Flood Zone X with the proposed residential pad elevations and determined all residential pads are above the 100- year water surface with at least a foot of freeboard. The **2008 Mitigation Measure HWQ-7a**, which requires an application to FEMA to revise the FIRM to remove the portion of TTM 35392 from the 100-year flood hazard area, is replaced with Modified Project **PDF 3.8-5** and **PPP 3.8-2.** When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts regarding housing in flood hazard areas (DSEIR pg.3.8-30).

h. Structure Placement in Flood Hazard Area (Impact 3.8.7.8)

Potential Significant Impact: Whether the Modified Project would place within a 100-year flood hazard area, structures which would impede or redirect flood flows.

Findings: Potential impacts of the proposed Modified Project related to structure placement in flood hazard areas are discussed in detail in Section 3.8.7.8 of the DSEIR. The **2008 Mitigation Measure HWQ-7a**, which requires an application to Federal Emergency Management Agency (FEMA) to revise the Flood Insurance Rate Map (FIRM) to remove the portion of TTM 35392 from the 100-year flood hazard area, is replaced with Modified Project **PDF 3.8-5** and **PPP 3.8-2**, which require flood-resistant construction pursuant to the regulations set forth in NFIP Section 60.3 and include applications for CLOMR-F and LOMR-F from FEMA as they apply to the proposed Modified Project. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to structure placement in flood hazard areas; therefore, no mitigation is required.

Facts in Support of the Findings: A portion of Planning Area XIII where commercial uses are proposed and the area of proposed off-site improvements to Warren Road are within Flood Zone AE. Additionally, the northern boundary of the Modified Project site abuts Flood Zone AE along the Hemet Channel. The City plans to realign Stetson Avenue from its current east/west alignment to a northeast/southwest alignment adjacent to the south of the Hemet Channel and within the proposed TTM 36841. The City's realignment of Stetson Avenue is proposed independent of the Modified Project and, as indicated in the Certified EIR, would remove the 100-year flood zone (Flood Zone AE) designation from the south side of the Hemet Channel where commercial uses are proposed. The proposed construction of the westerly half of new Warren Road, including modifications to the Stetson Avenue intersection at the northeast corner of the Modified Project site and a realigned transition back to the existing Warren Road alignment would occur within Flood Zone AE, and improvements to a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road, as indicated in **PDF 3.8-4**, are proposed within Flood Zone A. It should be noted that off-site improvements to the segment of Line 3B between the Modified Project site and Simpson Road would occur in accordance with the City's Master Flood Control and Drainage Plan for the purposes of safely conveying storm water runoff in order to prevent episodes of flooding. the Modified Project would be required to file a notice to the FEMA of final base flood elevations for development within Flood Zone A and incorporate drainage features and/or design elements to ensure construction within Flood Zone A and Flood Zone AE would not increase the upstream high-water elevation above a pre-established Base Flood Elevation (BFE) in accordance with National Flood Insurance Program (NFIP) Section 60.3. Additionally, NFIP Section 60.3(d) requires a FEMA permit for a Floodway Encroachment for construction in Flood Zone A and Flood Zone AE 100-year flood zones, and

the lowest floor (including basement) must be built above a predetermined BFE for both Flood Zone A and Flood Zone AE. Prior to grading plan approval, the developer shall obtain a Conditional Letter of Map Revision based on Fill (CLOMR-F) from FEMA. Prior to issuance of the first building permit, the developer shall obtain a Letter of Map Revision based on Fill (LOMR-F) from FEMA. These actions are conditioned as project design features or required pursuant to regulation (**PDF 3.8-5** and **PPP 3.8-2**). When compared to the Approved Project, the proposed Modified Project would have similar, less than significant impacts, from construction of structures which would impede or redirect flood flows within a 100-year flood hazard area (DSEIR pgs.3.8-30 to 3.8-31).

i. Dam Inundation Area (Impact 3.8.7.9)

Potential Significant Impact: Whether the Modified Project would 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.

Findings: Potential impacts of the proposed Modified Project related to dam inundation areas are discussed in detail in Section 3.8.7.9 of the DSEIR. The Modified Project would implement **PPP 3.8-2** and **PDF 3.8-5** to ensure flood hazards are reduced pertaining to potential dam failures. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to dam inundation areas; therefore, no mitigation is required.

Facts in Support of the Findings: The western portion (approximately 25 percent) of Modified Project is located within the dam inundation zone of the Diamond Valley Reservoir. Accordingly, the Modified Project would incorporate on-site drainage and anchoring methods to prevent floating structures, elevate buildings above flood levels, and flood proof, which requires buildings to be inspected and certified by a professional engineer, surveyor or building inspector through implementation of **PPP 3.8-2** and **PDF 3.8-5**. The proposed Modified Project would be conditioned to meet these requirements, including compliance with State Civil Code Section 1103 requiring notification to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. These requirements would be confirmed through the City's plan review process. Therefore, impacts from placing a structure within an area that would expose people or structures to a significant risk of loss, injury, or death as a result of the failure of a levee or dam would be less than significant. When compared to the Approved Project, impacts of the Modified Project would be similar, less than significant, to those of the Approved Project (DSEIR pgs.3.8-31 to 3.8-32).

j. Seiche, Tsunami, or Mudflow (Impact 3.8.7.10)

Potential Significant Impact: Whether the Modified Project would result in inundation by seiche, tsunami, or mudflow.

Findings: Potential impacts of the proposed Modified Project related to dam inundation areas are discussed in detail in Section 3.8.7.9 of the DSEIR. The Modified Project would implement **PPP 3.8-2** and **PDF 3.8-5** to ensure potential issues from seiches, tsunamis, or mudflows are reduce. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to issues from seiches, tsunamis, or mudflows; therefore, no mitigation is required.

Facts in Support of the Findings: Tsunamis are large waves that occur in coastal areas. Since the City is not located in a coastal area, no impact from inundation by tsunami would occur. The proposed Modified Project site and its surroundings have generally flat topography. Therefore, impacts from mudflows are unlikely and less than significant. Diamond Valley Lake is a relatively large man-made waterbody located approximately 2 miles south of the Modified Project Site. The Modified Project would incorporate on-site drainage, anchoring methods to prevent floating structures, elevation of buildings above flood levels, and flood proofing, which requires buildings to be inspected and certified by a professional engineer, surveyor or building inspector. The proposed Modified Project would be conditioned (through implementation of **PPP 3.8-2** and **PDF 3.8-5**) to meet these requirements, including compliance with State Civil Code Section 1103 requiring notification to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. These requirements would be confirmed through the City's plan review process. Therefore, Modified Project impacts from seiches would be less than significant. When compared to the Approved Project, impacts of the Modified Project would be similar, less than significant, to those of the Approved Project (DSEIR pg.3.8-32).

k. Cumulative Hydrology and Water Quality Impacts (Impact 3.8.8)

Potential Significant Impact: Whether the Modified Project would cumulatively contribute to hydrology and water quality impacts.

Findings: Potential cumulative impacts of the proposed Modified Project related to hydrology and water quality issues is discussed in Section 3.8.8 of the DSEIR. The Modified Project would implement **PDFs 3.8-1, 3.8-2, 3.8-3, 3.8-4, 3.8-5, 3.6-2, PPPs 3.8-1, 3.6-3** and **3.6-4** to reduce potential affects pertaining to hydrology and water quality issues. These PPPs and PDFs replace **1979 EIR Mitigation Measure 1, 2008 Mitigation Measures HWQ-1a** through **HWQ-1g** and **2008 Mitigation Measure HWQ-7a**. Based on the entire record before us, this Council finds that development of the Modified Project would contribute to a less than significant cumulative impact related to issues pertaining to hydrology and water quality; therefore, no mitigation is required.

Facts in Support of the Findings: The cumulative area is the Santa Ana watershed. Cumulatively, development within the watershed would result in an increase in impervious surfaces, changes in the type and density of land use, and corresponding changes in the amount and characteristic of runoff characteristics. All future development in the City and throughout the Santa Ana Regional Water Quality Control Board (RWQCB) would be required to comply with the applicable requirements of the NPDES permit program and water quality standards defined by local, regional, State and federal agencies. Continued growth is anticipated to occur in the City and surrounding areas, and all new development and significant redevelopment would be required to minimize its individual impacts to water quality and pollutant transport through implementation of BMPs. The proposed Modified Project drainage plan sufficiently reduces project-specific drainage impacts. It is reasonable to conclude that drainage impacts associated with development of other sites in the project area would be equally required to provide drainage improvements sufficiently sized and located to address the unique site requirements. Furthermore, the proposed Modified Project would not be dependent on local groundwater and therefore would not contribute cumulatively to its depletion (DSEIR pgs.3.8-32 to 3.8-33).

8. Land Use and Planning

a. Divide Established Community (Impact 3.9.7.1)

Potential Significant Impact: Whether the Modified Project would physically divide an established community.

Findings: Potential impacts of the proposed Modified Project related to dividing an established community is discussed in detail in Section 3.9.7.1 of the DSEIR. The **1979 EIR Land Use Mitigation Measure 1** required increased coordination between Riverside County, LAFCO, and the City to provide the City with the necessary planning controls to mitigate incompatible land uses and avoid conflicts in development standards. Currently, all of the planning area addressed in the 1979 Certified EIR have been annexed into the City, and **1979 EIR Land Use Mitigation Measure 1** is no longer applicable to the Modified Project. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to dividing an established community; therefore, no mitigation is required.

Facts in Support of the Findings: The Modified Project is contiguous to existing residential development, represents a logical extension of the existing development pattern in the area, and connects to surrounding development by a network of multi-modal facilities (streets, pedestrian-oriented parkways, and sidewalks). The Modified Project would not divide an established community and therefore no mitigation is required. When compared to the Approved Project, the proposed Modified Project would

have the same, less than significant, impacts related to physically dividing an established community (DSEIR pg. 3.9-5).

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b. Conflict with Plans, Policies, or Regulations (Impact 3.9.7.2)

Potential Significant Impact: Whether the Modified Project would 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.

Findings: Potential impacts of the proposed Modified Project related to conflicts with plans, policies or regulations is discussed in detail in Section 3.9.7.2 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to conflicts with land use plans, policies or regulations; therefore, no mitigation is required.

Facts in Support of the Findings: The proposed Modified Project site and surrounding area is residential in nature and lacks supporting retail/commercial services. The proposed commercial land use would generally address key issues and implements policies of the City General Plan and the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that reduce vehicle miles traveled (VMT) and associated air pollution emissions. This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses. Therefore, the proposed Modified Project is substantively consistent with the City General Plan and SCAG's 2016 RTP/SCS. When compared to the Approved Project, the proposed Modified Project would have the same, less than significant impacts, related to conflicts with applicable land use plans, policies, or regulations (DSEIR pgs.3.9-5 to 3.9-8).

c. Cumulative Land Use and Planning Impacts (Impact 3.9.8)

Potential Significant Impact: Whether the Modified Project would cumulatively contribute to land use and planning impacts.

Findings: Potential cumulative impacts of the proposed Modified Project related to land use and planning issues is discussed in Section 3.9.8 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would contribute to a less than significant cumulative impact related to issues pertaining to land use and planning issues; therefore, no mitigation is required.

Facts in Support of the Findings: The Modified Project represents a minor change to the underlying land use approvals envisioned by the City's General Plan and the Page Ranch Planned Community PCD 79-93. The changes can be characterized by a reduction in residential residences and an increase in neighborhood serving commercial (100,000 square feet). The anticipated growth associated with the

Modified Project would not have cumulatively considerable impacts on the environment provided the growth occurs in accordance with the City General Plan and the Page Ranch Planned Community PCD 79-93 SP as revised by the proposed Modified Project. When compared to the Approved Project, the proposed Modified Project would have the same less than significant cumulative impacts pertaining to land use and planning issues (DSEIR pg.3.9-9).

9. Mineral Resources

a. Loss of Statewide or Regionally Important Mineral Resources (Impact 3.10.7.1)

Potential Significant Impact: Whether the Modified Project would 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.

Findings: Potential impacts of the proposed Modified Project related to the loss of statewide or regionally important mineral resources is discussed in detail in Section 3.10.7.1 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in no impact related to loss of statewide or regionally important mineral resources; therefore, no mitigation is required.

Facts in Support of the Findings: Historically, the primary mineral resources of value to the City and region were aggregate materials used for construction. Serpentine was mined in Diamond Valley in the general vicinity of the proposed Modified Project site. The proposed Modified Project site has been used for agricultural activities, primarily dry farming, and no evidence of mineral resource extraction is known for the site or immediate vicinity. Additionally, based on available data, the City does not consider aggregate material, such as serpentine, of significant economic value despite having the potential for local significance. When compared to the Approved Project, impacts associated with loss of statewide or regionally important mineral resources from the Modified Project would be the same (i.e., no impact) (DSEIR pg. 3.10-4).

b. Loss of Locally Important Mineral Resources (Impact 3.10.7.2)

Potential Significant Impact: Whether the Modified Project would 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 plans.

Findings: Potential impacts of the proposed Modified Project related to the loss of locally important mineral resources is discussed in detail in Section 3.10.7.2 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in no impact related to loss of locally important mineral resources; therefore, no mitigation is required.

Facts in Support of the Findings: The zoning of properties surrounding the proposed Modified Project site include Heavy Manufacturing and Heavy Agricultural across the railroad track to the north, Page Ranch Planned Community Development to the east, Specific Plan-Low Density Residential and Specific Plan-Mixed Use to the south, and Open Space and Planned Community Development to the west. Mining would be an incompatible land use, especially with the existing residential neighborhoods to the east and proposed specific plan [residential] developments to the south, east, and west of the proposed Modified Project site. When compared to the Approved Project, impacts associated with loss of locally important mineral resources from the Modified Project would be the same (i.e., no impact) (DSEIR pg. 3.10-4).

c. Cumulative Mineral Resources Impacts (Impact 3.10.8)

Potential Significant Impact: Whether the Modified Project would cumulatively contribute to mineral resource impacts.

Findings: Potential cumulative impacts of the proposed Modified Project related to mineral resources is discussed in Section 3.10.8 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would not contribute to a cumulative impact related to issues pertaining to mineral resources; therefore, no mitigation is required.

Facts in Support of the Findings: Neither the Approved Project nor the proposed Modified Project site are identified as containing significant mineral resource extraction sites or the sites of an existing mining/mineral extraction operation. Additionally, since both the proposed Modified Project site and Approved Project site have been used historically for agricultural activities, primarily dry farming, and no evidence of mineral resource extraction is known for these sites or immediate vicinity, neither the proposed Modified Project nor the Approved Project would cumulatively decrease the local or regional availability of mineral resources. Accordingly, as compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulatively considerable impacts to mineral resources (DSEIR pg. 3.10-5).

10. <u>Noise</u>

a. Excessive Groundborne Vibration (Impact 3.11.7.2)

Potential Significant Impact: Whether the Modified Project would expose persons to or generate, excessive groundborne vibration or groundborne noise levels.

Findings: Potential impacts of the proposed Modified Project related to excessive groundborne vibration is discussed in detail in Section 3.11.7.2 of the DSEIR. Based on the entire record before us, this Council

finds that development of the Modified Project would result in a less than significant impact related to excessive groundborne vibration; therefore, no mitigation is required.

Facts in Support of the Findings: The Certified EIR concluded groundborne vibration would be influenced by construction activities in the short term, and by railroad, airport and traffic noise in the long term. Neither construction nor operational activities are expected to exceed the 0.3 PPV significance level for potential structural damage. Impacts from vibration were found to be less than significant. No mitigation is required. Construction vibration velocity levels are expected to approach a maximum of 66.0 velocity decibels (VdB) at a distance of 125 feet from the Modified Project site, which is below the City of Hemet General Plan EIR vibration threshold of 80 VdB. Construction vibration velocity levels are expected to approach a maximum of 0.01 inch per second (in/sec) peak particle velocity (PPV) at a distance of 125 feet from the Modified Project site, which is below the City of Hemet General Plan EIR vibration threshold of 0.2 in/sec PPV, Therefore, construction-related vibration impacts are considered less than significant.

Reference vibration level at the nearest residential lot would range from 60 VdB for rapid transit or light rail to 72 VdB for locomotive powered passenger or freight rail. Therefore, vibration from railroad activities would not exceed the City of Hemet General Plan EIR vibration level threshold of 80 Vdb, and the proposed Modified Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels during operation. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from construction and operational vibration (DSEIR pgs.3.11-30 to 3.11-31).

b. Private Airport Noise Levels (Impact 3.11.7.6)

Potential Significant Impact: Whether the Modified Project is within the vicinity of a private airstrip which would expose people residing or working in the Modified Project area to excessive noise levels.

Findings: Potential impacts of the proposed Modified Project related to private airport noise levels is discussed in detail in Section 3.11.7.6 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in no significant impact related to private airport noise levels; therefore, no mitigation is required.

Facts in Support of the Findings: The proposed Modified Project is located approximately 4,500 feet (0.85 mile) north of the Hemet Model Masters Simpson Field, a recreational airstrip for flying radio-controlled fixed wing and multi-rotor drone aircraft. Due to the substantial distance and scale of model aeronautics occurring at this facility, implementation of the proposed Modified project is not expected to expose people residing or working in the project area to excessive noise levels, particularly in comparison

to the distance of the project site to Hemet- Ryan Airport. When compared to the Approved Project, the proposed Modified Project would have similar [no] impacts from private airstrip noise levels (DSEIR pg. 3.11-39).

c. Cumulative Noise Impacts (Impact 3.11.8)

Potential Significant Impact: Whether the Modified Project would cumulatively contribute to noise impacts.

Findings: Potential cumulative impacts of the proposed Modified Project related to noise is discussed in Section 3.11.8 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would not contribute to a cumulative impact related to issues pertaining to noise; therefore, no mitigation is required.

Facts in Support of the Findings: Only planned projects in the immediate vicinity of the proposed Modified Project are likely to contribute to cumulative noise effects. Based on the analysis presented in Section 3.11.7 of the DSEIR, all construction and operational noise effects could be reduced to less than significant levels with compliance with regulations and implementation of project design features and mitigation. Additionally, the analysis in Section 3.11.7.1 of the DSEIR indicates the additional roadway traffic anticipated from Phase 1 and from buildout (Phase 1 and Phase 2) of the proposed Modified Project would generate an increase of between 0.5 dBA CNEL and 3 dba CNEL along the 37 study area roadway segments. This increase in ambient noise would be barely discernable to adjacent off-site land uses from existing baseline conditions. Therefore, similar to the Approved Project, the proposed Modified Project would not contribute to a cumulative considerable increase in noise when considered in the context of reasonably foreseeable current and future projects. No additional mitigation is required (DSEIR pgs.3.11-39 to 3.11-40).

11. <u>Population and Housing</u>

a. Induce Substantial Growth in Area (Impact 3.12.7.1)

Potential Significant Impact: Whether the Modified Project would induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).

Findings: Potential impacts of the proposed Modified Project related to inducing substantial growth in the area is discussed in detail in Section 3.12.7.1 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in a less than significant impact related to substantial growth in the area; therefore, no mitigation is required.

Facts in Support of the Findings: The 2008 EIR concluded the project population increase would increase the overall estimated buildout population of the Page Ranch Community Plan primarily due to changing the Planning Area XII for TTM 35392 from Industrial to Residential and increasing the density in Planning Area VI for TTM 35394 from 2.5 du/ac to 5.0 du/ac. The overall population increase in the Specific Plan is 438 persons which is an 8.1 percent increase. The project would contribute toward the City's housing needs, consistent with the City's General Plan Housing Element. It would also allow for more compatible land uses adjacent to existing residential land uses. The housing is consistent with current and anticipated needs based on population projections. Impacts would be less than significant and no mitigation is required. The proposed Modified Project would not induce population growth. The number of dwelling units is decreasing from 740 units as approved under the Certified EIR to 586 units, which would not result in substantially more population growth than that which was anticipated under the Approved Project. When compared to the Approved Project, impacts associated with induced population growth would be the same (i.e., less than significant), and no mitigation is required (DSEIR pgs. 3.12-4 and 3.12-5).

b. Displace Substantial Numbers of Existing Housing (Impact 3.12.7.2)

Potential Significant Impact: Whether the Modified Project would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Findings: Potential impacts of the proposed Modified Project related to displacing substantial numbers of existing housing in the area is discussed in detail in Section 3.12.7.2 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in no impact related to the displacement of substantial numbers of existing homes on the site; therefore, no mitigation is required.

Facts in Support of the Findings: The 2008 EIR concluded the project site is currently vacant. Therefore, implementation of the project would not displace substantial numbers of existing housing and no impact to existing housing is anticipated. No impact would occur, and no mitigation is required. The proposed Modified Project site is located in the west/southwest portion of the City of Hemet. The project site is undeveloped and does not contain any residential units. Implementation of the Project would not displace substantial numbers of existing housing (as the site is vacant) and no impact to existing housing is anticipated. Impacts would be the same as the Approved Project (i.e., no impact) and no mitigation is required (DSEIR pg. 3.12-5).

c. Displace Substantial Numbers of People (Impact 3.12.7.3)

Potential Significant Impact: Whether the Modified Project would displace substantial numbers of people necessitating the construction of replacement housing elsewhere.

Findings: Potential impacts of the proposed Modified Project related to displacing substantial numbers of people in the area is discussed in detail in Section 3.12.7.3 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in no impact related to the displacement of substantial numbers of people on the site; therefore, no mitigation is required.

Facts in Support of the Findings: The 2008 EIR concluded the project site is vacant and no persons permanently reside on the site. Therefore, development of the proposed project would not displace substantial numbers of people. No impact would occur and no mitigation is required. The Modified Project site is currently vacant. Implementation of the Modified Project would not displace substantial numbers of people. When compared to the Approved Project, the Modified Project impacts associated with displacement of substantial numbers of people would be the same (i.e., no impact), and no mitigation is required (DSEIR pg. 3.12-5).

d. Cumulative Population and Housing Impacts (Impact 3.12.8)

Potential Significant Impact: Whether the Modified Project would cumulatively contribute to population and housing impacts.

Findings: Potential cumulative impacts of the proposed Modified Project related to population and housing is discussed in Section 3.12.8 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would not contribute to a cumulative impact related to issues pertaining to population and housing; therefore, no mitigation is required.

Facts in Support of the Findings: Land uses currently approved under the Page Ranch PCD would allow for the development of 744 residential units on the Modified Project site. The proposed Modified Project would reduce residential dwelling unit count from 744 to 586 units. Based on the acreages detailed in Table 2.B of the DSEIR, the gross Modified Project density would be 2.60 dwelling units per acre as compared to the Approved Project density of 3.13 dwelling units per acre. According to the 2019 SCAG Local Profile Report for Hemet, the population per household is 2.7. Assuming the 586 dwelling units proposed under the Modified Project, the Modified Project would introduce approximately 1,582 persons to the City. Although the Modified Project would introduce additional permanent residents to the City, the intensity of the proposed residential uses is substantially less than that which was anticipated under the Approved Project. Therefore, similar to the Approved Project, the proposed Modified Project would not have a cumulatively considerable impact to population and housing (DSEIR pg. 3.12-6).

12. <u>Public Services</u>

a. Fire Protection and Emergency Services (Impact 3.13.7.1)

Potential Significant Impact: Whether the Modified Project would 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 fire protection services.

Findings: Potential impacts of the proposed Modified Project related to fire protection and emergency services is discussed in detail in Section 3.13.7.1 of the DSEIR. The DSEIR concluded the intent of **1979 Mitigation Measures 1** and **3** no longer apply to the proposed Modified Project and are replaced with **PDF 3.13-1**, **PPPs 3.13-1** and **3.13-2**. The baseline conditions under which those mitigation measures were developed have changed substantially, and the infrastructure required to serve the proposed Modified Project is either in place or planned through existing programs required to facilitate its expansion. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to fire protection and emergency services; therefore, no mitigation is required.

Facts in Support of the Findings: The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. The provision of fire service personnel and emergency facilities has already been anticipated for buildout of the Page Ranch PCD SP, as evidenced by the construction of Fire Station No. 4 in 2005 approximately 1.5 miles northeast of the Modified Project site. Therefore, it is reasonable to conclude that development of TTM 36841 proposed as part of the Modified Project in accordance with current development codes that are generally more stringent than those under which the Approved Project was evaluated would not require new or physically altered fire protection or emergency facilities beyond those which have been identified under the Approved Project. Therefore, impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar or a lesser impact on fire and emergency services (DSEIR pgs.3.13-7 and 3.13-8).

b. Police Protection Services (Impact 3.13.7.2)

Potential Significant Impact: Whether the Modified Project would 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 police protection services.

Findings: Potential impacts of the proposed Modified Project related to police protection services is discussed in detail in Section 3.13.7.2 of the DSEIR. The DSEIR concluded the intent of **1979 Mitigation Measures 1** no longer applies to the proposed Modified Project and is replaced with **PDF 3.13-2**. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to police protection services; therefore, no mitigation is required.

Facts in Support of the Findings: The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. Since the Modified Project would generate fewer residents than the Approved Project, the provision of police service personnel and facilities has already been anticipated for buildout of the Page Ranch PCD SP in order to meet the City's performance standard of 1.3 officers per 1,000 residents through buildout of the City's General Plan in 2030. Therefore, it is reasonable to conclude that development of TTM 36841 proposed as part of the Modified Project with fewer residents than what was evaluated under the Approved Project would maintain the City's police officer to resident performance standard (1.3 per 1,000 residents) and not require new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar less than significant impacts from an increased demand for police protection services but without mitigation (DSEIR pgs.3.13-9 to 3.13-10).

c. Schools (Impact 3.13.7.3)

Potential Significant Impact: Whether the Modified Project would 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 school services.

Findings: Potential impacts of the proposed Modified Project related to school services is discussed in detail in Section 3.13.7.3 of the DSEIR. The **1979 EIR Mitigation Measure 3** is replaced with **PPP 3.13-3**, which requires payment of development fees for schools in accordance with current regulatory standards. Based on the entire record before us, this Council finds that development of the Modified Project would result in no significant impacts related to school services; therefore, no mitigation is required.

Facts in Support of the Findings: The proposed Modified Project would pay the approved Alternate School Fee (Level 2) through implementation of **PPP 3.13-3** for new residential construction effective at the time building permits are pulled. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed…are hereby deemed to be full and complete

mitigation of the impacts…on the provision of adequate school facilities." The Modified Project would be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees in accordance with Government Code 65995 and Education Code 17620, no impacts related to school services would occur. When compared to the Approved Project, the proposed Modified Project would have similar [no] impacts from an increased demand for school services (DSEIR pgs.3.13-10 and 3.13-11).

d. Parks (Impact 3.13.7.4)

Potential Significant Impact: Whether the Modified Project would 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 parks.

Findings: Potential impacts of the proposed Modified Project related to parks is discussed in detail in Section 3.13.7.4 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to parks; therefore, no mitigation is required.

Facts in Support of the Findings: The Modified Project must include at least 7.91 acres of public parkland to comply with the City's standard of 5 acres of parks per 1,000 residents pursuant to Section 70-282 of the Municipal Code. The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. Additionally, the Mitigation Fee Act governs the establishment and administration of development impact fees (DIFs) to fund public facilities such as parks needed to serve new development. As permitted under the City Municipal Code, the payment of the City's DIF for park development would offset any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed Modified Project. Construction of new or expansion of existing parks is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. The parkland proposed under the Modified Project is encompassed in the analyses throughout the DSEIR, and physical impacts to the environment are mitigated accordingly. Therefore, no additional mitigation is required to comply with the Quimby Act or City Municipal Code pertaining to the provision of parkland. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar less than significant impacts from an increased demand for parks (DSEIR pgs.3.13-11 to 3.13-12).

e. Cumulative Public Services and Facilities Impacts (Impact 3.13.8)

Potential Significant Impact: Whether the Modified Project would cumulatively contribute to impacts on public services and facilities.

Findings: Potential contribution of cumulative impacts of the proposed Modified Project related to public services and facilities is discussed in detail in Section 3.13.8 of the DSEIR. The **1979 EIR Mitigation Measure 1** is replaced with **PDF 3.13-1** and **PDF 3.13-2**, which incorporate project features designed to minimize increases in service demand in accordance with current regulatory standards (**PPP 3.13-1** and **PPP 3.13-2**). **1979 EIR Mitigation Measure 2** no longer applies to the Modified Project. The **1979 EIR Mitigation Measure 3** is replaced with **PPP 3.13-3**, which requires payment of development fees for schools in accordance with current regulatory standards. Based on the entire record before us, this Council finds that development of the Modified Project would not contribute to a cumulative impact related to public services and facilities; therefore, no mitigation is required.

Facts in Support of the Findings: All development within the service areas of the City of Hemet Police and Fire Departments would be required to adhere to conditions established by these agencies and would be subject to applicable fees that would contribute to the maintenance of their facilities. The project would result in the development of uses that are typical of those currently present in the service area for the City of Hemet Police and Fire Departments and does not include any use or structure anticipated to disproportionally increase service demand beyond that which currently exists. With adherence to standard conditions and payment of required fees, no significant cumulative impact on law enforcement and fire services in the City would occur.

The Hemet Unified School District (HUSD) requires the payment of development fees to provide for maintenance of existing and the expansion or construction of new facilities. All new development is required to provide school impact fees at the level identified by the HUSD, and it is anticipated that no cumulatively significant impact to school services would occur with implementation of the proposed Modified Project.

The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. The payment of the City's DIF for park development would offset any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed Modified Project. As future residential development is proposed, the City would require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which would contribute to future recreational facilities.

Payment of these fees and/or implementation of facilities on a project by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities (DSEIR pgs.3.13-12 to 3.13-13).

13. Recreation

a. Increase the Use of Existing Neighborhood and Regional Parks (Impact 3.14.7.1)

Potential Significant Impact: Whether the Modified Project would increase the use of existing neighborhood and regional parks or other recreational facilities that substantial physical deterioration of the facility would occur or be accelerated.

Findings: Potential impacts of the proposed Modified Project related to increasing use of existing neighborhoods and regional parks is discussed in detail in Section 3.14.7.1 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to increasing use of existing neighborhoods and regional parks; therefore, no mitigation is required.

Facts in Support of the Findings: The Modified Project must include at least 7.91 acres of public parkland to comply with the City's standard of 5 acres of parks per 1,000 residents pursuant to Section 70-282 of the Municipal Code. The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. Additionally, the Mitigation Fee Act governs the establishment and administration of development impact fees (DIFs) to fund public facilities such as parks needed to serve new development.

As permitted under the City Municipal Code, the payment of the City's DIF for park development would offset any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed Modified Project. Construction of new or expansion of existing parks is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. The parkland proposed under the Modified Project is encompassed in the analyses throughout this SEIR, and physical impacts to the environment are mitigated accordingly. Therefore, no additional mitigation is required to comply with the Quimby Act or City Municipal Code pertaining to the provision of parkland. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar less than significant impacts from an increased demand for existing neighborhood and regional parks (DSEIR pgs.3.14-3 and 3.14-4).

b. Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities (Impact 3.14.7.2)

Potential Significant Impact: Whether the Modified Project would include recreational or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Findings: Potential impacts of the proposed Modified Project related to including recreational facilities or require the construction/expansion of recreational facilities is discussed in detail in Section 3.14.7.2 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to including recreational facilities or require the construction/expansion of recreational facilities; therefore, no mitigation is required.

Facts in Support of the Findings: The proposed Modified Project consists of 5.12 acres of private HOA parks, 5.62 acres of public parks, and 54.15 acres of open space areas (total of 64.89 acres), which is over 26 percent of the overall 245.07-acre Modified Project site. The Modified Project's private and public recreation facilities are included as part of proposed TM 36841; therefore, the environmental effects associated with the development of these facilities have been considered through the analysis of the Modified Project as a whole. The construction of these facilities would not result in adverse physical effects on the environment beyond those analyzed for the overall development of the Modified Project. The Modified Project would be required to pay applicable park and recreation fees in accordance with Section 70-284 (park development fee payment criteria) and Section 70-285 (standard for dedication of land in lieu of fees) of the City Municipal Code, which would be used in part to maintain existing park facilities and/or construct new park facilities at a time and place determined appropriate by the City. The construction of such new park and recreation facilities would be an action independent of the Modified Project. The CEQA review for such an action would occur at a time on a level commensurate with each specific City sponsored park development project. Therefore, the Modified Project impacts from the construction of new or expansion of existing park or recreation facilities would be the same as those identified for the Approved Project (i.e., less than significant) (DSEIR pgs.3.14-4 and 3.14-5).

c. Cumulative Recreation and Parks Impacts (Impact 3.14.8)

Potential Significant Impact: Whether the Modified Project would cumulatively contribute to recreation impacts.

Findings: Potential contribution of cumulative impacts of the proposed Modified Project related to recreation is discussed in detail in Section 3.14.8 of the DSEIR. Based on the entire record before us, this

Council finds that development of the Modified Project would not contribute to a cumulative impact related to recreation; therefore, no mitigation is required.

Facts in Support of the Findings: As future residential development is proposed, the City would require developers to provide the appropriate amount of parkland/recreation or pay the in-lieu fees, which would contribute to future recreational facilities. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities. Since the Modified Project would develop parkland and recreation or pay the in-lieu fees, the Modified Project would not cumulatively contribute to recreation impacts (DSEIR pg. 3.14-5).

14. <u>Transportation</u>

a. Design Features or Incompatible Uses (Impact 3.15.7.5)

Potential Significant Impact: Whether the Modified Project would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Findings: Potential impacts of the proposed Modified Project related to design features or incompatible uses pertaining to transportation is discussed in detail in Section 3.15.7.5 of the DSEIR. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to transportation related design features or incompatible uses; therefore, no mitigation is required.

Facts in Support of the Findings: Roadway improvements in and around the Modified Project site would be designed and constructed to satisfy all City requirements. With the installation of Modified Project improvements (similar to the Original Project), full participation in the applicable fee programs, and adherence to applicable existing requirements of the City and other agencies, impacts associated with this issue would be reduced to a less than significant level. No mitigation is required. (DSEIR pgs.3.15-34 and 3.15-35).

b. Inadequate Emergency Access (Impact 3.15.7.6)

Potential Significant Impact: Whether the Modified Project would result in inadequate emergency access.

Findings: Potential impacts of the proposed Modified Project related to inadequate emergency access is discussed in detail in Section 3.15.7.6 of the DSEIR. Based on the entire record before us, this Council

finds that development of the Modified Project would result in no significant impacts related to inadequate emergency access; therefore, no mitigation is required.

Facts in Support of the Findings: Traffic associated with Modified Project construction may have a temporary effect on existing traffic circulation patterns. Therefore, it may also affect emergency access. The proposed Modified Project is not expected to cause significant impacts to roadways or intersections that may be used by emergency vehicles. With installation of Modified Project improvement, full participation in the applicable fee program, and adherence to applicable existing requirements of the City, the necessary long-term emergency access features required for the Modified Project site and the City in general would be installed and appropriately maintained (DSEIR pg. 3.15-35).

15. Utilities

a. Wastewater Treatment Requirements (Impact 3.16.7.1)

Potential Significant Impact: Whether the Modified Project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Findings: Potential impacts of the proposed Modified Project related to wastewater treatment requirements is discussed in detail in Section 3.16.7.1 of the DSEIR. The Modified Project would implement **PPPs 3.8-1** and **3.6-3** to reduce potential affects pertaining to wastewater treatment requirements. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to wastewater treatment requirements; therefore, no mitigation is required.

Facts in Support of the Findings: Compliance with condition or permit requirements established by the City, and waste discharge requirements at the EMWD would ensure that discharges into the wastewater treatment facility system from the operation of the proposed Modified Project would not exceed applicable Regional Water Quality Control Board (RWQCB) wastewater treatment requirements. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts related to wastewater treatment requirements (DSEIR pgs.3.16-11 and 3.16-12).

b. Landfill Capacity (Impact 3.16.7.6)

Potential Significant Impact: Whether the Modified Project would be served by a landfill with sufficient permitted capacity to accommodate the Modified Project's solid waste disposal needs.

Findings: Potential impacts of the proposed Modified Project related to landfill capacity is discussed in detail in Section 3.16.7.6 of the DSEIR. The **1979 EIR Mitigation Measure 4** is replaced with **PPPs 3.3-3** and **3.16-1**, which require the Modified Project to comply with current regulatory standards AB 939 and

AB 341 related to solid waste diversion. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to solid waste disposal; therefore, no mitigation is required.

Facts in Support of the Findings: The Modified Project is expected to generate approximately 11,631.2 pounds (5.82 tons or 21.55 cubic yards) of solid waste per day. This amount is equivalent to 0.11 percent of the daily surplus at the Lamb Canyon Landfill serving the project site. Therefore, the Lamb Canyon Landfill has adequate capacity to serve the proposed project, and impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have the same (less than significant) impacts related to solid waste disposal (DSEIR pgs.3.16-17 to 3.16-19).

c. Legal Compliance for Solid Waste (Impact 3.16.7.7)

Potential Significant Impact: Whether the Modified Project would comply with federal, state, and local statutes and regulations related to solid waste.

Findings: Potential impacts of the proposed Modified Project related to legal compliance for solid waste is discussed in detail in Section 3.16.7.7 of the DSEIR. The **1979 EIR Mitigation Measure 4** is replaced with **PPPs 3.3-3** and **3.16-1**, which require the Modified Project to comply with current regulatory standards AB 939 and AB 341 related to solid waste diversion. Based on the entire record before us, this Council finds that development of the Modified Project would result in less than significant impacts related to federal, state, and local statutes and solid waste disposal regulations; therefore, no mitigation is required.

Facts in Support of the Findings: The proposed Modified Project would be required to coordinate with the waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. Additionally, the proposed Modified Project would be required to implement the City's waste reduction procedures and comply with applicable elements of AB 939, AB 341, and Chapter 61 (Solid Waste Management) of the City Municipal Code and other applicable local, State, and federal solid waste disposal standards. Therefore, the Modified Project would not conflict with statutes and regulations related to solid waste. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to compliance with solid waste regulations (DSEIR pg. 3.16-19).

B. ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS-THAN-SIGNIFICANT

Public Resources Code Section 21081 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant effects unless the public agency makes one or more of the following findings:

I. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

II. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

III. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

1. Air Quality

a. Expose Sensitive Receptors to Substantial Pollutant Concentrations (Impact 3.3.7.4)

Potential Significant Impact: Whether the Modified Project would expose sensitive receptors to substantial pollutant concentrations.

Findings: The Council finds implementation of **2008 Mitigation Measure AQ-01 (as modified), 2008 Mitigation Measure AQ-09 (as modified), 2008 Mitigation Measure AQ-10 (as modified),** new **Mitigation Measure MM 3.3.10.1,** and **PPP 3.3-4** would reduce significant impacts pertaining to exposure of sensitive receptors to substantial pollutant concentrations to less than significant levels.

Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are required for applicability to the Modified Project. Deletions or deviations from the 2008 EIR mitigation measures are identified in ~~strikeout~~ ~~text~~, and underlined text is used to signify new additions.

> **2008 Mitigation Measure AQ-01:** Prior to construction of the Project, the Project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of ~~two~~ three times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to

control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction.

2008 Mitigation Measure AQ-09: During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 Mitigation Measure AQ-10: During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

The Modified Project would also implement the following new mitigation measures that were not disclosed in the previous 2008 EIR:

MM 3.3.10.1: Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

Facts in Support of the Findings: The 1979 Certified EIR concluded exhaust emissions during construction and dust from grading operations would be a short-term nuisance to people in the vicinity of the Approved Project site, while emissions from operational activities would generate a regional impact but not a localized impact. Accordingly, the Certified EIR prescribed **1979 EIR Mitigation Measure 1** to ensure proper wetting of the project site during grading. The 2008 EIR concluded construction of the Approved Project would exceed the South Coast Air Quality Management District (SCAQMD) localized construction emission thresholds for PM_{10}, and $PM_{2.5}$. Additionally, the Approved Project was analyzed for CO hotspot conditions during operation and concluded CO concentrations would not exceed State or national ambient air standards. The 2008 Certified EIR prescribed **2008 Mitigation Measures AQ-1** through **AQ- 11** to reduce construction emissions to below Localized Significance Thresholds (LST). The EIR concluded the Approved Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant with mitigation incorporated.

The proposed Modified Project could actively disturb approximately 6.5 acres per day during the grading for Phase 1 and 2 of construction. As such, the dispersion modeling was conducted to estimate emissions for LSTs. Pollutant concentrations in proximity to eight sensitive residential receptor locations were

calculated. The nearest sensitive receptors to the Modified Project site are one single-family residential dwelling unit (R6) approximately 55 feet/16.8 meters south of the Modified Project site and several single-family residential dwelling units (R4) comprising Planning Area V of the Approved Project across Warren Road approximately 81 feet/24.7 meters east of the Modified Project site.

Construction of the Modified Project without mitigation is expected to exceed the LST for PM_{10}, which is a significant impact, and mitigation is required. The Modified Project would implement **PPP 3.3-4**, which incorporates Best Available Control Measures (BACMs) such as SCAQMD Rule 403 to reduce fugitive dust in accordance with General Plan Policy OS-7.11. Adoption of the **2008 Certified EIR Mitigation Measures AQ-01 (as modified)**, **AQ-09 (as modified)**, and **AQ-10 (as modified)** would further ensure reduction of fugitive dust in accordance with SCAQMD requirements. **Mitigation Measure 3.3.10.1** would require construction equipment greater than 150 horsepower to be compliant with EPA/CARB Tier 3 emissions standards and be tuned and maintained in accordance with the manufacturer's specifications. With implementation of **PPP 3.3-4**, **2008 Certified EIR Mitigation Measures AQ-01 (as modified), AQ-09 (as modified)**, and **AQ-10 (as modified)**, and **Mitigation Measure 3.3.10.1**, construction of the Modified Project would not exceed any LST.

When compared to construction of the Approved Project, for which mitigation was prescribed to reduce construction emissions to below LST, implementation of **PPP 3.3-4**, **2008 Certified EIR Mitigation Measures AQ-01 (as modified)**, **AQ-09 (as modified)**, and **AQ-10 (as modified)**, and **Mitigation Measure 3.3.10.1** would ensure the Modified Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Therefore, impacts to sensitive receptors during construction of the Modified Project would be less than significant with mitigation incorporated in the same manner as the Approved Project.

The proposed Modified Project includes operation of 586 single-family residential dwelling units and 100,000 square feet of commercial uses. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). However, in accordance with General Plan Policies OS-7.9 and OS-7.10, the proposed Modified Project does not include such uses. Due to the lack of significant stationary source emissions, operational localized significance threshold analysis is not warranted and therefore was not conducted for the Modified Project.

The Basin was designated nonattainment under the CAAQS and NAAQS for CO during development of the 1993 SCAQMD CEQA Air Quality Handbook. However, the 2008 EIR CO concentrations would not exceed State or national air standards. Due to the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO

concentration in the Basin are now designated as attainment, and CO concentrations in the Modified Project vicinity have steadily declined. Since the Modified Project would not produce the volume of traffic required to generate a CO "hot spot," CO "hot spots" are not an environmental impact of concern for the proposed Modified Project. LST impacts from air pollutant emissions resulting from operations of the Approved Project were found to be **less than significant with mitigation**. The proposed Modified Project would result in less than significant LST impacts, less severe than the Approved Project (DSEIR pgs.3.3-24 to 3.3-26).

b. Objectionable Odors (Impact 3.3.7.5)

Potential Significant Impact: Whether the Modified Project would create objectionable odors affecting a substantial number of people.

Findings: The Council finds implementation of **2008 Mitigation Measure AQ-01 (as modified), 2008 Mitigation Measure AQ-05 (as modified), 2008 Mitigation Measure AQ-06 (as modified), 2008 Mitigation Measure AQ-08 (as modified), 2008 Mitigation Measure AQ-09 (as modified), 2008 Mitigation Measure AQ-10 (as modified), PPP 3.3-5, PPP 3.3-7, PPP 3.3-8** would reduce significant impacts pertaining to exposure of sensitive receptors to objectionable odors to less than significant levels.

Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 2008 EIR mitigation measures are identified in ~~strikeout~~ ~~text~~, and underlined text is used to signify new additions. Refer to **2008 Mitigation Measure AQ-01 (as modified), 2008 Mitigation Measure AQ-09 (as modified),** and **2008 Mitigation Measure AQ-10 (as modified)** listed above under Impact 3.3.7.4. The following additional mitigation measures would be applicable to the Modified Project:

> **2008 Mitigation Measure AQ-05**: Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones. This measure shall be implemented to the satisfaction of the City of Hemet Planning and Public Works Departments.
>
> **2008 Mitigation Measure AQ-06:** Prior to issuance of building permits, t~~T~~he developer shall provide evidence to the City that ~~require~~ painting ~~to~~ will be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 Mitigation Measure AQ-08: Prior to issuance of grading and building permits, the developer shall provide evidence to the City that o~~O~~n-site electrical hookups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

Facts in Support of the Findings: The 2008 Certified EIR concluded that construction of the Approved Project would generate diesel exhaust and VOCs, which are objectionable to some persons. However, emissions would disperse rapidly and therefore are not expected to occur at a level or frequency to induce a negative response. Furthermore, operation of the Approved Project would not generate objectionable odors since it does not contain land uses typically associated with emitting objectionable odors, such as wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Therefore, Approved Project impacts from generation of objectionable odors were found to be **less than significant** and no mitigation was required.

The Modified Project has potential to generate objectionable odors from construction and operational activities. Project construction would generate limited odors over the short term, mainly from fumes emanating from gasoline and diesel powered construction equipment and temporary asphalt laying and paving activities. These odors would be temporary and are expected to be isolated to the immediate vicinity of the construction site. The Modified Project would implement **PPP 3.3-5** (SCAQMD Rule 402) regarding nuisances. Adoption of the **2008 EIR Mitigation Measure AQ-08 (as modified)** would further ensure reduction of nuisance emissions in accordance with SCAQMD requirements. Pursuant to **PPP 3.3-4** (SCAQMD Rule 403), fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Adoption of the **2008 EIR Mitigation Measures AQ-01 (as modified)**, **AQ-09 (as modified)**, and **AQ-10 (as modified)** would further ensure reduction of fugitive dust in accordance with SCAQMD requirements. Additionally, **PPP 3.3-7** (Title 13, Section 2449(d)(D) of the California Code of Regulations) requires operators of off-road vehicles (i.e., self-propelled diesel fueled vehicles 25 horsepower and up that were not designed to be driven on road) to limit vehicle idling to five minutes or less. Adoption of the **2008 EIR Mitigation Measure AQ-05 (as modified)** would further minimize construction equipment idling in accordance with the California Code of Regulations.

The painting of buildings or the installation of asphalt surfaces may also create odors. PPP 3.3-6 (SCAQMD Rule 1113) outlines standards for paint applications, while **PPP 3.3-8** (SCAQMD Rule 1108) identifies standards regarding the application of asphalt. Adoption of the **2008 EIR Mitigation Measure AQ-06 (as modified)** would further minimize VOC emissions in accordance with SCAQMD Regulations. Adherence to the standards identified in these SCAQMD rules would reduce temporary odor impacts to a **less than significant level with mitigation**. When compared to construction of the Approved Project, the proposed Modified Project would have the same impacts related to objectionable odors.

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Modified Project may generate localized odors from garbage and green waste collections. However, the odors would cease to occur after the wastes are removed from the individual homes and businesses each week. As such, proposed residential and commercial uses would not generate objectionable odors off site. No other sources of objectionable odors have been identified for the proposed Modified Project during operation; therefore, impacts associated with odors during operation would be **less than significant**. When compared to operation of the Approved Project, the proposed Modified Project would have the same impacts related to objectionable odors. No mitigation is required (DSEIR pgs.3.3-26 to 3.3-27).

2. <u>Biological Resources</u>

a. Candidate, Sensitive, or Special-Status Plant and Wildlife Species (Impact 3.4.7.1)

Potential Significant Impact: Whether the Modified Project would 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 or U.S. Fish and Wildlife Service.

Findings: The Council finds impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4**. Implementation of **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4** would ensure the Modified Project would have a less than significant impact to candidate, sensitive, or special status species. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to candidate, sensitive, or special status species. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4**, which are designed specifically for the Modified Project site in accordance with current regulatory standards:

MM 3.4.10.1: Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.3: A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities. If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated.

In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.4: Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site.

The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest setback zone.

The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the

City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

Facts in Support of the Findings: The Certified EIR concludes the Approved Project would impact vegetation and wildlife during construction and operation. The MSHCP was developed in 2001 by the County of Riverside in cooperation with State and federal agencies to address the direct, indirect, cumulative, and growth-related effects on covered species resulting from build out of planned land use and infrastructure, including the Approved Project. Biological surveys conducted for the Approved Project identified no candidate, sensitive, or special-status plant or wildlife species documented within the Approved Project site that are not covered by the MSHCP. Specifically, two species covered by the MSHCP were documented within the Approved Project site, the little mousetail and the burrowing owl. The on-site occurrence of little mousetail is outside the MSHCP Criteria Area Survey Area and is not associated with a vernal pool or any soil targeted for conservation by the MSHCP. Therefore, impacts to little mousetail were determined to be less than significant. However, the Approved Project site is located within the MSHCP-designated burrowing owl survey area. Accordingly, the Certified EIR prescribed Mitigation Measure 1 in the 1979 EIR to preserve some open space and Mitigation Measure BR-1a requiring pre-construction surveys for the burrowing owl and avoidance and/or relocation measures in accordance with the project-specific DBESP and concluded impacts to candidate, sensitive, or special-status species would be less than significant with mitigation.

As indicated in Table 3.4.A of the DSEIR, development of the proposed Modified Project would directly affect approximately 221.68 acres of vegetation communities (213.43 acres on site and 8.25 acres off site), of which 220.05 acres would be permanently affected while 1.63 acres would be temporarily affected (Figure 3.4.1).

A 62.75-acre portion of the Modified Project site is located within MSHCP Criteria Cell 4007, and a 20.23-acre portion is located within Criteria Cell 3892 (SU4 Hemet Vernal Pool Areas East). No conservation within Criteria Cell 4007 or 3892 is proposed or identified by the MSHCP criteria for the region located within the Modified Project site.

The Modified Project site is located within MSHCP narrow endemic plant, criteria area, and specific wildlife survey areas for the following 18 species (15 plant and 3 wildlife species), for which focused surveys were conducted in accordance with the MSHCP. None of the focused biological surveys identified any federal or state listed threatened or endangered plants or wildlife within the Modified Project site. However, one MSHCP criteria area species, smooth tarplant (191 plants), was identified within the off-site Modified Project boundary during the focused sensitive plant surveys. Although burrowing owl were detected within and adjacent to the Modified Project site during initial MSHCP focused surveys

conducted in 2005 and 2006 as part of the Approved Project, the results of those surveys did not meet the MSHCP requirements of three or more pairs for a site requiring on-site conservation.

Incidental MSHCP covered species documented during the Modified Project habitat assessment and/or focused survey efforts include the *California Species of Special Concern* white-tailed kite, California horned lark, and San Diego black-tailed jackrabbit, as well as the non-listed loggerhead shrike, turkey vulture, and coyote. Impacts to common and MSHCP-covered species will be mitigated to a less than significant level by implementing **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4. Mitigation Measure 3.4.10.1,** requires the Project applicant to pay MSHCP Local Development Mitigation fees as determined by the City of Hemet in order to offset impacts from development of 221.68 acres of vegetation communities. **Mitigation Measures 3.4.10.3 and 3.4.10.4** require a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey, respectively, to ensure protection for MSHCP-covered species and compliance with the conservation goals as outlined in the MSHCP. Implementation of **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4** would ensure the Modified Project would have a less than significant impact to candidate, sensitive, or special status species. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to candidate, sensitive, or special status species (DSEIR pgs.3.4-14 to 3.4-17).

b. Riparian Habitat or other Sensitive Natural Communities (Impact 3.4.7.2)

Potential Significant Impact: Whether the Modified Project 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.

Findings: The Council finds impacts would occur to riparian and riverine resources characterized and regulated by MSHCP Section 6.1.2, including 16.05-acres of mule fat scrub, southern willow scrub, tamarisk scrub, and understory herbaceous and disturbed wetland that has established within the on-site man-made channel and basin. Unvegetated streambed resources meeting MSHCP 6.1.2 jurisdiction also include non-wetland and non-riparian streambed and bank associated with the Hemet Channel and portions of the on-site man-made channel and basin. Approximately 0.02 acre of permanent and 0.74 acre of temporary impact on riparian-vegetated streambed/basin, and 0.06 acre of permanent and 0.70 acre of temporary impact on unvegetated streambed would result from project execution (total of 1.52 acres of permanent/temporary impacts to jurisdictional resources regulated by CDFW and MSHCP Section 6.1.2). These impacts would be mitigated to less than significant levels by implementing **Mitigation Measures 3.4.10.5 and 3.4.10.6**. Implementation of **Mitigation Measures 3.4.10.5 and 3.4.10.6** would ensure the Modified Project would have a less than significant impact to riparian habitat or other sensitive natural communities. When compared to the Approved Project, the Modified Project would

have the same [less than significant with mitigation] impacts to riparian habitat or sensitive natural communities. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.4.10.5 and 3.4.10.6**, which are designed specifically for the Modified Project site in accordance with current regulatory standards:

> **MM 3.4.10.5:** To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation.
>
> **Off-Site Establishment/Reestablishment.** The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure.
>
> **On-Site Rehabilitation, Enhancement, and Preservation.** The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio.
>
> **On-Site Replacement and Enhancement of Beneficial Uses.** Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.
>
> **MM 3.4.10.6:** Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Additionally, the project applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service (USFWS) and CDFW confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved.
>
> Mitigation for permanent and/or temporary impacts shall be determined as specified in the DBESP through consultation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority (RCA). Mitigation may include on-site and/or off-site replacement and/or restoration of similar habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. Mitigation shall be subject to pre-approval by USACE,

USFWS, CDFW, and RWQCB. This measure shall be implemented to the satisfaction of the City Development Services Department, CDFW, USFWS, and the RCA.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR, encompassing 91.66 acres of the 245.07-acre proposed Modified Project as Planning Area X (TTM 35394) of the Approved Project, concluded no riparian habitat or other sensitive natural community is located within the Approved Project site.

Salt Creek is located between 0.5 and 1 mile south of the Modified Project site. Design elements would contribute to the Regional Drainage Plan and significantly improve the existing hydrology contributing to the sensitive resources located southwest of the Modified Project site within Salt Creek. Specifically, the proposed project would safely convey the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that would result from the development of the site. Therefore, Salt Creek would not be subject to adverse physical changes from construction or operation of the Modified Project.

A formal jurisdictional delineation of the Modified Project site was conducted to determine the boundaries or absence of streambed and riparian habitat subject to the regulatory jurisdiction of the CDFW, Sections 1600 *et seq*. of the California Fish and Game Code, and Riparian/Riverine Areas and Vernal Pools defined in MSHCP Section 6.1.2. Table 3.4.A and Figure 3.4.1 of the DSEIR identify the natural vegetation communities of the Modified Project site.

Most of the Modified Project site consists of active agricultural land—field croplands, which is routinely disked as part of dry-land farming practices. In 2007, an artificial ditch was constructed along the southern boundary of the Modified Project site as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. This constructed ditch now supports Disturbed Wetland**,** Herbaceous Wetland**,** Mule Fat Scrub**,** Southern Willow Scrub**,** Tamarisk Scrub**,** and Unvegetated Streambed vegetation communities. An infiltration basin was also constructed in the southwestern portion of the Modified Project site to collect overflow runoff from the drainage ditch and adjacent farmlands. This shallow basin supports Disturbed Wetland, Unvegetated Streambed**,** Seasonal Depression**,** and Tamarisk Scrub**.** Finally, the off-site reach of Hemet Channel located immediately north of the Modified Project site and generally devoid of vegetation was mapped as Unvegetated Streambed**.**

Site soils include artificial fills, topsoil, young alluvial-valley deposits, and older alluvium. Soils mapped within the eastern two-thirds of the site consist primarily of the Exeter, Hanford, Grangeville, and Greenfield soils, and soils on the western portion of the site are saline-alkali Domino and Traver soils.

Domino, Traver and Willows soil types are classified as sensitive substrates considered important for the conservation of certain plant species and vernal pool resources in the region.

The Modified Project site does not occur within a designated critical habitat for federally endangered or threatened species. Furthermore, no sensitive or undisturbed native habitats listed by CDFW as sensitive were documented within the Modified Project site. One of the 15 MSHCP Criteria Area and Narrow Endemic plant species, smooth tarplant (a small population consisting of 191 individual plants), was detected during the focused survey program along the proposed off-site drainage channel improvement alignment between the Modified Project site and Simpson road to the south. This small population is located within habitat characterized as agricultural land – field croplands. The limited distribution of this species off site is not expected to have long-term conservation value, and no mitigation obligations specific to this species are warranted. The other 14 target MSHCP species were not detected during the survey program and/or are not expected to grow on site due to a lack of detection.

Thirteen on-site seasonal depressions are inundated during high rainfall years, but not long enough to develop primary constituent elements of jurisdictional wetlands and waters (Figure 3.4.2 of the DSEIR). The features were confirmed to become inundated and saturated, but not over sufficient timeframes to support a dominance of hydrophytic vegetation or vernal pool indicator plants, develop hydric soils, support multiple wetland hydrology criterion, or support significant or critical populations of wildlife, including fairy shrimp. However, 5 of the 13 on-site seasonal depressions were determined to support two beneficial uses, Limited Warm Freshwater Habitat (LWRM)[5] and Wildlife Habitat (WILD)[6] due to the presence of the non-listed, common versatile fairy shrimp. The CDFW and MSHCP riparian/riverine acreages of the Modified Project site are identified in DSEIR Table 3.4.B and Figure 3.4.2.

Riparian and riverine resources characterized and regulated by MSHCP Section 6.1.2 include 16.05-acres of mule fat scrub, southern willow scrub, tamarisk scrub, and understory herbaceous and disturbed wetland that has established within the on-site man-made channel and basin. Unvegetated streambed resources meeting MSHCP 6.1.2 jurisdiction also include non-wetland and non-riparian streambed and bank associated with the Hemet Channel and portions of the on-site man-made channel and basin. No suitable habitat for the least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo was detected within or adjacent to the Modified Project site.

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5 LWRM uses include waters that support warm water ecosystems which are severely limited in diversity and abundance as the result of concrete-lined watercourses and low, shallow dry weather flows which result in extreme temperature, pH, and/or dissolved oxygen conditions. Naturally reproducing finfish populations are not expected to occur in LWRM waters.

6 WILD uses include water that supports terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

As indicated in DSEIR Table 3.4.B, 0.02 acre of permanent and 0.74 acre of temporary impact on riparian-vegetated streambed/basin, and 0.06 acre of permanent and 0.70 acre of temporary impact on unvegetated streambed would result from project execution (total of 1.52 acres of permanent/temporary impacts to jurisdictional resources regulated by CDFW and MSHCP Section 6.1.2). These impacts are considered to be significant and will be mitigated to less than significant levels by implementing **Mitigation Measures 3.4.10.5 and 3.4.10.6**. **Mitigation Measure 3.4.10.5** requires a Determination of Biological Equivalent or Superior Preservation (DBESP) to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine, and covered species. **Mitigation Measure 3.4.10.6** requires acquisition of a 1602 Streambed Alteration Agreement from CDFW. When compared to the Approved Project, the Modified Project would have similar [less than significant with mitigation] impacts to riparian habitat or sensitive natural communities (DSEIR pgs.3.4-17 to 3.4-21).

c. Wetland and Non-wetland Waters (Impact 3.4.7.3)

Potential Significant Impact: Whether the Modified Project would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Findings: The Council finds 0.01 acre of permanent and 0.51 acre of temporary impacts to wetland and non-wetland waters would result from project execution (total of 0.52 acre of permanent/temporary impacts to jurisdictional resources regulated by USACE and RWQCB). These impacts are considered to be significant and would be mitigated to less than significant levels by implementing **Mitigation Measures 3.4.10.5 and 3.4.10.6.** Implementation of **Mitigation Measures 3.4.10.5 and 3.4.10.6** would ensure the Modified Project would have a less than significant impact to wetland and non-wetland waters. When compared to the Approved Project, the Modified Project would have similar [less than significant with mitigation] impacts to wetland and non-wetland waters of the U.S. and waters of the State. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.4.10.5 and 3.4.10.6**, which are designed specifically for the Modified Project site in accordance with current regulatory standards:

> **MM 3.4.10.5:** To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation.
>
> **Off-Site Establishment/Reestablishment.** The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and

isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure.

On-Site Rehabilitation, Enhancement, and Preservation. The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio.

On-Site Replacement and Enhancement of Beneficial Uses. Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.

MM 3.4.10.6: Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Additionally, the project applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service (USFWS) and CDFW confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved.

Mitigation for permanent and/or temporary impacts shall be determined as specified in the DBESP through consultation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority (RCA). Mitigation may include on-site and/or off-site replacement and/or restoration of similar habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. Mitigation shall be subject to pre-approval by USACE, USFWS, CDFW, and RWQCB. This measure shall be implemented to the satisfaction of the City Development Services Department, CDFW, USFWS, and the RCA.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR, encompassing 91.66 acres of the 245.07-acre proposed Modified Project as Planning Area X (TTM 35394) of the Approved Project, concluded no federally protected wetlands as defined by Section 404 of the Clean Water Act are located within the Approved Project site. However, the Hemet Channel and Thornton Channel, which are waters of the U.S. and CDFW jurisdictional streambeds, would be subject to impacts, and Mitigation Measure BR-2 is required to ensure compliance with appropriate water permitting regulations. With implementation of 2008 **Mitigation Measure BR-2**, impacts to waters of the U.S. and CDFG jurisdictional streambeds would be reduced to less than significant levels.

A formal jurisdictional delineation of the Modified Project site was conducted to determine the boundaries or absence of potential wetland and non-wetland waters of the U.S per Section 404 of the CWA, and wetland and non-wetland waters of the State per Section 401 of the CWA and Porter-Cologne. Thirteen on-site seasonal depressions are inundated during high rainfall years, but not long enough to develop primary constituent elements of jurisdictional wetlands and waters (Figure 3.4.2 of the DSEIR). As indicated in Table 3.4.B of the DSEIR, 0.01 acre of permanent and 0.51 acre of temporary impacts to wetland and non-wetland waters would result from project execution (total of 0.52 acre of permanent/ temporary impacts to jurisdictional resources regulated by USACE and RWQCB). These impacts are considered to be significant and will be mitigated to less than significant levels by implementing **Mitigation Measures 3.4.10.5 and 3.4.10.6. Mitigation Measure 3.4.10.5** requires a DBESP to ensure replacement of any lost functions and values of wetland and non-wetland waters of the U.S./State and isolated waters of the State. **Mitigation Measure 3.4.10.6** requires acquisition of a CWA Section 404 permit and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 (Porter-Cologne Act). When compared to the Approved Project, the Modified Project would have similar [less than significant with mitigation] impacts to wetland and non-wetland waters of the U.S. and waters of the State (DSEIR pgs. 3.4-21 and 3.4-22).

d. Wildlife Movement, Corridors, and Nursery Sites (Impact 3.4.7.4)

Potential Significant Impact: Whether the Modified Project would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Findings: The Council finds project design and BMPs shall be incorporated into the Modified Project in accordance with **Mitigation Measure 3.4.10.7** to minimize edge effects to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Project Site (Salt Creek) associated with the Urban/Wildlands interface. Additionally, implementation of a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey in accordance with **Mitigation Measures 3.4.10.3 and 3.4.10.4**, respectively, will ensure protection for migratory birds that may occupy the site. Implementation of these PDFs and Mitigation Measures will reduce these impacts to less than significant. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to wildlife movement, corridors, and nursery sites. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.4.10.3, 3.4.10.4, and 3.4.10.7**, which are designed specifically for the Modified Project site in accordance with current regulatory standards:

MM 3.4.10.3: A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated.

In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.4: Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site.

The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone.

The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.7 Prior to issuance of grading permits, the project applicant shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines

presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.

Facts in Support of the Findings: The Certified EIR concluded the nearest wildlife movement corridors in proximity to the Approved Project site are the Hemet Channel and Salt Creek, which provide habitat for species and also provide for movement of species from the Hemet area to the east to Canyon Lake in to the west. The Approved Project site is subject to occupancy by migratory birds and includes trees and other features that provide nesting opportunities for many bird species, particularly raptors; however, due to the Approved Project site's geographic location, surrounding land uses, and absence of native or natural habitat on adjacent parcels, it is not considered an essential component for regional wildlife movement. To mitigate for potential impacts to migratory birds, the 2008 Draft EIR prescribed **Mitigation Measures BR-3 and BR-4**, respectively, which require a pre-construction nesting bird survey during the nesting bird season and conformance with the with the MSHCP Urban/Wildland Interface Guidelines for the Approved Project. Implementation of **Mitigation Measures BR-3 and BR-4** would ensure impacts from the Approved Project to wildlife movement, corridors, and nursery sites would be less than significant with mitigation.

The Modified Project site is not recognized as a regional wildlife movement corridor. According to the MSHCP, the site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. The site provides minimal cover or food, and it contains no natural unrestricted water courses that would facilitate regional wildlife movement on site. Salt Creek, located between 0.5 and 1 mile south of the Modified Project site, is the nearest recognized wildlife movement corridor. The off-site drainage channel conveying runoff from the existing on-site drainage basin south to the existing channel at Simpson Road will be improved as part of the Modified Project. Implementation of **Mitigation Measure 3.4.10.7** will contribute to the Regional Drainage Plan and significantly improve the existing hydrology contributing to the sensitive resources located southwest of the Modified Project site within Salt Creek. Specifically, the proposed project will safely convey the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that will result from the development of the site. Therefore, Salt Creek would not be subject to adverse physical changes from construction or operation of the Modified Project.

In addition to Salt Creek, the adjacent Hemet Channel (Constrained Linkage B) is expected to be utilized by wildlife for local and regional movement. However, this linkage is constrained on its northern and southern edges by urban development. A permanent barrier between the Modified Project site and Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) will be constructed to minimize unauthorized public access to the channel. The Modified Project would include seven new off-site storm drain connections to Hemet Channel that are not expected to preclude its continued function as a constrained linkage for local and regional wildlife movement. The seven storm drain facilities will be located partially within an area designated as Public/Quasi-Public (PQP) in Hemet Channel. Three outfall structures will extend north of the Modified Project site to the Hemet Channel discharging captured and treated waters. Therefore, the proposed storm drain connections will not impede or conflict with the conservation value of channel as a drainage facility and wildlife movement corridor, and no PQP replacement is necessary.

In accordance with **PPP 3.1-2,** night lighting throughout the Modified Project site, including adjacent to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B), would be directed downward and away from off-site areas of the project to reduce potential indirect impacts to wildlife species. Project-related noise that could deter wildlife in the project vicinity will be attenuated to below residential, commercial, or mixed use noise standards established for Riverside County through implementation of PPPs, PFDs, and mitigation measures specified in Section 3.12 of the DSEIR. Implementation of a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey in accordance with **Mitigation Measures 3.4.10.3 and 3.4.10.4,** respectively, will ensure protection for migratory birds that may occupy the site. Additionally, **Mitigation Measure 3.4.10.7** will ensure final project design will be developed to ensure best management practices are incorporated into the project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows into Salt Creek southwest of the Modified Project site.

The Modified Project will obtain and comply with waste discharge requirements (WDRs) and the National Pollutant Discharge Elimination System (NPDES) permit to treat all surface runoff from paved and developed areas through implementation of applicable Best Management Practices (BMPs) during construction and installation and proper maintenance of structural BMPs during operation. Runoff patterns will be recreated to mimic the pre-channelization conditions within the Modified Project site. Storm water treatment BMPs will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements that could degrade or harm downstream biological or aquatic resources. **PPP 3.4-1** will ensure adequate long-term treatment of water before entering into any stream course or off-site conservation areas.

Implementation of these PDFs and Mitigation Measures will reduce these impacts to less than significant. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to wildlife movement, corridors, and nursery sites (DSEIR pgs. 3.4-22 and 3.4-23).

e. Local Policies or Ordinances Protecting Biological Resources (Impact 3.4.7.5)

Potential Significant Impact: Whether the Modified Project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Findings: The Council finds the Modified Project is designed to comply with the western Riverside County MSHCP, Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), and General Plan Policies requiring preservation of habitat, vernal pool hydration, maintenance of open space and wildlife movement corridors, and integration of biological resource planning through implementation of **PPPs 3.1-2 and 3.4-1** and **Mitigation Measures 3.4.10.1, 3.4.10.3, 3.4.10.4, 3.4.10.5, 3.4.10.6, 3.4.10.7, and 3.4.10.8**. When compared to the Approve Project, the Modified Project would have a similar [less than significant, albeit with mitigation] from conflict with local policies or ordinances protecting biological resources. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.4.10.1, 3.4.10.3, 3.4.10.4, 3.4.10.5, 3.4.10.6, and 3.4.10.7**, which are designed specifically for the Modified Project site in accordance with current regulatory standards:

> **MM 3.4.10.1:** Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department.
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> **MM 3.4.10.2:** The Modified Project Site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR Habitat Conservation Plan (HCP). Prior to issuance of grading permits, the project applicant shall pay the applicable fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.
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> **MM 3.4.10.3:** A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated.

In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.4: Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site.

The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone.

The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.5: To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation.

Off-Site Establishment/Reestablishment. The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for

wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure.

On-Site Rehabilitation, Enhancement, and Preservation. The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio.

On-Site Replacement and Enhancement of Beneficial Uses. Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.

MM 3.4.10.6: Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Additionally, the project applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service (USFWS) and CDFW confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved.

Mitigation for permanent and/or temporary impacts shall be determined as specified in the DBESP through consultation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority (RCA). Mitigation may include on-site and/or off-site replacement and/or restoration of similar habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. Mitigation shall be subject to pre-approval by USACE, USFWS, CDFW, and RWQCB. This measure shall be implemented to the satisfaction of the City Development Services Department, CDFW, USFWS, and the RCA.

MM 3.4.10.7: Prior to issuance of grading permits, the project applicant shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.

Facts in Support of the Findings: The Certified EIR concluded there are no local policies or ordinances protecting biological resources within the project site. No impact would occur, and no mitigation is required.

Regarding the Modified Project site, the City General Plan includes a variety of Programs and Policies intended to support the conservation and protection of biological resources. General Plan Policies OS-1.1 and OS-1.4 require the Modified Project to consider biological resources and incorporate mitigation and site planning techniques to reduce impacts to these resources. Conservation of upland habitat areas and maintenance of adequate hydration would protect vernal pool complexes and wetland habitats in accordance with Policy OS-1.3. Recreational use of open space would be limited to select areas in order to preserve sensitive biological resources in accordance with Policy OS-1.5. Furthermore, the Modified project must comply with the City's habitat conservation activities, including implementation of HCPs, in accordance with Policy OS-1.6. Finally, the Modified Project must not conflict with the City's efforts to establish wildlife movement corridor connections in the planning area in accordance with Policy OS-1.7.

Project-specific focused biological surveys, a jurisdictional delineation, and DBESP were prepared in accordance with MSHCP Section 6.1.2, Volume I. Significant vernal pool resources and sensitive plant species are located southwest of the Modified Project site within Salt Creek. Project implementation of **Mitigation Measure 3.4.10.7** would ensure safe conveyance of the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that will result from the development of the site, and significantly improve the existing hydrology contributing to the sensitive resources located southwest of the Modified Project site within Salt Creek.

Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4**. Impacts to riparian habitat, sensitive natural communities, wetlands, and non-wetland waters will be mitigated to less than significant levels by implementing **Mitigation Measure 3.4.10.5**, which requires a DBESP to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine, and covered species, as well as wetland and non-wetland waters of the U.S./State and isolated waters of the State. Finally, **Mitigation Measure 3.4.10.6** requires acquisition of a 1602 Streambed Alteration Agreement from CDFW, CWA Section 404 permit, and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Implementation of **PPPs 3.1-2 and 3.4-1, and Mitigation Measures 3.4.10.3 and 3.4.10.4**, would ensure the Modified Project would have less than significant impacts with mitigation to wildlife movement, corridors, and nursery sites.

The City adopted a tree replacement ordinance (Chapter 2, Article IV, Division 4, Section 2-227), which is applicable to trees and shrubs on public property only. The Modified Project does not include removal of

any trees on public property but will be subject to development impact fees, a portion of which would be allocated to the City CIP for urban forestry. Furthermore, the Modified Project will incorporate California-friendly or City-approved trees within public parks and along public roadways abutting the project pursuant to the City's tree replacement ordinance (Chapter 2, Article IV, Division 4, Section 2-227).

The Modified Project is designed to comply with the General Plan Policies requiring preservation of habitat, vernal pool hydration, maintenance of open space and wildlife movement corridors, and integration of biological resource planning through implementation of the **PPPs (3.1-2 and 3.4-1)** and **Mitigation Measures (3.4.10.1, 3.4.10.3, 3.4.10.4, 3.4.10.5, 3.4.10.6, and 3.4.10.7)** described above. When compared to the Approve Project, the Modified Project would have a similar [less than significant, albeit with mitigation] from conflict with local policies or ordinances protecting biological resources (DSEIR pgs. 3.4-24 and 3.4-25).

f. Adopted Habitat Conservation Plans (Impact 3.4.7.6)

Potential Significant Impact: Whether the Modified Project would conflict with provisions of an adopted Habitat Conservation Plan.

Findings: The Council finds the project site falls within the SKR fee area outlined in the Riverside County SKR HCP. In accordance with **Mitigation Measure 3.4.10.2**, the project applicant is required to pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. Additionally, with implementation of **Mitigation Measures 3.4.10.1 through 3.4.10.8,** the Modified Project will comply with the MSHCP, and impacts would be rendered less than significant. When compared to the Approved Project, the Modified Project would result in the same [less than significant with mitigation] impact from conflict with local policies or ordinances protecting biological resources. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.4.10.1 through 3.4.10.8**, which are designed specifically for the Modified Project site in accordance with current regulatory standards:

> **MM 3.4.10.1:** Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department.
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> **MM 3.4.10.2:** The Modified Project Site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR Habitat Conservation Plan (HCP). Prior to issuance of grading permits, the project applicant shall pay the applicable fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and

implemented by the County. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.3: A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated.

In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.4: Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site.

The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone.

The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.5: To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat

Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation.

Off-Site Establishment/Reestablishment. The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure.

On-Site Rehabilitation, Enhancement, and Preservation. The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio.

On-Site Replacement and Enhancement of Beneficial Uses. Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.

MM 3.4.10.6: Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Additionally, the project applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service (USFWS) and CDFW confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved.

Mitigation for permanent and/or temporary impacts shall be determined as specified in the DBESP through consultation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority (RCA). Mitigation may include on-site and/or off-site replacement and/or restoration of similar habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. Mitigation shall be subject to pre-approval by USACE, USFWS, CDFW, and RWQCB. This measure shall be implemented to the satisfaction of the City Development Services Department, CDFW, USFWS, and the RCA.

MM 3.4.10.7: Prior to issuance of grading permits, the project applicant shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of

seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.

MM 3.4.10.8 Prior to issuance of any grading permit the Modified Project shall demonstrate compliance with the Multiple Species Habitat Conservation Plan (MSHCP) and its associated Implementing Agreement, via the completion of the Joint Project Review (JPR) process through the Western Riverside County Regional Conservation Authority (RCA), or via the provision of written correspondence from the RCA, United States Fish and Wildlife Service, and California Department of Fish and Wildlife stating that the Project is not subject to the JPR process.

Facts in Support of the Findings: The Certified EIR concluded the Approved Project is within the adopted MSHCP and designated Criteria Cells. With implementation of Mitigation Measure BR-5, which requires the Approved Project to demonstrate conformance with applicable provisions of MSHCP, the Approved Project would not conflict with any Habitat Conservation Plan.

The Modified Project site is located within the MSHCP San Jacinto Valley Area Plan, south of Proposed Noncontiguous Habitat Block 7 and Constrained Linkage B (Hemet Channel). A 62.75-acre portion of the Project Site is located within Criteria Cell 4007 and 20.23-acre portion is located within Criteria Cell 3892 (SU4 Hemet Vernal Pool Areas East). Accordingly, the Modified Project is required to be reviewed through the Habitat Acquisition and Negotiation Strategy (HANS) and the Regional Conservation Authority Joint Project Review (JPR) process as codified in **Mitigation Measure 3.4.10.8.**

No conservation within Criteria Cell 4007 is proposed or identified by the MSHCP criteria for the region located within the Modified Project site. Therefore, the project is consistent with conservation goals identified for Criteria Cell 4007 – SU4 Hemet Vernal Pool Areas East.

No conservation within Criteria Cell 3892 is proposed or identified by the MSHCP criteria for the region located within the Modified Project site. Significant vernal pool resources and sensitive plant species are located north and southwest of the Modified Project site within Salt Creek as well as along Warren Road near the Modified Project's road frontage within Criteria Cell 3892. No playa/vernal pool habitat is identified in this off-site portion of the Modified Project. Therefore, the project is consistent with conservation goals identified for Criteria Cell 3892 – SU4 Hemet Vernal Pool Areas East.

The Modified Project site is within MSHCP narrow endemic plant, criteria area, and specific wildlife survey areas for 18 species, for which focused surveys were conducted as specified in Section 3.6.7.1 of the DSEIR. A single MSHCP sensitive plant species, smooth tarplant, was documented along the proposed off-site drainage channel improvement alignment between the Modified Project site and Simpson road to the south. Pursuant to MSHCP Section 6.3.2, the limited distribution of this species documented within the off-site impact area is not expected to have long-term conservation value, and no additional mitigation obligations specific to this species is required.

Although burrowing owl were detected within and adjacent to the Modified Project site during initial MSHCP focused surveys conducted in 2005 and 2006 as part of the Approved Project, the results of those surveys did not meet the MSHCP requirements of three or more pairs for a site requiring on-site conservation. Incidental MSHCP covered species documented during the Modified Project habitat assessment and/or focused survey efforts include the *California Species of Special Concern* white-tailed kite, California horned lark, and San Diego black-tailed jackrabbit, as well as the non-listed loggerhead shrike, turkey vulture, and coyote. Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4. Mitigation Measures 3.4.10.1** requires the project applicant to pay MSHCP Local Development Mitigation fees as determined by the City of Hemet in order to offset impacts from development of 221.68 acres of vegetation communities. **Mitigation Measures 3.4.10.3 and 3.4.10.4** require a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey, respectively, to ensure protection for MSHCP-covered species and compliance with the conservation goals as outlined in the MSHCP.

Pursuant to MSHCP Section 6.1.2, Volume I, impacts to Riparian/Riverine Section 6.1.2 regulated resource areas, including riparian habitat, sensitive natural communities, wetlands, and non-wetland waters will be mitigated to less than significant levels by implementing **Mitigation Measure 3.4.10.5,** which requires a DBESP to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine, and covered species, as well as wetland and non-wetland waters of the U.S./State and isolated waters of the State. Finally, **Mitigation Measure 3.4.10.6** requires acquisition of a 1602 Streambed Alteration Agreement from CDFW, CWA Section 404 permit, and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 (Porter-Cologne Act).

All Urban/Wildlands Interface guidelines presented in MSHCP Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Project design and BMPs will be incorporated into the Modified Project in accordance with **Mitigation Measure 3.4.10.7** to minimize edge effects to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the project site (Salt Creek) associated with the Urban/Wildlands interface.

The project site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR HCP. In accordance with **Mitigation Measure 3.4.10.2**, the project applicant is required to pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County.

With implementation of **Mitigation Measures 3.4.10.1 through 3.4.10.8**, the Modified Project will comply with the MSHCP and impacts will be rendered less than significant. When compared to the Approved Project, the Modified Project would result in the same [less than significant with mitigation] impact from conflict with local policies or ordinances protecting biological resources (DSEIR pgs. 3.425 and 3.4-26).

3. Cultural Resources

a. Substantial Adverse Change in the Significance of a Historical and/or Archaeological Resource (Impact 3.5.7.1)

Potential Significant Impact: Whether the Modified Project would cause a substantial adverse change in the significance of a historical resource or archaeological resource as defined/pursuant in/to § 15064.5.

Findings: The Council finds the discovery on site of previously undetected historical or archaeological resources is a potentially significant impact for both the Approved Project and the proposed Modified Project, and mitigation is required (Refer to Section 3.5.10 of the DSEIR). With implementation of mitigation, impacts to historical or archaeological resources as defined in *CEQA Guidelines* Section 15064.5 would be reduced to less than significant levels for both the Approved Project and the proposed Modified Project. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historical or archaeological resources as defined in *CEQA Guidelines* Section 15064.5. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.5.10.1A through 3.5.10.1E**, which are designed specifically for the Modified Project site through consultation with the Soboba Band of Luiseño Indians (Soboba) pursuant to Assembly Bill 52 and Senate Bill 18:

> **MM 3.5.10.1A** Prior to issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that they have entered into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians (Soboba) to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba that may be uncovered or otherwise discovered during ground disturbing activities related to the project. Soboba Native American Monitor(s) shall be allowed to monitor ground disturbing activities and the TDA will establish provisions for tribal monitors. The Soboba Band shall receive a minimum of 30 days advance notice prior to the commencement of ground disturbing activities associated with the project. The Soboba tribal monitor shall be invited to attend pre-grading meetings with the City to inform the grading and excavation contractors of the Cultural Resources Management Plan (CRMP) and to provide best practice methods with respect to its implementation.
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> **MM 3.5.10.1B:** Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified registered professional archaeologist has been retained to perform archaeological monitoring and shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all surface level field work, mass grading, and trenching activities. The archaeological monitor shall prepare a Cultural Resources Management Plan (CRMP) in

consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, the treatment of inadvertent archaeological resources finds, Non-Disclosure of location(s) of archaeological materials. The qualified archaeologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMP and to consult with and instruct them with respect to its implementation. The CRMP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit. The archaeological monitor shall be on site at all times during the initial phases of grubbing, rough grading, and other ground disturbing activities to inspect cuts for archaeological resources. If no archaeological resources are encountered after approximately fifty percent of rough grading, the qualified project archaeologist shall have discretion to recommend to the City that archaeological monitoring get scaled back to a part time or spot-check basis. Any recommendation to scale back archaeological monitoring must be in accordance with the methodology and protocols to be established in the CRMTP through consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The City, in consultation with the qualified archaeologist, applicant, and Soboba Band of Luiseño Indians (Soboba), shall determine the appropriate level of subsequent monitoring, during which time the stipulations of Mitigation Measures 3.5.10.1A, 3.5.10.1C, 3.5.10.1D, and 3.5.10.1E shall still apply. A final archaeological report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1C: If cultural resources are discovered during ground disturbing activities, the archaeological monitor shall record them on California Department of Parks and Recreation Forms (DPR 523).

Recovered cultural resources, along with copies of pertinent field notes, and maps, shall be treated with appropriate dignity in accordance with the Treatment and Disposition Agreement (TDA) and Cultural Resources Management Plan (CRMP). The qualified archaeologist shall document any reburial of cultural resources on DPR 523 forms in accordance with the CRMP.

A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor and Soboba tribal monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1D: Discovery of Human Remains: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). 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 human remains are determined as those of Native American origin, 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). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate

means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.

MM 3.5.10.1E: Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans:

"If any suspected cultural resources are encountered during ground-disturbing activities and the archaeological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 50 feet of the find and call the project archaeologist/archaeological monitor to the site to assess the significance of the find."

Facts in Support of the Findings: Approximately 99.4 acres of the 245.07-acre proposed Modified Project overlap TTM 35394 (Planning Area X) of the Approved Project, and the remaining 145.67 acres of the proposed Modified Project include portions of Planning Areas VI and XIII of the Approved Project (Figure 2.5 of the DSEIR). Planning Areas VI and XIII of the Approved Project were not surveyed in 2004 or 2007 as part of the 2008 EIR, but they were surveyed in 1979 in support of the 1979 EIR. The 1979 EIR for concluded all areas encompassing the proposed Modified Project site were negative for the presence of cultural resources, so impacts to cultural resources were not expected within the proposed Modified Project site.

Records searches conducted on August 8, 2016, and December 5, 2019, at the Eastern Information Center and intensive pedestrian surveys on August 16, 2016, and November 27, 2019, revealed evidence of four historic-period cultural resources on the proposed Modified Project site, including the off-site improvement areas: (1) The First San Diego Aqueduct (P-33-015734), constructed between 1947 and 1951, traverses the proposed Modified Project site in northeasterly to southwesterly direction, (2) a 1900s farmhouse complex (P-33-015900) once existed on the eastern portion of the Modified Project site, (3) the route of the San Jacinto Valley Railway (P-33-015743) from the 1880s traverses the northern boundary of the Modified Project site between Stetson Avenue and Corte de Mar on Warren Road, and (4) the Hemet Channel (LSA-HET1601-S-1) from the 1940s–1970s traverses the northern boundary of the Modified Project site parallel to the San Jacinto Valley Railway between Stetson Avenue and Corte de Mar on Warren Road (Appendix D of the DSEIR).

Based on the 2016 survey, the First San Diego Aqueduct is not visible within the proposed Modified Project site because it lies entirely subsurface. Therefore, construction and operation of the proposed Modified Project are not expected to affect the First San Diego Aqueduct, and impacts will not occur from development of the proposed Modified Project.

Ten eucalyptus trees in the eastern portion of the proposed Modified Project site are associated with the historic-period farmhouse complex (Site P-33-015900) which was present on the site between 1901 and 1979. The remnants of the 1900s farmhouse complex (P-33-015900) recorded in 2007 as part of the

2008 EIR (Aislin-Kay and Dice 2007, Dice 2007) were revisited during the 2016 survey for the proposed Modified Project (Appendix D of the DSEIR). In accordance with the conclusions reached for the Approved Project, the 2016 survey for the proposed Modified Project did not identify any historic-period features or artifacts in association with the farmhouse complex and concluded the nature and condition of the farmhouse complex are consistent with the 2007 description of this resource, which at that time recommended the resource ineligible for listing in the California Register and therefore not a historical resource as defined in *CEQA Guidelines* Section 15064.5.

The remnant landscaping [eucalyptus] trees will be removed during construction of the proposed Modified Project. Pursuant to *CEQA Guidelines* Section 15064.5(c)(4), a California Department of Parks and Recreation (Form 523L) has been completed for the historic-period farmhouse complex (P-33-015900) and submitted to the Eastern Information Center for repository (Appendix D of the DSEIR). However, the highly disturbed surface condition of the farmhouse complex locale does not preclude the presence of a potentially significant subsurface component of the resource pursuant to *CEQA Guidelines* Section 15064.5(a)(3). An isolated groundstone mano observed within the Approved Project during the 2004 survey. Although the observed groundstone mano is not a part of the proposed Modified Project site, it lies adjacent to the east, so potential exists that previously unrecorded subsurface archaeological resources may be encountered at other locations within the proposed Modified Project site.

The San Jacinto Valley Railway (P-33-015743) was active during the late 1880s, facilitating the transport of agricultural goods to markets in San Diego and Los Angeles. The route was later incorporated into the Atchison, Topeka, and Santa Fe Railroad, and eventually the Burlington Northern Santa Fe, which abandoned the line by the 1950s. The segment within the Modified Project area is in disrepair and lacks physical integrity that would contribute to the eligibility of the resource for listing in the California Register. Therefore, construction and operation of the proposed Modified Project are not expected to affect the San Jacinto Railway. Impacts will not occur from development of the proposed Modified Project on the San Jacinto Railway.

The Hemet Channel (LSA-HET1601-S-1) is a major storm drain channel for the City of Hemet, originally constructed in the early 1940s. The current configuration of the channel, however, was completed in the 1970s. The current channel is concrete-lined and partially covered by riprap. The Modified Project would include drainage connections to the Hemet Channel. However, the Modified Project drainage interconnections will not alter any of the character-defining features or materials of the channel. The function of the Hemet Channel as a water conveyance system will not be altered, and the alignment and location of the channel will remain unchanged. Therefore, construction and operation of the proposed Modified Project will not result in a significant impact to the Hemet Channel.

Development of both the Approved Project and the proposed Modified Project may unearth previously undetected historical or archaeological resources. The discovery on site of previously undetected historical or archaeological resources is a potentially significant impact for both the Approved Project. With implementation of **Mitigation Measures 3.5.10.1A through 3.5.10.1E**, impacts to historical or archaeological resources as defined in *CEQA Guidelines* Section 15064.5 would be reduced to less than significant levels for both the Approved Project and the proposed Modified Project. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historical or archaeological resources as defined in *CEQA Guidelines* Section 15064.5 (DSEIR pgs. 3.5-9 through 3.5-11).

b. Destroy a Unique Paleontological Resource of Geologic Feature (Impact 3.5.7.2)

Potential Significant Impact: Whether the Modified Project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Findings: The Council finds impacts to paleontological resources would be reduced to less than significant levels for both the Approved Project and the proposed Modified Project with implementation of **Mitigation Measures 3.5.10.2A through 3.5.10.2D**. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to paleontological resources. The Certified EIR Mitigation Measures are replaced with **Mitigation Measures 3.5.10.2A through 3.5.10.2D**, which are designed specifically for the Modified Project site in accordance with current regulatory standards.

> **MM 3.5.10.2A** Prior to issuance of a grading permit, the applicant shall retain a qualified project paleontologist who shall prepare a Paleontological Resources Monitoring and Treatment Plan (PRMTP) to be implemented during ground-disturbing activity on the project site. The PRMTP shall include the provision of a trained paleontological monitor, monitoring methods and discovery protocol, and treatment and disposition of unanticipated paleontological resources, including proof of a written repository agreement between the landowner and a professional, fully accredited museum repository with permanent retrievable storage.
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> The qualified paleontologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the PRMTP and to consult with and instruct them with respect to its implementation. The PRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.
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> **MM 3.5.10.2B** Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified paleontological monitor shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all mass grading and trenching activities. Paleontological monitoring shall commence once rough grading or any other ground disturbing

activities reach five feet below grade based on coordination with the excavation contractor. If too few paleontological resources are encountered after approximately 50 percent of the remaining rough grading, the qualified project paleontologist shall have discretion to recommend to the City that paleontological resources monitoring get scaled back to a part time or spot-check basis in accordance with the PRMTP. The City, in consultation with the qualified paleontologist and applicant, shall determine the appropriate level of subsequent monitoring, during which time Mitigation Measures 3.5.10.2A, 3.5.10.2C, and 3.5.10.2D shall still apply. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.2C If paleontological resources are discovered during ground disturbing activities, the paleontological monitor shall recover them. In consultation with the qualified project paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant, it shall be quickly removed and the area cleared for the resumption of construction. In instances where recovery requires an extended salvage time, the paleontological monitor shall be allowed to temporarily direct, divert, or halt grading within 100 feet of the encounter to allow recovery of fossils or fossil-bearing sediments in a timely manner. If the specimen is determined to be significant (e.g., vertebrate fossil(s) or fossil-bearing sediments representing new or rare species, geologic (temporal) and/or geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa), the project paleontologist/paleontological monitor shall notify the applicant and the City of Hemet (City) immediately.

Recovered paleontological specimens, along with copies of pertinent field notes, photographs, and maps, shall be treated and disposed in accordance with the PRMTP, including preparation to a point of identification and permanent preservation, and washing of sediments to recover small invertebrates and vertebrates. The recovered fossils shall be diagnosed and curated into a professional, fully accredited museum repository with permanent retrievable storage.

A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.2D Prior to the issuance of a grading permit, the City of Hemet (City) shall verify that the following note is included on the project's Grading Plans:

"If any suspected paleontological resources are encountered during ground-disturbing activities and the paleontological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 100 feet of the find and call the project paleontologist/ paleontological monitor to the site to assess the significance of the find."

Facts in Support of the Findings: Geologic mapping indicates the proposed Modified Project site contains Holocene (less than 11,700 years ago) surficial sediments, which consist of unconsolidated and undissected sand and gravel. These deposits formed as flooding streams carried sediment from higher elevations down to the valley floors. Eight exploratory borings excavated to a depth of between 15 and 50 feet below grade encountered artificial fills, topsoils, and young alluvial-valley Holocene deposits (Appendix E of the DSEIR). The artificial fill soils were encountered where construction work has been

performed on the site in the past associated with the nearby flood control channel, old Warren Road, and the storm water basin. Older Pleistocene sediment (2.6 million years ago to 11,700 years ago) was not encountered in any of the exploratory borings, but it underlies the young alluvial-valley deposits and may be encountered during rough grading of the proposed Modified Project.

The 2008 Certified EIR concluded fossiliferous sediments of the Pleistocene Epoch may underlie Holocene alluvial deposits in the region encompassing the proposed Modified Project site, and the likelihood of encountering paleontological resources increases as project-related excavations reach five feet or more below grade. Therefore, **Mitigation Measures CR-3a through CR-3c** were provided for the Approved Project to reduce impacts to paleontological resources to less than significant levels (see Section 3.5.10 of the DSEIR).

Although only 99.4 acres of the 245.07-acre proposed Modified Project overlap TTM 35394 (Planning Area X) of the Approved Project covered under the 2008 EIR, the remaining 145.67 acres of the proposed Modified Project include portions of Planning Areas VI and XIII of the Approved Project covered under the 1979 EIR. Both the proposed Modified Project and the Approved Project are underlain by the same Holocene and Pleistocene alluvial sediment formations. Therefore, the proposed Modified Project and the Approved Project share similar paleontological sensitivity.

Mitigation Measures 3.5.10.2A through 3.5.10.2D would reduce impacts to paleontological resources to less than significant levels for both the Approved Project and the proposed Modified Project. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to paleontological resources (DSEIR pgs. 3.5-11 and 3.5-12).

DRAFT

c. Disturb Human Remains (Impact 3.5.7.3)

Potential Significant Impact: Whether the Modified Project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Findings: The Council finds impacts to the environment could be significant pursuant to *CEQA Guidelines* Section 15064.5(e) and California Health and Safety Code § 7050.5 if human remains are encountered during construction. In the event human remains are unearthed, Public Resources Code § 5097.98 must be implemented for all development projects. Accordingly, the proposed Modified Project shall implement **PPP 3.5-1** and **Mitigation Measure 3.5.10.1D** to ensure any human remains encountered during project construction or operation are handled and protected in accordance with State regulations (Refer to Section 3.5.6 and Section 3.5.10.1 of the DSEIR). **Mitigation Measures 3.5.10.1A, B, C, D, and E** shall apply with respect to the Soboba Tribe. With implementation of Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and **Mitigation Measures 3.5.10.1A, B, C, D, and E**, potential impacts related to the discovery of human remains would be less than significant. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the disturbance of human remains, including those interred outside of formal cemeteries. The Certified EIR Mitigation Measures are replaced with **Mitigation Measures 3.5.10.1A through 3.5.10.1E**, which are designed specifically for the Modified Project site through consultation with the Soboba Band of Luiseño Indians (Soboba) pursuant to Assembly Bill 52 and Senate Bill 18:

> **MM 3.5.10.1A** Prior to issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that they have entered into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians (Soboba) to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba that may be uncovered or otherwise discovered during ground disturbing activities related to the project. Soboba Native American Monitor(s) shall be allowed to monitor ground disturbing activities and the TDA will establish provisions for tribal monitors. The Soboba Band shall receive a minimum of 30 days advance notice prior to the commencement of ground disturbing activities associated with the project. The Soboba tribal monitor shall be invited to attend pre-grading meetings with the City to inform the grading and excavation contractors of the Cultural Resources Management Plan (CRMP) and to provide best practice methods with respect to its implementation.
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> **MM 3.5.10.1B:** Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified registered professional archaeologist has been retained to perform archaeological monitoring and shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all surface level field work, mass grading, and trenching activities. The archaeological monitor shall prepare a Cultural Resources Management Plan (CRMP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, the treatment of inadvertent archaeological resources

finds, Non-Disclosure of location(s) of archaeological materials. The qualified archaeologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMP and to consult with and instruct them with respect to its implementation. The CRMP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit. The archaeological monitor shall be on site at all times during the initial phases of grubbing, rough grading, and other ground disturbing activities to inspect cuts for archaeological resources. If no archaeological resources are encountered after approximately fifty percent of rough grading, the qualified project archaeologist shall have discretion to recommend to the City that archaeological monitoring get scaled back to a part time or spot-check basis. Any recommendation to scale back archaeological monitoring must be in accordance with the methodology and protocols to be established in the CRMTP through consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The City, in consultation with the qualified archaeologist, applicant, and Soboba Band of Luiseño Indians (Soboba), shall determine the appropriate level of subsequent monitoring, during which time the stipulations of Mitigation Measures 3.5.10.1A, 3.5.10.1C, 3.5.10.1D, and 3.5.10.1E shall still apply. A final archaeological report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1C: If cultural resources are discovered during ground disturbing activities, the archaeological monitor shall record them on California Department of Parks and Recreation Forms (DPR 523).

Recovered cultural resources, along with copies of pertinent field notes, and maps, shall be treated with appropriate dignity in accordance with the Treatment and Disposition Agreement (TDA) and Cultural Resources Management Plan (CRMP). The qualified archaeologist shall document any reburial of cultural resources on DPR 523 forms in accordance with the CRMP.

A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor and Soboba tribal monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1D: Discovery of Human Remains: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). 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 human remains are determined as those of Native American origin, 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). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.

MM 3.5.10.1E: Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans:

"If any suspected cultural resources are encountered during ground-disturbing activities and the archaeological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 50 feet of the find and call the project archaeologist/archaeological monitor to the site to assess the significance of the find."

Facts in Support of the Findings: The 1979 Certified EIR concluded all areas surveyed would not encounter human remains during ground-disturbing activities. Additionally, the "old cemetery" depicted at the southeast corner of Stetson Avenue and Cawston Avenue, approximately 1 mile to the east-northeast of the proposed Modified Project site, was not expected to be affected by implementation of the Approved Project. The portions of the proposed Modified Project site surveyed in 2004 and 2007 as part of the 2008 EIR were determined not to contain human remains.

The proposed Modified Project site was resurveyed in 2016 and in 2019 (Appendix D of the DSEIR). The 2016 and 2019 surveys, as well as the government-to-government consultations between the City and interested California Native American tribes, reveals no evidence to suggest the proposed Modified Project site has been utilized in the past for human burials. Although the "old cemetery" was not expected to be impacted by the Approved Project, and no evidence of human remains outside of a formal cemetery was identified by the cultural resources surveys for either the Approved Project or the proposed Modified Project, there is always a remote possibility that ground-disturbing activities could uncover unknown, buried human remains (outside a formal cemetery).

In the event human remains are unearthed, Public Resources Code § 5097.98 must be implemented for all development projects. With implementation of **PPP 3.5-1** (Health and Safety Code § 7050.5 and Public Resources Code § 5097.98) and **Mitigation Measures 3.5.10.1A, B, C, D, and E**, potential impacts related to the discovery of human remains would be less than significant. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the disturbance of human remains, including those interred outside of formal cemeteries (DSEIR pg. 3.5-12),

d. Cumulative Cultural and Paleontological Resources (Impact 3.5.8)

Potential Significant Impact: Whether the Modified Project in connection with past, current, and probable future projects would make a significant contribution to cumulatively considerable cultural resources impacts.

Findings: Potential cumulative impacts of the proposed Modified Project related to cultural resources are discussed in detail in Section 3.5.8.1 of the DSEIR. The Modified Project would require measures to identify, record, and/or recover any historical, archaeological, and/or paleontological resources that may occur within the project limits. Although unlikely to occur, potential impacts associated with human remains would be reduced to a less than significant level through adherence to existing State law in accordance with **PPP 3.5-1** (Refer to Section 3.5.6 of the DSEIR) and **Mitigation Measures 3.5.10.1A, B, C, D, and E**, which replace the mitigation prescribed in the Certified EIR through consultation with the Soboba Band of Luiseño Indians (Soboba) pursuant to Assembly Bill 52 and Senate Bill 18. Based on the entire record before us, this Council finds that implementation of the recommended mitigation measures outlined in Section 3.5.10 of the DSIER would reduce potential cumulatively significant impacts to cultural resources to less than significant levels pursuant to *CEQA Guidelines* Section 15064.5(f).

> **MM 3.5.10.1A** Prior to issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that they have entered into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians (Soboba) to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba that may be uncovered or otherwise discovered during ground disturbing activities related to the project. Soboba Native American Monitor(s) shall be allowed to monitor ground disturbing activities and the TDA will establish provisions for tribal monitors. The Soboba Band shall receive a minimum of 30 days advance notice prior to the commencement of ground disturbing activities associated with the project. The Soboba tribal monitor shall be invited to attend pre-grading meetings with the City to inform the grading and excavation contractors of the Cultural Resources Management Plan (CRMP) and to provide best practice methods with respect to its implementation.
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> **MM 3.5.10.1B:** Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified registered professional archaeologist has been retained to perform archaeological monitoring and shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all surface level field work, mass grading, and trenching activities. The archaeological monitor shall prepare a Cultural Resources Management Plan (CRMP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, the treatment of inadvertent archaeological resources finds, Non-Disclosure of location(s) of archaeological materials. The qualified archaeologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMP and to consult with and instruct them with respect to its implementation. The CRMP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit. The archaeological monitor shall be on site at all times during the initial phases of grubbing, rough grading, and other ground disturbing activities to inspect cuts for archaeological resources. If no archaeological resources are encountered after approximately fifty percent of rough grading, the qualified project archaeologist shall have discretion to recommend to the City that archaeological monitoring get scaled back to a part time or spot-check basis. Any recommendation to scale back archaeological monitoring must be in accordance with the methodology and protocols to be established in the CRMTP through consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The City, in consultation with the qualified archaeologist, applicant, and Soboba Band of Luiseño Indians (Soboba), shall determine the appropriate level of subsequent monitoring, during which time the stipulations of Mitigation Measures 3.5.10.1A, 3.5.10.1C, 3.5.10.1D, and 3.5.10.1E shall still apply. A final archaeological report shall be submitted to the

City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1C: If cultural resources are discovered during ground disturbing activities, the archaeological monitor shall record them on California Department of Parks and Recreation Forms (DPR 523).

Recovered cultural resources, along with copies of pertinent field notes, and maps, shall be treated with appropriate dignity in accordance with the Treatment and Disposition Agreement (TDA) and Cultural Resources Management Plan (CRMP). The qualified archaeologist shall document any reburial of cultural resources on DPR 523 forms in accordance with the CRMP.

A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor and Soboba tribal monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1D: Discovery of Human Remains: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). 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 human remains are determined as those of Native American origin, 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). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.

MM 3.5.10.1E: Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans:

"If any suspected cultural resources are encountered during ground-disturbing activities and the archaeological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 50 feet of the find and call the project archaeologist/archaeological monitor to the site to assess the significance of the find."

Facts in Support of the Findings: The cumulative area for cultural resources is the City of Hemet. The 1979 Certified EIR concluded all areas encompassing the proposed Modified Project site surveyed for cultural resources were negative. However, implementation of the Approved Project would potentially impact the CA-RIV-1162 archaeological site located approximately 2 miles east of the proposed Modified Project site. The "old cemetery" depicted at the southeast corner of Stetson Avenue and Cawston

Avenue, approximately 1 mile to the east-northeast of the proposed Modified Project site, would not be impacted by the Approved Project. The 1979 EIR also concluded development of the Approved Project could encourage development of adjacent areas known to be sensitive for archaeological resources. Accordingly, mitigation measures were proposed to reduce potential impacts not only to the CA-RIV-1162 archaeological site but also to future development sites within the *Specific Land Use Plan, Southwest Area* to less than significant levels.

The 2008 EIR concluded implementation of **Mitigation Measures CR-2a, CR-2b, CR-3a, CR-3b, and CR-3c** would reduce impacts to cultural resources to less than significant levels (see Section 3.5.10); since there are no project-specific significant impacts, significant cumulative impacts to cultural resources would not occur.

As stated in Section 3.5.7 of the DSEIR, the surrounding region contains known historical, archaeological, and paleontological resources, so future development in this region may affect historical, archaeological, or paleontological resources potentially occurring beneath the project site. However, implementation of the proposed Modified Project would require measures to identify, record, and/or recover any historical, archaeological, and/or paleontological resources that may occur within the project limits. With implementation of the recommended mitigation measures outlined in Section 3.5.10 of the DSEIR, potential cumulatively significant impacts to cultural resources would be reduced to less than significant levels pursuant to *CEQA Guidelines* Section 15064.5(f). Additionally, all development projects in the surrounding region would be subject to project-specific mitigation and compliance with Health and Safety Code § 7050.5 and Public Resources Code § 5097.98 regarding human remains. With implementation of mitigation, significant cumulative impacts to cultural resources would be reduced to less than significant levels. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulatively considerable impacts to cultural resources. No additional mitigation is required (DSEIR pgs. 3.5-12 and 3.5-13).

4. Geology and Soils

a. Seismic-Related Ground Failure (Impact 3.6.7.3)

Potential Significant Impact: Whether the Modified Project would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

Findings: The Council finds implementation of **Mitigation Measure 3.6.10.1, PDF 3.6-1,** and **PPP 3.6-1, PPP 3.6-2** would reduce significant impacts pertaining to seismic-related ground failure to less than

significant levels**.** The **1979 EIR Mitigation Measure 1** and **2008 EIR Mitigation Measure GS-1a** would no longer be applicable to the Modified Project. The following mitigation is required to reduce impacts pertaining to seismic-related ground failure from the proposed Modified Project:

> **MM 3.6.10.1** Prior to the issuance of grading and building permits, the applicant shall provide to the City Engineering Division and City Building & Safety Department for review and approval detailed grading and construction plans that demonstrate the recommendations specified in project- and site-specific geotechnical investigation have been incorporated into the onsite earthworks and structures.
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> The project applicant and all contractors shall follow the recommendations of the geotechnical investigation, which include but are not limited to 1) a geotechnical grading plan review by the project geotechnical engineer prior to construction of the proposed project, 2) preparation of the project site via removal of surface obstructions, vegetation, and debris, 3) removal of unsuitable fill materials previously utilized as backfill for prior onsite and off-site improvements, 4) over-excavation of surficial units, including artificial fill, colluvium, and topsoil to competent ground as evaluated by a qualified engineering geologist during grading to ensure all unsuitable fill is removed prior to replacing it with properly compacted fill, 5) maintenance of properly compacted fill to near optimum moisture content, 6) construction of stabilization fill keyways to ensure slope stability and prevention of landslides, 7) immediate landscaping, irrigation, and maintenance of engineered slopes, 8) acceptability of all removal bottoms reviewed by a qualified engineering geologist or geotechnical engineer and documented in the as-graded geotechnical report, 9) construction of post-tensioned slab-on-grade foundation or conventionally reinforced foundation designed to resist expansive soils and settlement, 10) maintaining appropriate drainage and infiltration throughout the project site in accordance with regulatory requirements and 11) review by the project geotechnical engineer of any updated rough or precise grading or conventional retaining wall or foundation plans to ensure implementation of the recommendations in the geotechnical investigation, and 12) geotechnical observation and/or testing at the following stages of construction:
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> - During rough grading (removal/over-excavation bottoms, fill placement, etc.)
> - Geologic mapping of temporary backcuts;
> - During retaining wall backfill and compaction;
> - During utility trench backfill and compaction;
> - During precise grading;
> - After presoaking building pads and other concrete-flatwork subgrades, and prior to placement of aggregate base or concrete;
> - Preparation of pavement subgrade and placement of aggregate base;
> - After building and wall footing excavation and prior to placement of steel reinforcement and/or concrete; and,
> - When any unusual soil conditions are encountered during any construction operation.
>
> This measure shall be implemented to the satisfaction of the City Engineering Division and City Building & Safety Department.

Facts in Support of the Findings: The 1979 Certified EIR concluded there is a significant hazard to structures and people in the Southwest Area due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded the potential for liquefaction-induced hazards is low due to an anticipated groundwater table approximately 300 feet in depth. Implementation of the recommendations in the site-specific

geotechnical investigation, as codified in 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, would reduce impacts from seismic-related ground failure to less than significant levels.

The Modified Project site was evaluated for liquefaction potential as part of the geotechnical investigation. On-site exploratory borings, which reached 50 feet below grade, did not encounter groundwater. No standing or surface water was observed on the Modified Project site at the time of the field subsurface exploration. However, surface runoff from elevated portions of the site and adjacent properties should be anticipated. In addition, a saturated soils condition may be encountered along the western boundary due to potential groundwater seepage from the San Diego Aqueduct, and the Modified Project site contains thin deposits of relatively loose surficial soils overlying dense younger or older alluvium. Furthermore, a previous investigation conducted in 2003 encountered perched groundwater at 36 feet below grade in a single boring.

Although the potential for surface manifestations like bearing failures and sand boils is considered low, the Modified Project site is susceptible to differential settlement from liquefaction. This impact is potentially significant. **Mitigation Measure 3.6.10.1** is required to ensure the Modified Project would implement **PDF 3.6-1** so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation. Assuming that the loose, near surface soils (topsoil and young alluvium) would be removed and recompacted in accordance with the recommendations of Section 5.0 of the project-specific geotechnical investigation, a total dynamic settlement of 1-inch and differential settlement of 0.5 inch in 40 feet horizontal distance is anticipated, and the potential for liquefaction or dynamic settlement due to the design earthquake event to affect structures at the Modified Project would be low.

In addition to implementation of **Mitigation Measure 3.6.10.1**, the Project would be required to comply with 2019 Title 24 Standards of the CBC as specified in **PPP 3.6-1**, and prepare and submit detailed grading plans for each phase of development in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation as specified in **PPP 3.6-2** to further reduce the risk of seismic-related ground failure. Implementation of **Mitigation Measure 3.6.10.1** (**PDF 3.6-1**), **PPP 3.6-1**, and **PPP 3.6-2** would provide adequate protection for the proposed Modified Project to the extent required to reduce seismic risk to an “acceptable level.” The “acceptable level” of risk is defined by the California Code of Regulations as “that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project” [Section 3721(a)]. Therefore, repair and remedial work of the proposed development may be required after a significant seismic event. When compared to the Approved Project, the proposed Modified Project would have a similar less than significant impact (DSEIR pgs. 3.6-8 to 3.6-9)

b. Geological Stability (Impact 3.6.7.6)

Potential Significant Impact: Whether the Modified Project would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Findings: The Council finds implementation of **Mitigation Measure 3.6.10.1 (**see Impact 3.6.7.3 above)**, PDF 3.6-1,** and **PPP 3.6-1, PPP 3.6-2** would reduce significant impacts pertaining to geological stability to less than significant levels**.** The **1979 EIR Mitigation Measure 1** and **2008 EIR Mitigation Measure GS-1a** would no longer be applicable to the Modified Project.

Facts in Support of the Findings: The 2008 Certified EIR concluded there is a significant hazard to structures and people within the Approved Project area due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded no soil or geologic conditions are identified on the Approved Project site that would preclude development of the property for residential uses. Implementation of the recommendations in the site-specific geotechnical investigation as codified in **1979 EIR Mitigation Measure 1** and **2008 EIR Mitigation Measure GS-1a**, and compliance with applicable State and local building and grading regulations as codified in **2008 EIR Mitigation Measure GS-1b**, would reduce impacts from unstable geologic conditions to less than significant levels.

The parent material of the soils on the Modified Project site is granitic alluvium deposited by the San Jacinto River and Bautista Creek emanating from the surrounding mountains to the south and southeast. Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. The Modified Project site is not susceptible to landslides. There are no known landslides at the site, nor is the Modified Project site in the path of any known or potential landslides. The Modified Project site was evaluated for liquefaction potential as part of the geotechnical investigation. On-site exploratory borings, which reached 50 feet below grade, did not encounter groundwater. No standing or surface water was observed on the Modified Project site at the time of the field subsurface exploration. Due to the lack of shallow groundwater, the potential for lateral spreading due to an earthquake event to affect the site is considered very low or non-existent.

The project-specific geotechnical investigation indicated the potential for ground subsidence/fissuring due to groundwater withdrawal is low for the Modified Project site and surrounding region. Based on the composition of on-site soils, a surface subsidence value of 0.1 to 0.2 foot is applied to topographic elevations in alluvial areas subjected to agricultural disking. Accordingly, implementation of **PDF 3.6-1** would ensure loose surface soils would be overexcavated and recompacted, and grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation to minimize the risk of subsidence on the Modified Project occupants.

Surface runoff from elevated portions of the site and adjacent properties should be anticipated. In addition, a saturated soils condition may be encountered along the western boundary due to potential groundwater seepage from the San Diego Aqueduct, and the Modified Project site contains thin deposits of relatively loose surficial soils overlying dense younger or older alluvium. Furthermore, a previous investigation conducted in 2003 encountered perched groundwater at 36 feet below grade in a single boring. Although the potential for surface manifestations like bearing failures and sand boils is considered low, the Modified Project site is susceptible to differential settlement from liquefaction. This impact is potentially significant, and **Mitigation Measure 3.6.10.1** is required to ensure the project would implement **PDF 3.6-1** so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation. Laboratory testing indicated that the on-site soils are expected to possess a slight collapse potential (<2.5%). This is a potentially significant impact, and **Mitigation Measure 3.6.10.1** is required to ensure the project would implement **PDF 3.6-1** so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation.

In addition to implementation of **Mitigation Measure 3.6.10.1**, the project would be required to comply with 2019 Title 24 Standards of the CBC as specified in **PPP 3.6-1**, and prepare and submit detailed grading plans for each phase of development in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation as specified in **PPP 3.6-2** to further reduce the risk of unstable geologic units. With implementation of **PPP 3.6.-1** and **3.6-2**, **PDF 3.6-1**, and **Mitigation Measure 3.6.10.1**, the proposed Modified Project's geologic and soils impacts would be reduced to less than significant. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from unstable geologic units (DSEIR pgs.3.6-11 to 3.6-13).

c. Expansive Soils (Impact 3.6.7.7)

Potential Significant Impact: Whether the Modified Project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property.

Findings: The Council finds implementation of **Mitigation Measure 3.6.10.1 (**see Impact 3.6.7.3 above) and **PDF 3.6-1** would reduce significant impacts pertaining to geological stability to less than significant levels**.** The **1979 EIR Mitigation Measure 1**, **2008 EIR Mitigation Measure GS-1a** and **2008 EIR Mitigation Measure GS-1b** would no longer be applicable to the Modified Project.

Facts in Support of the Findings: The Certified EIR concluded the Approved Project site contains topsoil and artificial fill of which the upper 3 to 5 feet of alluvium would require complete removal and

recompaction within the limits of grading. With implementation of the recommendations in the site-specific geotechnical investigation, as codified in **1979 EIR Mitigation Measure 1** and **2008 EIR Mitigation Measure GS-1a**, and compliance with applicable state and local building and grading regulations, as codified in **Mitigation Measure GS-1b**, no soil or geologic conditions are identified on the Approved Project site that would preclude development of the property for residential uses, and impacts from expansive soils would be reduced to less than significant levels.

Limited laboratory testing indicated that soils encountered on the Modified Project site generally possess a very low expansion potential. However, localized deposits of low to medium expansive soils may be encountered during grading, particularly in the highly weathered older alluvium, if any. This impact is potentially significant, and **Mitigation Measure 3.6.10.1** is required to ensure the project would implement **PDF 3.6-1** so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation. For example, additional testing must be performed during site grading to verify the on-site observations and limited laboratory data. **Mitigation Measure 3.6.10.1** requires a qualified geotechnical engineer monitors the grading activities to ensure loose surface soils are adequately overexcavated and recompacted to protect against potentially expansive soils. With implementation of **Mitigation Measure 3.6.10.1**, impacts from expansive soils would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project also prescribes mitigation and would have similar less than significant with mitigation impacts from expansive soils (DSEIR pgs. 3.6-13 to 3.6-14).

d. Cumulative Geologic and Soil Impacts (Impact 3.6.8)

Potential Significant Impact: Whether the Modified Project in connection with past, current, and probable future projects would make a significant contribution to cumulatively considerable geologic and soil impacts.

Findings: The Council finds implementation of **Mitigation Measure 3.6.10.1 (**see Impact 3.6.7.3 above), **PDF 3.6-1, PDF 3.6-2,** and **PPPs 3.6-1** through **3.6-4** would reduce significant impacts pertaining to geological stability to less than significant levels**.** The **1979 EIR Mitigation Measure 1**, **2008 EIR Mitigation Measure GS-1a, 2008 EIR Mitigation Measure GS-1b** and **2008 EIR Mitigation Measure GS-2a** would no longer be applicable to the Modified Project.

Facts in Support of the Findings: The Certified EIR concluded the Approved Project site does not contain significant geological constraints. The Approved Project's proximity to regional faults would render it subject to seismic ground shaking, for which **1979 EIR Mitigation Measure 1** and **2008 EIR Mitigation Measure GS-1a**, and compliance with applicable state and local building and grading regulations, as codified in **2008 EIR Mitigation Measures GS-1b** and **GS-2a**, respectively, would reduce impacts from

fault rupture and seismicity to less than significant levels. As long as proper design and engineering are implemented based on available seismic and other geotechnical data, the Approved Project would not result in a cumulatively considerable impact to or from geology and soils. Therefore, no mitigation is required relative to cumulative impacts.

The presence of regional faults and potential for seismic shaking create the potential for damage to structures or injury to persons during seismic events. However, City and State regulations provide guidelines for development in areas with geologic constraints and ensure that the design of buildings is in accordance with applicable CBC standards and other applicable standards, which reduces potential property damage and human safety risks to less than significant levels. Through design and construction of the Modified Project site in conformance with applicable State law and local regulations, as outlined in **Mitigation Measure 3.6.10.1** (**PDF 3.6-1**), **PDF 3.6-2**, and **PPPs 3.6-1** through **3.6-4**, anticipated development in the City and surrounding area in general would not have a cumulatively considerable impact on earth resources, soils conditions or constraints, nor would regional geotechnical constraints have a cumulatively considerable impact on the proposed Modified Project or cumulative projects. Because it is reasonable to conclude that all development within seismically active areas would be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by local agencies, cumulative geological impacts from the proposed Modified Project are considered less than significant with mitigation incorporated (DSEIR pgs. 3.6-14 to 3.6-15).

6. Hazards and Hazardous Materials

a. Significant Hazards Through Transport, Use, or Disposal of Hazardous Materials (Impact 3.7.7.1)

Potential Significant Impact: Whether the Modified Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Findings: The Council finds implementation of **2008 Mitigation Measure HHM-1a (as modified), PPP 3.8-1** and **PPP 3.8-3** would reduce significant impacts pertaining hazards through transport, use, or disposal of hazardous materials to less than significant levels. Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 2008 EIR mitigation measures are identified in ~~strikeout text~~, and underlined text is used to signify new additions.

> **2008 Mitigation Measure HHM-1a:** If during construction activities, ~~on TTMs 35392, 35393 and 35394~~ the Modified Project site any discolored soil, soils with an unusual odor, or undocumented subsurface structures are encountered during future development on the site, a qualified soil investigation professional shall investigate the soil, and if necessary procure samples for testing. Any contamination shall be properly remediated to residential standards in conjunction with an

oversight agency (either ~~Riverside County Fire Department~~ the Hemet Fire Department or the California Department of Toxic Substances Control). If abandoned septic tanks, pits, or leach lines are uncovered, the Riverside County Department of Public Health shall be contacted to coordinate the proper abandonment of these features.

Facts in Support of the Findings: The 1979 EIR did not address hazards and hazardous material impacts associated with the Approved Project. The 2008 EIR identified the need for management practices and permits necessary for handling hazardous waste materials during Approved Project construction activities. The long-term maintenance activities associated with residential land uses would not result in a substantial amount of hazardous waste. The 2008 EIR stated that the Approved Project only involves residential and open space uses and concluded these types of uses do not involve the transportation and use of hazardous materials.

Similar to the Approved Project, construction activities associated with the Modified Project would use hazardous and flammable substances, such as, diesel fuel and motor oil in the operation of heavy machinery for grading and building construction. These construction vehicles may need maintenance that could potentially result in a minor release of oil, diesel fuel, transmissions fluid, or other potentially hazardous materials. The Modified Project applicant would similarly be required to obtain an NPDES permit and would require adoption of a site-specific SWPPP that identifies the BMPs for handling of hazardous materials commonly used during construction activities. With adherence to the NPDES permit and applicable BMPs as described in **PPP 3.8-1** and **3.8-3**, potential impacts related to the handling and use of materials during construction of the Modified Project would be less than significant. A Phase I ESA was prepared for the Modified Project on November 4, 2016 (Appendix F1). The purpose of the Phase I ESA was to identify, to the extent feasible, the environmental conditions in connection with the property in regard to hazardous materials. Since the Modified Project site is located in an area that was historically used for agricultural uses, there is potential that on-site soil may be contaminated with agricultural chemicals such as pesticides, herbicides, and fertilizers. During Modified Project construction activities, the potential for release of such agricultural chemicals would be increased due to grading and soil relocation activities. Similar to the Approved Project, a slightly modified version of **Mitigation Measure HHM-1a** would be implemented by the Modified Project to reduce potential impacts to construction workers or nearby sensitive receptors due to the potential release of agricultural chemicals.

The Modified Project would include the development of residential uses and commercial uses; whereas, the Approved Project included the development of residential uses and open space areas. The long term maintenance activities associated with the upkeep of residential units include the use of fertilizers and landscape equipment (e.g., lawn mowers and edgers). However, these activities do not normally result in a substantial amount of hazardous materials. The commercial uses of the Modified Project may include the use and storage of hazardous materials; however, such materials would be typical of those uses in

commercial/retail buildings. As a condition of approval of the Modified Project, owners of businesses within the commercial use area of the site would be required to maintain (and keep within the businesses) a set of Material Safety Data Sheets that provides information on the type of hazardous materials stored and used in the buildings, and directions in the event an accidental release of such materials were to occur. Overall, similar to the Approved Project, the Modified Project would not result in the storage, transportation, generation or disposal of large quantities of hazardous substances. When compared to the Approved Project, impacts from the Modified Project associated with the routine transport, use, or disposal of hazardous materials would be the same (i.e., less than significant with mitigation) (DSEIR pgs.3.7-11 to 3.7-12).

b. Located within an Airport Land Use Plan (Impact 3.7.7.5)

Potential Significant Impact: Whether the Modified Project would be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport, resulting in a safety hazard for people residing or working in the Modified Project area.

Findings: The Council finds implementation of **Mitigation Measure 3.7.10.1, Mitigation Measure 3.7.10.2, Mitigation Measure 3.7.10.3, Mitigation Measure 3.7.10.4, Mitigation Measure 3.7.10.5, Mitigation Measure 3.7.10.6, Mitigation Measure 3.11.10.6, 2008 EIR Mitigation Measure HHM-5g (as modified),** and **2008 EIR Mitigation Measure HHM-5i (as modified),** would reduce significant impacts pertaining to the Modified Project being located within an airport land use plan to less than significant levels. **2008 Mitigation Measure HHM-5a** through **HHM 5f** and **2008 Mitigation Measure HHM-5h** are no longer applicable to the Modified Project. The following mitigation is required to reduce impacts pertaining to seismic-related ground failure from the proposed Modified Project:

> **MM 3.7.10.1:** Prior to issuance of building permits, the Modified Project's Applicant shall provide evidence to the City of Hemet that the following measures are in place:
>
> - **Avigation Easement.** The Project Proponent shall grant to the County of Riverside an easement for free and unobstructed passage of all aircraft in the airspace over, through, across, and adjacent to the Project site. The easement shall be in a form substantially consistent with that provided in the Hemet-Ryan Airport Land Use Compatibility Plan and shall be approved by the City Attorney for the City of Hemet and the County Counsel for the County of Riverside and shall be duly recorded with the County Clerk to run with the title to all subdivided lots. This easement, in addition to providing certain rights to the airport to assure it continued operation, will also serve as notice to all prospective buyers of the location and potential impacts of the airport.
>
> - **Notice of Airport in Vicinity**. The Riverside County Airport Land Use Commission *Notice of Airport in Vicinity* (Appendix F3) shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said

notice, the text of the notice shall be included on the Environmental Constraints Sheet (ECS) of the final tract map, if an ECS is otherwise required.

- **Seller Disclosure.** California Civil Code section 1102 "Disclosure Upon Transfer of Residential Real Estate" requires that a Real Estate Transfer Disclosure Statement (TDS) be completed by the Seller and acknowledged by the Buyer. The Project Proponent shall ensure that the TDS in Section 3: Easements and Section 11: Neighborhood Noise be completed to show the existence of the Avigation Easement and the presence of potentially significant noise impact from aircraft using Hemet-Ryan Airport.

- **Sales Material.** The Project Proponent shall ensure that all model homes, sales brochures, and other potential items include notice of the nearby location of the airport and the presence of potential noise and safety impacts.

MM 3.7.10.2: The Modified Project applicant, the City of Hemet, and owners of the Hemet-Ryan Airport shall coordinate with each other prior to issuance of building permits to discuss and potentially implement measures that will help reduce airport operations above the Modified Project site without compromising airport operations. Examples of measures that would reduce potential airport hazards to people residing and working on the Modified Project site include, but are not limited to, the following:

- **Extended Pattern and Raise Pattern altitude.** Many of the smaller aircraft using Runway (RW) 22 are able to turn soon after takeoff and fly the traffic pattern in locations very near the runway and at relatively low altitudes. (Less than 1,000 feet Above Ground Level [AGL]). By encouraging departing aircraft to maintain runway heading (straight out) until reaching the end of the runway or until reaching the end of airport property, they will achieve higher altitudes thus decreasing noise and potential safety hazards. Also, the pattern altitude is published at 1,000 feet AGL. Raising the published pattern altitude to 1,500 feet AGL will promote a similar effect.

- **Business Jet Noise Abatement Departure.** Business jets have the greatest potential to create noise disturbance to ground population. A noise abatement departure procedure must be developed to have departing business jets maintain runway heading until reaching a certain altitude, e.g. 2,500 feet AGL. This will place flight tracks further from the project area, thus reducing noise; and it will place aircraft at higher altitudes before them being turning maneuvers that stress the aircraft, and thus decrease potential safety impacts.

As the Hemet-Ryan Airport is privately owned and operated and not part of the Modified Project, the owners of the Hemet-Ryan Airport would not be mandated to implement such measures.

MM 3.7.10.3: Prior to issuance of grading permits, the Project Applicant shall provide evidence to the City that the following performance standards are applied to all ground-level or aboveground water detention basins or facilities, including water quality management basins detailed in Project Design Feature 3.8-2:

- Maximum 48-hour detention period after the design storm and remain totally dry between rainfall events.

- Vegetation around such facilities, such as red fescue (*Festuca rubra*), sedges (*Carex* sp.) and rushes (*Juncus* sp.), that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping.

- Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

- Landscaping in the detention basins, if not rip-rap, shall be in accordance with the guidance provided in Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure, and the *Airports Wildlife and Stormwater Management* brochure available at www.rcaluc.org and Appendix F2, which lists acceptable plants from Riverside County Landscape Guide, or other alternative landscaping as may be recommended by a wildlife hazard biologist (refer to Appendix F2).

- Slopes along portions of the basins designed to detain stormwater runoff shall be equal to or greater than 3:1.

The Final Water Quality Management Plan detailed in Plan, Policy, or Program 3.6-4 shall specify maintenance intervals for the water quality management basins to ensure the required 48-hour drawdown time following the design storm is maintained. In addition, the Project Applicant shall ensure that the Homeowner's Association (HOA) or similar entity prepare a Planting, Maintenance, and Management Plan for the water quality management basins prior to occupancy to eliminate seeding, shelter, and incompatible vegetation in accordance with the Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure and the *Airports Wildlife and Stormwater Management* brochure.

MM 3.7.10.4: Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the Project Applicant shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level.

MM 3.7.10.5: Prior to issuance of building permits, the Project Applicant shall provide evidence to the City that no buildings shall exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level. The Maximum height and top point elevation shall not be amended without further review by the Riverside County Airport Land Use Commission and the Federal Aviation Administration, provided, however, that reduction in structure height or elevation shall not require further review.

Temporary construction equipment used during actual construction of the proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

MM 3.7.10.6: Within five days after construction of the proposed building evaluated pursuant to Federal Aviation Administration (FAA) Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project Applicant or his/her designee and electronically filed with the FAA (go to https://oeaaa.faa.gov for instructions). This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the evaluated coordinate location. Although not required in accordance with FAA Aeronautical Study No. 2019-AWP-10893-OE, any marking and/or lighting installed voluntarily by the Project Applicant for aviation safety shall comply with *FAA Advisory Circular 70/7460-1 L Change 2* and shall be maintained in accordance therewith for the life of the Project.

MM 3.11.10.6: Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures:

- Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events.

- Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.

- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.

- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.

- Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space.

- Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 2008 EIR mitigation measures are identified in ~~strikeout~~ ~~text~~, and underlined text is used to signify new additions.

2008 Mitigation Measure HHM-5g: Any outdoor lighting installed on the Modified Project site shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. All lighting plans ~~should~~ shall be reviewed and approved by the Hemet-Ryan airport manager and the Riverside County Airport Land Use Commission prior to Modified Project approval.

2008 Mitigation Measure HHM-5i: The following uses shall be prohibited from the Modified Project ~~project~~ site:

- Hazardous material facilities;
- Hazardous uses (e.g., aboveground storage tanks);
- Outdoor stadiums;
- Any use which would direct a steady or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or ~~a straight final approach~~ toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator;
- Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport;
- Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; ~~and~~
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; and
- Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and, in the Zone C portion of the property, all of the above, plus libraries, daycare centers, theaters, meeting halls and other assembly facilities, and stadiums.

Facts in Support of the Findings: Section 3.7.7.5 of the DSEIR discusses potential impacts of the Modified Project being located within an airport land use plan. The 1979 EIR did not address airport hazards for the Approved Project. The 2008 EIR analyzed the Approved Project's consistency with the 1992 Hemet-Ryan ALUCP, current at the time the EIR was undertaken. Because the Hemet-Ryan ALUCP was based on outdated aircraft data, the 2008 EIR also analyzed the Approved Project's consistency with the California Airport Land Use Planning Handbook (2002). The 2008 EIR found mitigation measures were required, and discretionary review by the Riverside County Airport Land Use Commission was necessary. A portion of the Approved Project (TM 35394) was proposed within Airport Area II of the 1992 Hemet-Ryan ALUCP, which prescribes a minimum residential lot of 2.5 acres. However, development of TM 35394 under the Approved Project included residential lots of 5,000 and 6,000 square feet. Accordingly, the 2008 EIR found the Approved Project would result in a potentially significant impact associated with the 1992 Hemet-Ryan ALUCP and prescribed **Mitigation Measures HHM-5a** through **HHM-5i**. Even with implementation of **Mitigation Measures HHM-5a** through **HHM-5i**, the Approved Project would not be consistent with the 1992 Hemet Ryan ALUCP due to incompatible density allocation, and impacts were determined to be significant and unavoidable.

Similar to the Approved Project, the Modified Project is approximately 2,400 feet southeast of the Hemet-Ryan Airport. The existing primary runway (runway 5-23) is 4,315 feet long and the Airport Master Plan proposes a 500-foot eastward expansion of this runway in the future. The proposed runway 5-23 extension would increase the usable runway length to 4,815 feet only for takeoffs to the west. Hemet-Ryan Airport also has a secondary runway, runway 4-22, that has been used in the past by sailplane related launches and landings. Runway 4-22 is anticipated to be closed in the future per the Airport Master Plan. In 2010, there was an estimated 69,500 annual airport operations at Hemet-Ryan Airport, and the Master Plan anticipates an increase up to 87,150 annual airport operations by 2036. The aircraft mix using the Hemet-Ryan Airport would continue to consist of turbo-prop airplanes, helicopters, and piston-engine airplanes. Jet-propelled aircraft usage would continue to remain minimal at Hemet-Ryan Airport.

The Modified Project is located in Zones C (32.02 acres of the Modified Project site) and D (213.05 acres of the Modified Project site) of the Hemet-Ryan ALUCP. The Zones of the ALUCP were established in accordance with the California Airport Land Use Planning Handbook and are designated to guide development near the Hemet-Ryan ALUCP with airport hazards (i.e., airplane crashes) taken into consideration. Zone C, the Extended Approach/Departure Zone, consists of large areas east and west of the airport property where development intensity for nonresidential uses is limited to an allowable average of 100 persons per acre and not to exceed 300 persons per acre of any single acre. Residential densities in Zone C are permitted up to a maximum of 0.20 dwelling unit per acre, or 1 dwelling unit per 5 acres. Zone D (west of Cawston Avenue), the Primary Traffic Patterns and Runway Buffer Area Zone, allows for development intensities for nonresidential uses of 200 persons per acre not to exceed 800 persons per acre in any single acre. Notwithstanding the criteria set forth in Countywide Policies 3.13(a) and 3.1.3(b) and the Basic Compatibility Criteria matrix detailed in Table 2A of the Riverside County Airport Land Use Compatibility Plan, Volume 1 Policy Document, Zone D allows residential densities greater than or equal to 3.0 dwelling units per net acre and less than or equal to 1 dwelling unit per 2.5 acres, but prohibits new residential development at intermediate densities greater than 0.4 and less than 3.0 dwelling units per acre. The Modified Project would include the development of up to five residential units and a maximum of 100,000 square feet of commercial uses in Zone C (32.02 acres of the Modified Project site) of the Hemet-Ryan ALUCP. The proposed density of the residential units in Zone C would equate to 0.16 unit per acre, which is below the maximum development density of 0.20 unit per acre and is therefore within the density standards of the Hemet-Ryan ALUCP Zone C.

The Riverside County Airport Land Use Compatibility Plan, Volume 1 Policy Document recommends selection from three methods (parking ordinance, maximum occupancy per the California Building Code, or survey of similar uses) to calculate the maximum number of people per acre for the proposed commercial uses (Planning Area XIII) in Zone C. The proposed commercial uses are planned for

development on the Modified Project site is speculative. Additionally, the commercial use is defined as "Regional Commercial" under the proposed General Plan Amendment, whereby patrons would be drawn from a regional rather than a local market. Accordingly, calculation of maximum occupancy per the City's Off-Street Parking Ordinance for a shopping center (1 space for every 250 square feet of gross floor area) is used in this analysis because the Parking Ordinance method is most appropriate where the use is expected to be dependent upon access by vehicles. Pursuant to the City Parking Ordinance, the commercial use in Zone C is anticipated to require 400 parking spaces to accommodate employees and visitors to the site. Assuming that every parking spot were occupied with a vehicle containing four people, the maximum number of people anticipated within the 19.67-acre Planning Area XIII would be 1,600 or approximately 81 persons per acre, which is below the maximum densities/ intensities average of 100 people per acre as prescribed under the Land Use Compatibility Criteria of Hemet-Ryan ALUCP.

The Modified Project would include development of up to 581 residential units in Zone D of the Hemet-Ryan ALUCP. Policies 2.3(a) and (b) of the plan specify densities in Zone D (213.05 acres of the Modified Project site) shall be calculated on a "net" rather than "gross" basis, excluding open space required for environmental conservation purposes and separate lots used for common areas, public facilities, recreational areas, and drainage basins. For the Modified Project site, open space lots one acre or larger within Zone D account for 48.20 acres. Deletion of these areas alone results in a net 164.85 residential acres and a net residential density of 3.52 dwelling units per acre in Zone D, which is above the permitted minimum density of 3.0 units per acre. Therefore, the proposed residential development density would comply with the minimum density standards of Zone D as prescribed by the Hemet-Ryan ALUCP.

Pursuant to the District Regulations detailed in the Page Ranch Planned Community Development (PCD) Specific Plan (SP), the heights of the residential and commercial buildings within the Modified Project site would be in conformance with provisions of the Hemet Municipal Code, Section 90, Article XI and Article XXVI, respectively. Accordingly, residential and commercial structures would not exceed maximum structure heights of 35 feet, which is below the 70-foot threshold prescribed by the ALUCP for Zones C and D.

The elevation of Hemet-Ryan Airport's Runway 5-23 at its southwesterly terminus is 1,499 feet above mean sea level (amsl). At a distance of 2,400 feet from the runway to the commercial portion of the site, any structure with a top point elevation exceeding 1,523 feet amsl would require notice to, and review by, the FAA Obstruction Evaluation Service (OES). The commercial area (Planning Area XIII) has an existing ground elevation of 1,513 feet amsl. As a worst-case scenario for the purpose of the FAA OES, development of Planning Area XIII is assumed to reach up to 40 feet in height even though zoning code for the C-2 General Commercial Zone typically allows structures up to 35 feet in height. For structures up to 40 feet tall in Planning Area XIII, the maximum top point elevation would be 1,553 feet amsl, and FAA

OES review of Form 7460-1 is required. The Applicant submitted Form 7460-1 to the FAA OES for review and was assigned Aeronautical Study Number 2019-AWP-10893-OE. The FAA OES reviewed the application and issued a Determination of No Hazard to Air Navigation letter on October 28, 2019.

The highest pad elevation for the proposed residential structures is approximately 1,509 feet amsl, and residential structures would not exceed a height of 35 feet, for a maximum top point elevation of 1,544 feet amsl. Although the residential development elevation is lower than the elevation of the potential commercial uses and the residential area is at least 3,600 feet from Runway 5-23, the proposed maximum top point elevation of 1,544 feet amsl would exceed the critical top point elevation of 1,535 feet amsl for the residential uses. In lieu of submitting Form 7460-1 to the FAA OES for each home in the tract, Riverside County ALUC staff recommended the applicant prepare a table specifying the pad elevation, maximum potential top point elevation, and distance from the runway for each of the proposed lots as part of a single submittal of Form 7460-1 to the FAA OES for the entire residential portion (Planning Area X) of the Modified Project.

In order to promote safety related to airport operations near the Modified Project site, **Mitigation Measures 3.7.10.1** through **3.7.10.6**, and **Mitigation Measure 3.11.10.6** shall be implemented. **Mitigation Measure 3.7.10.1** would inform residents and business owners of potential safety hazards associated with residing or working on a site near an active airport. **Mitigation Measure 3.7.10.2** would require coordination between the City, Modified Project applicant, and the owner of the Hemet-Ryan Airport to consider potential measures to revise aircraft operations occurring near and over the proposed Modified Project site. **Mitigation Measure 3.7.10.3** is prescribed to reduce the potential for a Bird-Aircraft Strike Hazard (BASH) at the Hemet-Ryan Airport in accordance with Riverside County ALUC and FAA standards. **Mitigation Measures 3.7.10.4** through **3.7.10.6** require review of the Modified Project by the FAA as applicable to ensure structure heights do not result in hazards to air navigation. **Mitigation Measures 3.11.10.6** would ensure airport operations would not generate noise in excess of countywide criterion levels. Additionally, the Modified Project would implement **2008 Mitigation Measures HHM-5g (as modified)** and **HHM-5i (as modified)** from the Approved Project (with slight modifications from the original mitigation measures), as they continue to be applicable in reducing airport hazards to people residing and working on the Modified Project site.

As described above, the Modified Project would be developed consistent with Zone C and Zone D developmental requirements prescribed in the Hemet-Ryan ALUCP with implementation of **Mitigation Measures 3.7.10.1** through **3.7.10.6**, **Mitigation Measure 3.11.10.6**, and **2008 Mitigation Measures HHM-5g (as modified)**, and **2008 Mitigation Measures HHM-5i (as modified)**. Through condition to implement these measures, the Riverside County ALUC found City of Hemet Case Nos. GPA15-002 (General Plan Amendment), SPA 15-001 (Specific Plan Amendment) as it pertains to Planning Areas VI,

X, and XIII, and TTM36841 (Tentative Tract Map) consistent with the 2017 Hemet- Ryan ALUCP on February 13, 2020 under Case No. ZAP1061HR19 (Appendix F4). Modified Project impacts related to airport safety hazards for people residing or working the Project area would be less than significant. As compared to the Approved Project, impacts associated with potential hazards from airport operations would be reduced (i.e., significant and unavoidable under the Approved Project versus less than significant under the Modified Project) (DSEIR pgs. 3.7-13 to 3.7-18).

c. Cumulative Hazards and Hazardous Materials Impact (Impact 3.7.8)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project, in connection with past, current, and probably projects, has the potential to result in cumulative impacts pertaining to hazards and hazardous materials.

Findings: The Council finds implementation of **Mitigation Measures 3.7.10.1** through **3.7.10.6**, **Mitigation Measure 3.11.10.6**, **2008 Mitigation Measure HHM-5g (as modified), 2008 Mitigation Measure HHM-I** (as described above) would reduce cumulative impacts pertaining to hazards and hazardous materials to less than significant levels. The following mitigation measures from the 2008 EIR no longer apply to the Modified Project: **2008 Mitigation Measure HHM-5a, 2008 Mitigation Measure HHM-5b, 2008 Mitigation Measure HHM-5c, 2008 Mitigation Measure HHM-5d, 2008 Mitigation Measure HHM-5e, 2008 Mitigation Measure HHM-5f, 2008 Mitigation Measure HHM-5h,** and **2008 Mitigation Measure HHM-5j.**

Facts in Support of the Findings: The 2008 EIR concluded that the Approved Project would create a potential impact for hazards and hazardous waste in the region. The greatest cumulative impacts on hazards and hazardous waste would be the incremental increase in the use of hazardous materials, mainly from domestic sources (i.e. household cleaners, gardening chemicals, automotive fluids, etc.). Growth may also increase the amount of illegal dumping of these materials in the area, which is destructive to natural waterways. The residential development of sites within the safety zones of the Hemet/Ryan Airport would increase the number of people potentially at risks associated with airport use. The Certified EIR concluded the Approved Project is consisted with existing regulations and would not have a cumulatively considerable impact to hazards and hazardous waste pursuant to CEQA Guidelines 15064(h)(3) and 15130 (b)(I)(B).

Hazards and hazardous waste impacts at the project level are not considered cumulatively significant. Based on the safe use of common domestic source hazardous materials, policies established within the City of Hemet and the Airport Land Use Commission concerning land uses within the vicinity of the Hemet/Ryan Airport, and the evacuation rates for this area, the Modified Project (similar to the Approved Project) would not make a significant contribution to any cumulatively considerable impacts related to

hazards. The Modified Project would be consistent with development standards for Zones C and D as prescribed under the Hemet-Ryan ALUCP. These development standards have been created to promote safety and to ensure land use development is implemented consistently to reduce potential hazards near an active airport. Implementation of **Mitigation Measures 3.7.10.1** through **3.7.10.6**, **Mitigation Measure 3.11.10.6**, and **2008 Mitigation Measures HHM-5g (as modified)** and **HHM-5i (as modified)** would reduce safety hazard for people residing or working in the Modified Project area related to operational activities at Hemet-Ryan Airport. Related projects within the City of Hemet and unincorporated areas of Riverside County may result in similar impacts if locations of these projects were within restricted development areas of Hemet-Ryan Airport. However, each related project, similar to the Modified Project would be required to conduct project specific impact analysis to determine the potential of exposing people to safety hazards from nearby airports. The Modified Project would not combine with other projects to result in a cumulatively considerable impact related to safety hazards from nearby airports, as such analysis is considered on a project-by-project basis (DSEIR pg. 3.7-20).

7. Land Use and Planning

a. Conflict Habitat Conservation Plan or Natural Community Conservation Plans (Impact 3.9.7.3)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project has the potential to conflict with habitat conservation plans or natural community conservations plans

Findings: The Council finds the project site falls within the SKR fee area outlined in the Riverside County SKR HCP. In accordance with **Mitigation Measure 3.4.10.2**, the project applicant is required to pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. Additionally, with implementation of **Mitigation Measures 3.4.10.1 through 3.4.10.8,** the Modified Project will comply with the MSHCP, and impacts would be rendered less than significant. When compared to the Approved Project, the Modified Project would result in the same [less than significant with mitigation] impact from conflict with local policies or ordinances protecting biological resources. The Certified EIR Mitigation Measures are replaced with proposed **Mitigation Measures 3.4.10.1 through 3.4.10.8**, which are designed specifically for the Modified Project site in accordance with current regulatory standards:

> **MM 3.4.10.1:** Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be

implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.2: The Modified Project Site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR Habitat Conservation Plan (HCP). Prior to issuance of grading permits, the project applicant shall pay the applicable fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.3: A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated.

In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.4: Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site.

The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone.

The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.5: To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation.

Off-Site Establishment/Reestablishment. The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure.

On-Site Rehabilitation, Enhancement, and Preservation. The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio.

On-Site Replacement and Enhancement of Beneficial Uses. Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.

MM 3.4.10.6: Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Additionally, the project applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service (USFWS) and CDFW confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved.

Mitigation for permanent and/or temporary impacts shall be determined as specified in the DBESP through consultation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority (RCA). Mitigation may include on-site and/or off-site replacement and/or restoration of similar habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an

agency-approved off-site mitigation bank. Mitigation shall be subject to pre-approval by USACE, USFWS, CDFW, and RWQCB. This measure shall be implemented to the satisfaction of the City Development Services Department, CDFW, USFWS, and the RCA.

MM 3.4.10.7: Prior to issuance of grading permits, the project applicant shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.

MM 3.4.10.8 Prior to issuance of any grading permit the Modified Project shall demonstrate compliance with the Multiple Species Habitat Conservation Plan (MSHCP) and its associated Implementing Agreement, via the completion of the Joint Project Review (JPR) process through the Western Riverside County Regional Conservation Authority (RCA), or via the provision of written correspondence from the RCA, United States Fish and Wildlife Service, and California Department of Fish and Wildlife stating that the Project is not subject to the JPR process.

Facts in Support of the Findings: The Certified EIR concluded the Approved Project is within the adopted MSHCP and designated Criteria Cells. With implementation of Mitigation Measure BR-5, which requires the Approved Project to demonstrate conformance with applicable provisions of MSHCP, the Approved Project would not conflict with any Habitat Conservation Plan.

The Modified Project site is located within the MSHCP San Jacinto Valley Area Plan, south of Proposed Noncontiguous Habitat Block 7 and Constrained Linkage B (Hemet Channel). A 62.75-acre portion of the Project Site is located within Criteria Cell 4007 and 20.23-acre portion is located within Criteria Cell 3892 (SU4 Hemet Vernal Pool Areas East). Accordingly, the Modified Project is required to be reviewed through the Habitat Acquisition and Negotiation Strategy (HANS) and the Regional Conservation Authority Joint Project Review (JPR) process as codified in **Mitigation Measure 3.4.10.8.**

No conservation within Criteria Cell 4007 is proposed or identified by the MSHCP criteria for the area located within the Modified Project site. Therefore, the project is consistent with conservation goals identified for Criteria Cell 4007 – SU4 Hemet Vernal Pool Areas East.

No conservation within Criteria Cell 3892 is proposed or identified by the MSHCP criteria for the area located within the Modified Project site. Significant vernal pool resources and sensitive plant species are located north and southwest of the Modified Project site within Salt Creek as well as along Warren Road near the Modified Project's road frontage within Criteria Cell 3892. No playa/vernal pool habitat is

identified in this off-site portion of the Modified Project. Therefore, the project is consistent with conservation goals identified for Criteria Cell 3892 – SU4 Hemet Vernal Pool Areas East.

The Modified Project site is within MSHCP narrow endemic plant, criteria area, and specific wildlife survey areas for 18 species, for which focused surveys were conducted as specified in Section 3.6.7.1 of the DSEIR. A single MSHCP sensitive plant species, smooth tarplant, was documented along the proposed off-site drainage channel improvement alignment between the Modified Project site and Simpson Road to the south. Pursuant to MSHCP Section 6.3.2, the limited distribution of this species documented within the off-site impact area is not expected to have long-term conservation value, and no additional mitigation obligations specific to this species is required.

Although burrowing owl were detected within and adjacent to the Modified Project site during initial MSHCP focused surveys conducted in 2005 and 2006 as part of the Approved Project, the results of those surveys did not meet the MSHCP requirements of three or more pairs for a site requiring on-site conservation. Incidental MSHCP covered species documented during the Modified Project habitat assessment and/or focused survey efforts include the *California Species of Special Concern* white-tailed kite, California horned lark, and San Diego black-tailed jackrabbit, as well as the non-listed loggerhead shrike, turkey vulture, and coyote. Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing **Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4. Mitigation Measures 3.4.10.1** requires the project applicant to pay MSHCP Local Development Mitigation fees as determined by the City of Hemet in order to offset impacts from development of 221.68 acres of vegetation communities. **Mitigation Measures 3.4.10.3 and 3.4.10.4** require a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey, respectively, to ensure protection for MSHCP-covered species and compliance with the conservation goals as outlined in the MSHCP.

Pursuant to MSHCP Section 6.1.2, Volume I, impacts to Riparian/Riverine Section 6.1.2 regulated resource areas, including riparian habitat, sensitive natural communities, wetlands, and non-wetland waters will be mitigated to less than significant levels by implementing **Mitigation Measure 3.4.10.5,** which requires a DBESP to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine, and covered species, as well as wetland and non-wetland waters of the U.S./State and isolated waters of the State. Finally, **Mitigation Measure 3.4.10.6** requires acquisition of a 1602 Streambed Alteration Agreement from CDFW, CWA Section 404 permit, and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 (Porter-Cologne Act).

All Urban/Wildlands Interface guidelines presented in MSHCP Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in

proximity to an MSHCP Conservation Area. Project design and BMPs will be incorporated into the Modified Project in accordance with **Mitigation Measure 3.4.10.7** to minimize edge effects to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the project site (Salt Creek) associated with the Urban/Wildlands interface.

The project site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR HCP. In accordance with **Mitigation Measure 3.4.10.2**, the project applicant is required to pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County.

With implementation of **Mitigation Measures 3.4.10.1 through 3.4.10.8**, the Modified Project will comply with the MSHCP and impacts will be rendered less than significant. When compared to the Approved Project, the Modified Project would result in the same [less than significant with mitigation] impact from conflict with local policies or ordinances protecting biological resources (DSEIR pgs. 3.4-25 and 3.4-26).

8. Noise

a. Noise Levels in Excess of Standards (Impact 3.11.7.1)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project has the potential to generate noise levels in excess of standards.

Findings: The Council finds implementation of **PDF 3.11-1,** and **Mitigation Measures 3.11.10.1** through **3.11.10.**7 (as detailed below) would reduce noise levels generated by the Modified Project to below standards. The following mitigation measures from the 1979 and 2008 EIR no longer apply to the Modified Project: **1979 EIR Mitigation Measure 1** through **1979 EIR Mitigation Measure 7, 2008 Mitigation Measure MM NOI-1, 2008 Mitigation Measure MM NOI-41,** and **2008 Mitigation Measure MM NOI-4b.**

> **MM 3.11.10.1** Prior to approval of grading plans and/or issuance of building permits, construction plans shall include a note indicating that noise-generating Modified Project construction activities shall only occur between the permitted hours on Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays. The Modified Project construction supervisor shall ensure compliance with the note, and the City shall conduct periodic inspection at its discretion. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.
>
> **MM 3.11.10.2** If receiver location R6 is an inhabited noise-sensitive residential home at the time of Modified Project construction, the installation of a temporary noise control barrier, as shown in Figure 3.11.1, at the Modified Project site boundaries when construction activities occur within

140 feet is required. The noise control barrier must present a solid face from top to bottom and be a minimum height of 6 feet.

- The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, *Noise Barrier Design Handbook*). The noise barrier may be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts.

- The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.

- The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.3 During all Modified Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.4 During all Modified Project site construction, the construction contractor shall locate equipment staging in areas that will create the greatest distance (i.e., at the center) between construction-related noise sources and noise-sensitive receivers nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.5 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays). The Project Applicant shall prepare a haul route exhibit to design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.6 Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures:

- Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events.

- Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.

- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.

- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.

- Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space.

- Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code. Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the Countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require.

This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.7 Prior to the issuance of occupancy permits, the Project Applicant shall provide the City of Hemet a copy of a Railroad and Airport Proximity Disclosure that will be presented to prospective buyers of real estate within the Modified Project site. The Railroad and Airport Proximity Disclosure shall convey information to prospective buyers about railroad- and airport-associated annoyances or inconveniences such as noise and/or vibration.

The Airport Proximity Disclosure shall:

1. Contain the following language dictated by State law in conjunction with real estate transfer:

   "NOTICE OF RAILROAD AND AIRPORT IN VICINITY: This property is presently located in the vicinity of a railroad and airport, and within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to railroad and airport operations (for example: noise and/or vibration). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what railroad and airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

2. Include signs declaring the NOTICE OF RAILROAD AND AIRPORT IN VICINITY and a map of the Airport Influence Area to be prominently posted in the real estate sales office and/or other key locations at the project site.

This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

Facts in Support of the Findings: The Certified EIR concluded short-term impacts could result from construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities for the Approved Project. Long-term impacts could be generated from railroad, airport, and traffic noise. The 1979 EIR Mitigation Measure 1 requires compliance with the City's hours of construction specified in the Municipal Code to reduce impacts from construction noise to less than significant levels. Based on future noise contours, traffic related noise levels at several property boundaries along Stetson Avenue and New Stetson Avenue would exceed the City's 65 dBA CNEL standards, which creates a partially significant impact. However, with **2008 Mitigation Measure MM NOI-1**, construction of a permanent noise attenuation barrier would reduce operational impacts from noise to less than significant levels.

Construction Noise Discussion: Construction of the proposed Modified Project would generate short term, generally intermittent noise that would cease once each construction phase is completed. The highest construction noise levels would occur when construction activities occur at the edge of the Modified Project site and are expected to range between 48.5 and 76.5 dBA L_{max} at the sensitive receiver locations and represent worst-case construction noise levels, by stage, during both Phases 1 and 2. In accordance with **PPP 3.11-2**, construction would occur within specified daytime hours. However, the anticipated construction noise levels would exceed the City's General Plan Public Safety Element performance standard for non-transportation noise sources of 75 dBA Lmax during the daytime hours of 7:00 a.m. to 10:00 p.m. at sensitive noise receiver R6. This would be a significant impact, and **Mitigation Measures 3.11.10.1** through **3.11.10.5** are required to construct a temporary noise barrier at the construction boundaries near receiver location R6 and attenuate construction noise where Modified Project construction noise levels could potentially exceed the noise level thresholds. It should be noted that **Mitigation Measure 3.11.10.1** would be required only if sensitive noise receiver R6 is an occupied structure during construction. With implementation of **Mitigation Measures 3.11.10.1** through **3.11.10.5**, the proposed Modified Project would not exceed noise level standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Construction noise impacts from the Modified Project would be less than significant with implementation of mitigation. When compared to the Approved Project, the proposed Modified Project would have the same less than significant with mitigation impacts related to construction noise.

Operational Noise Discussion: Operation of the proposed Modified Project would generate permanent noise from on-site stationary equipment, as well as off-site and on-site mobile sources (i.e. vehicle travel). Stationary sources of noise anticipated for the Modified Project are roof-top air conditioning units, parking

lot vehicle movements, and drive-through speakerphones as a result of the proposed commercial uses in Planning Area XIII.

Reference measurements of stationary sources of noise from an air conditioning unit on the roof of a Santee Walmart, a parking lot at a Laguna Niguel Walmart, and from a drive-through speaker (including vehicle activity noise) at a Panera Bread restaurant in Brea were utilized for this analysis. When the reference noise levels are combined, Modified Project operational noise levels at the nearby sensitive receiver locations are shown to range from 9.8 to 34.8 dBA Leq and 25.2 to 47.1 dBA Lmax), which would not exceed the City's daytime 60 dBA Leq and 75 dBA Lmax, and nighttime 45 dBA Leq and 65 dBA Lmax exterior noise level standards. Therefore, operational noise from the Modified Project's stationary sources would be less than significant. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant impacts] related to operational noise.

Under Existing Baseline with Modified Project Phase 1 Traffic Conditions the proposed Modified Project is expected to generate an exterior noise level increase of up to 1.3 dBA CNEL, which is below the significance thresholds. Therefore, the Phase 1 Project-related off-site traffic noise level increases would be less than significant for Existing with Project Phase 1 conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant impacts] related to Phase 1 off-site traffic noise. Under Existing Baseline with Modified Project Buildout Traffic Conditions the proposed Modified Project is expected to generate an exterior noise level increase of up to 3 dBA CNEL, which is below the significance thresholds. Therefore, the project buildout-related off-site traffic noise level increases would be less than significant for Existing with Project Buildout conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant impacts] related to project buildout off-site traffic noise. Under Year 2024 with Modified Project Phase 1 Traffic Conditions, the proposed Modified Project is expected to generate an exterior noise level increase of up to 1.3 dBA CNEL, which is below the significance thresholds identified. Therefore, the Year 2024 Phase 1 Project-related off-site traffic noise level increases would be less than significant for year 2024 conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant impacts] related to near-term Phase 1 off-site traffic noise. Under the Year 2026 with Modified Project Buildout Traffic Conditions, the proposed Modified Project is expected to generate an exterior noise level increase of up to 1.7 dBA CNEL, which is below the significance thresholds. Therefore, the Year 2026 Project Buildout-related off-site traffic noise level increases would be less than significant for year 2026 conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same less than significant impacts related to near-term project buildout off-site traffic noise. Under the Year 2040 Horizon Year with Modified Project Buildout Traffic Conditions,

the proposed Modified Project is expected to generate an exterior noise level increase of up to 0.5 dBA CNEL, which is below the significance thresholds. Therefore, the Year 2040 Horizon Year Project Buildout-related off-site traffic noise level increases would be less than significant for year 2040 conditions. No mitigation is required. When compared to the Approved Project that required sound attenuate in the future year scenario, the proposed Modified Project would have reduced less than significant impacts related to long-term off-site traffic noise.

It is expected that the primary sources of traffic noise impacts to the Modified Project site would be traffic noise from Stetson Avenue, Warren Road, and Mustang Way. Additional potential on-site noise impacts are expected from the BNSF rail lines currently used for freight north of the Modified Project site. Additionally, an extension of the Metrolink 91 Line in the City of Perris is proposed to extend to the rail lines north of the Modified Project site. Meanwhile, noise from the Modified Project's internal streets is not expected to make a significant contribution to the noise environment due to the distance, topography, and low traffic volume/speed along the internal roadways. The future exterior noise levels in the outdoor living areas (backyards) of lots on the Modified Project site facing Stetson Avenue, Warren Road, and Mustang Way and indicates that these lots would experience unmitigated exterior noise levels ranging from 59.9 to 68.5 dBA CNEL. The future unmitigated exterior noise levels approaching 68.5 dBA CNEL would satisfy the City's 70 dBA CNEL exterior noise level standard for commercial uses. Additionally, the proposed Modified Project would incorporate a planned 6-foot-high noise barrier as specified in **PDF 3.11-1**, which would reduce future exterior noise levels to between 58.0 to 64.8 dBA CNEL in accordance with the City's 65 dBA CNEL exterior noise level standards for residential development. Therefore, no mitigation would be required.

The exterior noise levels at the first and second floor building façades of the residential homes on the Modified Project site adjacent to Stetson Avenue, Warren Road, and Mustang Way were analyzed. Based on the interior noise analysis, all lots adjacent to Stetson Avenue, Warren Road, and Mustang Way would require a windows closed condition and a means of mechanical ventilation (e.g., air conditioning). Future unmitigated noise levels would range from 58.4 to 64.4 dBA CNEL at the first-floor building façade, and from 59 to 67.9 dBA CNEL at the second-floor building façade. The analysis indicates that the City's 45 dBA CNEL interior noise level standards can be satisfied using standard first floor windows with a minimum STC rating of 27 in accordance with the State Noise Insulation Standard detailed in **PPP 3.11-1**. To ensure implementation of the State Noise Insulation Standard and to mitigate against potential noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, **Mitigation Measure 3.11.10.6** is required. With implementation of **PDF 3.11-1** and **Mitigation Measure 3.11.10.6**, on-site traffic noise impacts to Modified Project commercial and residential uses would be reduced to less than significant levels.

The average daily railroad noise analysis indicates that no exterior rail noise mitigation is required to satisfy the City's 65 dBA CNEL residential use and 70 dBA CNEL commercial use exterior noise level standards. Additionally, the unmitigated 51.7 dBA CNEL railroad noise is not expected to exceed the City's 45 dBA CNEL residential use interior noise level based on standard construction materials identified by the EPA in the EPA's Protective Noise Levels. Furthermore, any planned extension of Metrolink rail service would require project-specific CEQA analysis and approval by the appropriate lead and responsible agencies. Although the average daily railroad noise activities are not expected to exceed the City's exterior and interior noise standards for residential and commercial uses, peak rail pass-by events may negatively affect the nearby residential homes. The City's General Plan EIR indicates that the noise sources associated with the BNSF rail line pass-by events include warning horns/wayside horns, at-grade crossing bells, and locomotive engine and rail car noise. Accordingly, occupancy disclosure notices shall be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. The occupancy disclosures shall indicate there could be a clearly noticeable rail pass-by and aircraft flyover noise due to the location of the Modified Project site in relation to the BNSF/Metrolink extension rail lines and the Hemet-Ryan Airport, as specified in **Mitigation Measure 3.11.10.7**. With implementation of **PDF 3.11-1**, which requires the installation of 6- foot-high noise barriers, and **Mitigation Measures 3.11.10.6** and **3.11.10.7**, railroad noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels.

With implementation of **Mitigation Measures 3.11.10.1** through **3.11.10.5**, construction of the proposed Modified Project would not exceed noise level standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Operational noise from Modified Project stationary sources would be less than significant, and no mitigation is required. Additionally, operational noise from Modified Project vehicle traffic would be less than significant to off-site sensitive noise receivers, and no mitigation is required. To ensure implementation of the State Noise Insulation Standard and mitigate against potential on-site noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, **Mitigation Measure 3.11.10.6** is required. With implementation of **PDF 3.11-1** and **Mitigation Measure 3.11.10.6**, on-site traffic noise impacts to Modified Project commercial and residential uses would be reduced to less than significant levels. Finally, occupancy disclosure notices shall be required for all future homeowners in accordance with **Mitigation Measure 3.11.10.7** to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. With implementation of **PDF 3.11-1** and **Mitigation Measures 3.11.10.1** through **3.11.10.7**, noise levels from construction and operation of the proposed Modified Project would not exceed standards established in the local general plan or noise ordinance, or applicable standards of other agencies. When compared to the Approved Project, the proposed Modified Project

would have similar less than significant with mitigation impacts from construction and operational noise (DSEIR pgs.3.11-18 to 3.11-30).

b. Permanent Increase in Ambient Noise Levels (Impact 3.11.7.3)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project has the potential to permanently increase ambient noise levels.

Findings: The Council finds implementation of **PDF 3.11-1,** and **Mitigation Measures 3.11.10.6** and **3.11.10.7** (as detailed above) would reduce noise levels generated by the Modified Project to below standards. The following mitigation measures from the 1979 and 2008 EIR no longer apply to the Modified Project: **1979 EIR Mitigation Measure 1** through **1979 EIR Mitigation Measure 7, 2008 Mitigation Measure MM NOI-1, 2008 Mitigation Measure MM NOI-41,** and **2008 Mitigation Measure MM NOI-4b.**

Facts in Support of the Findings: The Certified EIR determined the Approved Project would occur within the 60 to 65 dBA CNEL contours of the Hemet-Ryan Airport, which is below the 65 dBA CNEL threshold of significance. Train operations in proximity to the Approved Project are so limited than a substantial permanent increase in ambient noise would not occur. The **1979 EIR Mitigation Measure 4** would require consideration of noise mitigation measures if train operations increase enough to create a significant adverse noise impact. The 1979 EIR determined traffic generated through implementation of the Approved Project would result in a significant increase in ambient noise due to the relatively undeveloped condition of the Southwest Area. The **1979 EIR Mitigation Measure 5** would require a detailed acoustical analysis for residential development located within the 60 dBA noise contour from highway noise sources. The **1979 EIR Mitigation Measure 6** would require highway noise mitigation measures such as acoustical site planning and/or the design of earthen berms or berm/wall combinations in order to reduce noise to acceptable levels (exterior- 55 dBA or less) for residential development within the Southwest Area. The **1979 EIR Mitigation Measure 7** would limit heavy truck traffic to the Warren Road and Stetson-Warren/Airport Road roadway segments. Nevertheless, the 1979 EIR determined traffic generated by the Approved Project would create a significant and unavoidable impact to ambient noise levels in the Southwest Area. The 2008 Draft EIR concluded the Approved Project would not contribute to a substantial increase in ambient noise based on the baseline conditions as of 2008, which included substantial buildout of the Southwest Area since the time of the 1979 EIR. In 2008, the majority of traffic noise increases would be less than the barely perceptible increase of 3 dBA. The maximum change in noise levels would occur along Poplar Street with a 4.6 dBA increase.

The Modified Project would not generate a daytime or nighttime operational noise level increase from stationary sources in excess of the criteria established at any of the nearby sensitive receiver locations.

The analysis in Section 3.11.7.1 of the DSEIR indicates that the additional roadway traffic anticipated from Phase 1 and from buildout (Phase 1 and Phase 2) of the proposed Modified Project would generate an increase of between 0.5 dBA CNEL and 3 dBA CNEL along the 37 study area roadway segments. This increase in ambient noise is too low to be substantially discernable to adjacent off-site land uses. Therefore, permanent increases in off-site ambient noise levels from Modified Project vehicle traffic sources would be less than significant. To ensure implementation of the State Noise Insulation Standard and mitigate against potential noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, **PDF 3.11-1** and **Mitigation Measure 3.11.10.6** would reduce on-site traffic noise impacts to Modified Project commercial and residential uses to less than significant levels. Finally, occupancy disclosure notices as specified in **Mitigation Measure 3.11.10.7** shall be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. With implementation of **PDF 3.11-1** and **Mitigation Measures 3.11.10.6** and **3.11.10.7**, railroad noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from permanent increases in ambient noise levels (DSEIR pgs. 3.11-31 to 3.11-37).

c. Temporary Increase in Ambient Noise Levels (Impact 3.11.7.4)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would generate a substantial temporary or periodic increase in ambient noise levels in the vicinity above levels existing without the Modified Project.

Findings: The Council finds implementation of **PDF 3.11-2,** and **Mitigation Measures 3.11.10.1** and **3.11.10.7** (as detailed above) would reduce noise temporary increases in ambient noise levels. The following mitigation measures from the 1979 and 2008 EIR no longer apply to the Modified Project: **1979 EIR Mitigation Measure 1** through **1979 EIR Mitigation Measure 7, 2008 Mitigation Measure MM NOI-1, 2008 Mitigation Measure MM NOI-41, 2008 Mitigation Measure MM NOI-4a** and **2008 Mitigation Measure MM NOI-4b.**

Facts in Support of the Findings: The Certified EIR determined there are several nearby sensitive residential land uses adjacent to the east of the Approved Project site. Additionally, if the project is built in phases, new residents could be exposed to construction noise levels while subsequent phases are being completed. The **1979 EIR Mitigation Measure 2** would place limits on off-site agricultural activities and require noise attenuation equipment on agricultural machinery. **2008 Mitigation Measures MM NOI-4a** and **MM NOI-4b** would require development of a construction mitigation plan and execution of construction activities within specified hours in accordance with the City Municipal Code to reduce

construction noise to the maximum extent feasible, which would render construction noise less than significant.

Construction of the proposed Modified Project would generate short-term, generally intermittent noise that would cease once each construction phase is completed. The highest construction noise levels would occur when construction activities occur at the edge of the Modified Project site and are expected to range between 48.5 and 76.5 dBA Lmax at the nearest sensitive receiver locations and represent worst-case construction noise levels, by stage, during both Phases 1 and 2. The Modified Project construction noise represents a short-term increase in ambient noise levels in the vicinity of the Modified Project site. Based on the five phases of Modified Project construction, construction activities are expected to create temporary and intermittent high-level noise at receivers surrounding the Modified Project site when certain activities occur near the property line, and mitigation is required. In accordance with **PPP 3.11-2**, construction would occur within specified daytime hours. **Mitigation Measures 3.11.10.1** through **3.11.10.5** would ensure a temporary noise barrier is erected at the construction boundaries near receiver location R6 and would attenuate construction noise where Modified Project construction noise levels could potentially exceed the City's 75 dBA L_{max} during the daytime hours of 7:00 a.m. to 10:00 p.m. performance standard for non-transportation noise sources. It should be noted that **Mitigation Measure 3.11.10.1** would be required only if sensitive noise receiver R6 is an occupied structure during construction.

The mitigated construction noise at the sensitive receiver locations indicates that temporary increases in ambient noise levels from Modified Project construction would be less than significant with implementation of **Mitigation Measures 3.11.10.1** through **3.11.10.5**. It should also be noted that the Modified Project has no jurisdiction over the nature and frequency of agricultural uses that may occur in the vicinity. Ambient noise levels for the nearby sensitive receiver locations incorporate the adjacent agricultural land uses in the noise measurements. Therefore, when compared to the Approved Project, for which mitigation was prescribed to attenuate construction noise as well as noise from adjacent agricultural uses, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from any temporary increases in ambient noise with implementation of **PPP 3.11-2** and **Mitigation Measures 3.11.10.1** through **3.11.10.5**.

Occupancy disclosure notices would be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. The occupancy disclosures would indicate there could be a clearly noticeable rail pass-by and aircraft flyover noise due to the location of the Modified Project site in relation to the BNSF/Metrolink extension rail lines, and the Hemet-Ryan Airport, as specified in **Mitigation Measure 3.11.10.7**. With implementation of **PDF 3.11-1** and **Mitigation Measures 3.11.10.6** and **3.11.10.7**, railroad noise impacts

to onsite Modified Project commercial and residential uses would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from temporary increases in ambient noise levels (DSEIR pgs. 3.11-37 to 3.11-38).

d. Public Airport Noise Levels (Impact 3.11.7.5)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would be impacted by public airport noise levels.

Findings: The Council finds implementation of **PDF 3.11-1, Mitigation Measures 3.11.10.6** and **3.11.10.7** (as detailed above) would reduce impacts from public airport noise levels. The following mitigation measures from the 1979 and 2008 EIR no longer apply to the Modified Project: **1979 EIR Mitigation Measure 1** through **1979 EIR Mitigation Measure 7, 2008 Mitigation Measure MM NOI-1, 2008 Mitigation Measure MM NOI-41, 2008 Mitigation Measure MM NOI-4a** and **2008 Mitigation Measure MM NOI-4b.**

Facts in Support of the Findings: The Certified EIR determined the northwestern corner of TTM 35393 would fall within the 65- dBA and 60-dBA CNEL contours of the Hemet-Ryan Airport while the remainder of the Approved Project would not occur within the 65-dBA CNEL contours. The **1979 EIR Mitigation Measure 3** required disclosure to residents within the 55 Ldn contour that there would be potential for occasional firebombing aircraft related noise events. Since airport noise levels not expected to exceed 65 dBA CNEL within the Approved Project boundaries, impacts from airport noise would be less than significant.

The Modified Project site located approximately 0.5 mile southwest of the Hemet-Ryan Airport. The Modified Project site is located outside of the Hemet-Ryan Airport 60 dBA CNEL noise level contour boundary. According to Policy 4.1.4 of the Riverside County ALUCP new residential land uses outside the 60 dBA CNEL contour are normally acceptable. Additionally, Policy 4.1.6 of the Riverside County ALUCP identifies an interior noise level limit of 45 dBA CNEL with windows closed for residential homes affected by aircraft-related noise. Based on Policy 4.1.4 of the Riverside County ALUCP, the Project is considered normally acceptable, and slight interference with outdoor activities may occur, but conventional construction methods would eliminate most noise intrusions upon indoor activities.

Based on the EPA's Protective Noise Levels, standard construction materials (with a combination of walls, doors, and windows with a Sound Transmission Class [STC]-24 to STC- 28) would provide approximately 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA with windows open. To ensure implementation of the State Noise Insulation Standard and mitigate against

potential noise impacts associated with peak pass by events, for example, from airport operations, **Mitigation Measure 3.11.10.6** is required. Additionally, occupancy disclosure notices would be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. The occupancy disclosures would indicate there could be a clearly noticeable rail pass-by and aircraft flyover noise due to the location of the Modified Project site in relation to the BNSF/Metrolink extension rail lines and the Hemet-Ryan Airport, as specified in **Mitigation Measure 3.11.10.7**. With implementation of **PDF 3.11-1, Mitigation Measures 3.11.10.6** and **3.11.10.7**, airport noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from airport noise levels (DSEIR pgs. 3.11-38 to 3.11-39).

9. Transportation

a. Increase in Vehicle Trips or Volume-to-Capacity on Roads, or Congestion at Intersections (Impact 3.15.7.2)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would increase in vehicle trips or volume-to-capacity on roads, or congestion at intersections.

Findings: The Council finds implementation of **Mitigation Measure MM 3.15.10.1, Mitigation Measure MM 3.15.10.2, 2008 Mitigation Measure T-2a (as modified), PPP 3.15-1** and **PPP 3.15-2** would reduce significant impacts pertaining to increases in vehicle trips or volume-to-capacity on roads, or congestion at intersections to less than significant levels. The new mitigations are as follow:

> **MM 3.15.10.1: Payment of Fair-Share Costs**. The project applicant shall be responsible for payment of the project's Fair-Share Contribution for study area intersection improvements as shown on "Table 1-3: Summary of Intersection Improvements" contained in *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis*, City of Hemet, Urban Crossroads, April 2018.
>
> **MM 3.15.10.2: Warren Road/Esplanade Avenue (#22).** The following improvement is necessary to reduce the Modified Project's project specific impact to less than significant:
>
> - The installation of a traffic signal.
> - Construction of a northbound left-turn lane, southbound left-turn lane, eastbound left-turn lane, and westbound left-turn lane.

Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 2008 EIR mitigation measures are identified in ~~strikeout text~~, and <u>underlined text</u> is used to signify new additions.

2008 EIR Mitigation Measure T-2a: The developer shall construct the following on-site roadway improvements ~~as described on Exhibit 10-C of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007~~, as determined by the City Public Works Department:

- Construct New Stetson Avenue at its ultimate half section width as an Urban Arterial ~~from New Warren Road to Old Warren Road~~ along the Modified Project frontage in conjunction with development.
- Construct ~~New~~ Warren Road at its ultimate ~~half section~~ width as a Major Roadway from New Stetson Avenue to ~~the southerly project boundary~~ Warren Road in conjunction with development.
- Construct Warren Road at its ultimate half section width as a Secondary Roadway from New Stetson Avenue to the southerly project boundary in conjunction with development.
- ~~Install a traffic signal at the intersection of Warren Road and New Stetson Avenue when warranted.~~
- ~~Install a traffic signal at the intersection of New Warren Road and New Stetson Avenue when warranted.~~
- ~~Install a traffic signal at the intersection of Warren Road and Mustang Way when warranted.~~
- ~~Left turns out of Driveway #1 on New Warren Road shall be prevented in the future when the through volumes on New Warren Road have increased to the point where the City deems the restriction necessary.~~
- ~~Left turns out of Driveway #2 on New Stetson Avenue shall be prevented in the future when the through volumes on New Stetson Avenue have increased to the point where the City deems the restriction necessary.~~
- ~~On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.~~
- ~~Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans. Provide stop sign controls at the project driveway that intersect with public roadways that do not meet traffic signal warrants.~~

The following 1979 EIR and 2008 EIR Mitigation Measures would no longer be applicable to the Modified Project: **1979 EIR Traffic Mitigation Measure 1, 1979 EIR Traffic Mitigation Measure 2, 1979 EIR Traffic Mitigation Measure 3, 1979 EIR Traffic Mitigation Measure 7, 2008 EIR Mitigation Measure T-1a, 2008 EIR Mitigation Measure T-3a, 2008 EIR Mitigation Measure T-4a, 2008 EIR Mitigation Measure T-4b,** and **2008 EIR Mitigation Measure T-4c.**

Facts in Support of the Findings: Under the Existing plus Project traffic conditions the following six intersections were determined to experience unacceptable levels of service (LOS) during one or more peak hours with the addition of Project traffic to existing traffic: Winchester Road (SR-79)/9th Street (#2); Winchester Road (SR-79)/Domenigoni Parkway (#4); Warren Road/Esplanade Avenue (#22); Warren Road/Devonshire Avenue (#24); Warren Road/Auto Boulevard (#26); and, Warren Road/Stetson Avenue (#28). Deficiencies at four of the study area intersections (#2, #4, #24, and #28) occur in the Existing without Project condition. The Modified Project's impacts to these intersections are considered to be cumulative in nature, and mitigation is required. The reduction in LOS at the Warren Road intersections at Esplanade Avenue (#22) and Auto Boulevard (#26) are caused by the Modified Project and are

considered to be significant impacts, and mitigation is required. **Mitigation Measure 3.15.10.2** provides mitigation for the Warren Road/Esplanade Avenue intersection (#22). Improvements to the Warren Road/Auto intersection (#26) are already planned, scheduled, and funded through the City's Capital Improvement Plan, and payment of the City DIF constitutes the Modified Project's mitigation. The Approved Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] intersection LOS impacts in the Existing condition. Under Existing plus Project traffic conditions the following eight study area roadways segments are anticipated to experience unacceptable LOS: Warren Road, south of Esplanade Avenue (#8); Warren Road/north of Tres Cerritos Avenue (#9); Warren Road, Tres Cerritos Avenue to Devonshire Avenue (#10); Warren Road, Auto Boulevard to Whittier Avenue (#13); Warren Road, Whitter Avenue to Stetson Avenue (#14); Warren Road/Stetson Avenue to New Stetson Avenue (#15); Stetson Avenue, east of Warren Road (#25); and Stetson Avenue, west of New Stetson Av. (#26). A review of the detailed peak hour intersection analysis conducted previously reveals that the anticipated roadway segment deficiencies anticipated along Warren Road, Stetson Avenue, Simpson Road, and Domenigoni Parkway operate at acceptable LOS with recommended intersection improvements but without additional through lanes. For this reason, roadway segment widening has not been recommended for these deficient roadway segments. Roadway segment impacts are less than significant (i.e., no mitigation is required), while roadway intersection impacts are reduced to less than significant levels with implementation of **Mitigation Measure MM 3.15.10.2** and **2008 EIR Mitigation Measure T-2a (as modified)**. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] roadway LOS impacts in the Existing condition.

Under the Opening Year Cumulative (2026) plus Project conditions the following 16 study area intersections are anticipated to experience unacceptable LOS during one or more peak hours with the addition of Project traffic to existing traffic: Winchester Road (SR-79)/Florida Avenue (SR-74) (#1); Winchester Road (SR-79)/9th Street (#2); Winchester Road (SR-79)/Domenigoni Parkway (#4); Warren Road/Esplanade Avenue (#22); Warren Road/Devonshire Avenue (#24); Warren Road/Florida Avenue (#25); Warren Road/Auto Boulevard (#26); Warren Road/Whittier Avenue (#27); Warren Road/Stetson Avenue (#28); Warren Road/Mustang Way (#31); Warren Road/Simpson Road (#32); Warren Road/Domenigoni Parkway (#33); Myers Street/Florida Avenue (SR-74) (#34); Cawston Avenue/Florida Avenue (SR-74) (#38); Sanderson Avenue/Florida Avenue (SR-74) (#40); and Sanderson Avenue/Stetson Avenue (#41). Deficiencies at all but one of the study area intersections (#27) occur in the Opening Year Cumulative (2026) Without Project condition. However, the deficiency at the Warren Road/Whittier Avenue (#27) intersection is caused by the combination of cumulative traffic growth and the traffic additions from the Modified Project. The Modified Project's impacts to all of these intersections are therefore considered to be cumulative in nature. The Modified Project's mitigation would be in the form of

payment of applicable traffic impact fees as defined by **PPP 3.15-1** (City DIF), **PPP 3.15-2** (TUMF), and payment of fair-share costs for the additional improvement requirements not covered by City or TUMF fees. Payment of fair-share costs are required as part of **Mitigation Measure 3.15.10.1**. Additionally, roadway improvements as prescribed in **2008 EIR Mitigation Measure T-2a (as modified)** shall be implemented. The Modified Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] intersection LOS impacts in the Opening Year Cumulative (2026) condition.

Under the Opening Year Cumulative (2026) plus Project conditions the 26 following study area roadway segments are anticipated to operate at unacceptable LOS: Winchester Road (SR-79), south of Florida Avenue (SR-74) (#1); Winchester Road (SR-79), north of 9th Street (#2); Warren Road, south of Esplanade Avenue (#8); Warren Road/north of Tres Cerritos Avenue (#9); Warren Road, Tres Cerritos Avenue to Devonshire Avenue (#10); Warren Road, Devonshire Avenue to Florida Avenue (SR-74) (#11); Warren Rd., Florida Avenue (SR-74) to Auto Bl. (#12); Warren Road, Auto Boulevard to Whittier Avenue (#13); Warren Road, Whitter Avenue to Stetson Avenue (#14); Warren Road/Stetson Avenue to New Stetson Avenue (#15); Warren Road, New Stetson Avenue to Street D (#16); Warren Road, Street D to Mustang Way (#17); Warren Road, south of Mustang Way (#18); Warren Road, Simpson Road to Domenigoni Parkway (#19); Florida Avenue (SR-74), Warren Road to Myers Street (#20); Florida Avenue (SR-74), Myers Street to Acacia Avenue (#21); Florida Avenue (SR-74), Acacia Avenue to Cawston Avenue (#22); Florida Avenue (SR-74), east of Cawston Avenue (#23); Florida Avenue (SR-74), west of Sanderson Avenue (#24); Stetson Avenue, east of Warren Road (#25); Stetson Avenue, west of New Stetson Avenue (#26); Simpson Road, east of Warrant Road (#45); Domenigoni Parkway, Winchester Road (SR-79) to Patterson Avenue (#46); Domenigoni Parkway, Patterson Avenue to SR-79 (#47); Domenigoni Parkway, east of SR-79 (#48); and Domenigoni Parkway, west of Warren Road (#49). A review of the detailed peak hour intersection analysis conducted previously reveals that the anticipated roadway segment deficiencies anticipated along all roadway segments operate at acceptable LOS with recommended intersection improvements. For this reason, roadway segment widening has not been recommended for the roadway segments. When compared to the Approved Project, the Modified Project would have reduced [less than significant] roadway LOS impacts in the Opening Year Cumulative (2026) condition.

Under the General Plan Buildout (2040) plus Project conditions the 21 following study area intersections are anticipated to operate at unacceptable LOS: Winchester Road (SR-79)/Florida Avenue (SR-74) (#1); Winchester Road (SR-79)/9th Street (#2); Winchester Road (SR-79)/Domenigoni Parkway (#4); Patterson Avenue/Domenigoni Parkway (#6); California Avenue/Stowe Road (#16); California Avenue/Simpson Road (#18); Warren Road/Esplanade Avenue (#22); Warren Road/Devonshire Avenue (#24); Warren Road/Florida Avenue (#25); Warren Road/Auto Boulevard (#26); Warren Road/Whittier Avenue (#27);

Warren Road/Stetson Avenue (#28); Warren Road/New Stetson Avenue (#29); Warren Road/Mustang Way (#31); Warren Road/Simpson Road (#32); Warren Road/Domenigoni Parkway (#33); Myers Street/Florida Avenue (SR-74) (#34); Cawston Avenue/Florida Avenue (SR-74) (#38); Cawston Avenue/Stetson Avenue (#39); Sanderson Avenue/Florida Avenue (SR-74) (#40); and Sanderson Avenue/Stetson Avenue (#41). Deficiencies at all of the study area intersections occur in the General Plan Buildout (2040) Without Project condition. The Modified Project's impacts to all of these intersections are therefore considered to be cumulative in nature. The Modified Project's mitigation would be in the form of payment of applicable traffic impact fees as required by **PPP 3.15-1** (City DIF, **PPP 3.15-2** (TUMF), and payment of fair-share costs for the additional improvement requirements not covered by City or TUMF fees. Payment of fair-share costs are required as part of **Mitigation Measure 3.15.10.1**. Additionally, roadway improvements as prescribed in **2008 EIR Mitigation Measure T-2a (as modified)** shall be implemented. The Modified Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] intersection LOS impacts in the General Plan Buildout (2040) condition. Under the General Plan Buildout (2040) plus Project conditions the 43 following study area roadway segments are anticipated to operate at unacceptable LOS: Winchester Road (SR-79), south of Florida Avenue (SR-74) (#1); Winchester Road (SR-79), north of 9th Street (#2); Patterson Avenue, south of Grand Avenue (#3); California Avenue, Stowe Road to New Stetson Avenue (#4); California Avenue, New Stetson Avenue to Simpson Road (#5); Warren Road, south of Esplanade Avenue (#8); Warren Road/north of Tres Cerritos Avenue (#9); Warren Road, Tres Cerritos Avenue to Devonshire Avenue (#10); Warren Road, Devonshire Avenue to Florida Avenue (SR-74) (#11); Warren Road, Florida Avenue (SR-74) to Auto Boulevard (#12); Warren Road, Auto Boulevard to Whittier Avenue (#13); Warren Road, Whitter Avenue to Stetson Avenue (#14); Warren Road/Stetson Avenue to New Stetson Avenue (#15); Warren Road, New Stetson Avenue to Street D (#16); Warren Road, Street D to Mustang Way (#17); Warren Road, south of Mustang Way (#18); Warren Road, Simpson Road to Domenigoni Parkway (#19); Florida Avenue (SR-74), Warren Road to Myers Street (#20); Florida Avenue (SR-74), Myers Street to Acacia Avenue (#21); Florida Avenue (SR-74), Acacia Avenue to Cawston Avenue (#22); Florida Avenue (SR-74), east of Cawston Avenue (#23); Florida Avenue (SR-74), west of Sanderson Avenue (#24); Stetson Avenue, east of Warren Road (#25); Stetson Avenue, west of New Stetson Avenue (#26); Stetson Avenue, New Stetson Avenue to Cawston Avenue (#27); Stetson Avenue, east of Cawston Avenue (#28); Stetson Avenue, west of Sanderson Avenue (#29); Grand Avenue, Patterson Avenue to Calvert Avenue (#31); New Stetson Avenue, east of SR-79 (#33); New Stetson Avenue, California Avenue to Street C (#35); New Stetson – LOS F, Street C to Mustang Way (#36); New Stetson – LOS F, Mustang Way to Street D (#37); New Stetson Avenue, Street D to Warren Road (#38); New Stetson Avenue, Warren Road to Fisher Street (#39); New Stetson Avenue, Fisher Street to Stetson Avenue (#40); Simpson Road, east of Winchester Road (SR-79) (#41); Simpson Road, west of California Avenue (#42); Simpson Road, east

of California Avenue (#43); Simpson Road, west of Warren Road (#44); Simpson Road, east of Warren Road (#45); Domenigoni Parkway, Winchester Road (SR-79) to Patterson Avenue (#46); Domenigoni Parkway, Winchester Road (SR-79) to Patterson Avenue (#46); Domenigoni Parkway, Patterson Avenue to SR-79 (#47); and Domenigoni Parkway, east of SR-79 (#48). A review of the detailed peak hour intersection analysis conducted previously reveals that the anticipated roadway segment deficiencies anticipated along all roadway segments operate at acceptable LOS with recommended intersection improvements. For this reason, roadway segment widening has not been recommended for the roadway segments. When compared to the Approved Project, the Modified Project would have reduced [less than significant] roadway LOS impacts in the General Plan Buildout (2040) condition (DSEIR pgs. 3.15-10 to 3.15-34).

b. Exceed CMP Level of Service (Impact 3.15.7.3)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would exceed CMP LOS.

Findings: The Council finds implementation of **Mitigation Measure MM 3.15.10.1, Mitigation Measure MM 3.15.10.2,** and **2008 Mitigation Measure T-2a (as modified)** (as described above) would reduce significant impacts pertaining to exceeding CMP LOS to less than significant levels.

Facts in Support of the Findings: The 2008 EIR concluded the Approved Project would not conflict the Riverside County Congestion Management Program (CMP) based on the payment of required TUMF fees used to fund regional transportation improvements. The traffic analysis conducted for the Modified Project utilized the applicable minimum LOS standards for the jurisdiction in which the facility is located. These standards include LOS D for all intersections and roadways in the study area, with the exception of LOS C for roadways in the City. The Riverside County Congestion Management Program (CMP) LOS Standard is LOS E. All study area intersections and roadways are anticipated to operate at LOS D or better with the implementation of planned improvements and **Mitigation Measure MM 3.15.10.1, Mitigation Measure MM 3.15.10.2, 2008 Mitigation Measure T-2a (as modified)**. The Modified Project would meet the CMP LOS standard as well as the standards of the affected local jurisdictions. Impacts are considered to be less than significant with mitigation implemented. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts associated with meeting the CMP LOS standard (DSEIR pg. 3.15-34).

c. Change in Air Traffic Patterns (Impact 3.15.7.4)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would exceed result in a change in air traffic patterns.

Findings: The Council finds implementation of **Mitigation Measure MM 3.7.10.1, Mitigation Measure MM 3.7.10.2, 2008 Mitigation Measure HHM-5g (as modified),** and **2008 Mitigation Measure HHM-5i (as modified)** would reduce significant impacts pertaining changes in air traffic patterns to less than significant levels.

Facts in Support of the Findings: The Modified Project site is approximately 1,250 feet southeast of the Hemet-Ryan Airport. Section II-6(b) of this Findings Report, provides a detailed analysis of the Modified Project's impacts associated with the Hemet-Ryan Airport. Implementation of **Mitigation Measure MM 3.7.10.1, Mitigation Measure MM 3.7.10.2, 2008 Mitigation Measure HHM-5g (as modified),** and **2008 Mitigation Measure HHM-5i (as modified)** would reduce significant impacts pertaining changes in air traffic patterns to less than significant levels (DSEIR pg. 3.14-34).

d. Conflict with Alternative Transportation Policies, Plans or Programs (Impact 3.15.7.7)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would conflict with alternative transportation policies, plans or programs.

Findings: The Council finds implementation of **1979 EIR [Air Quality] Mitigation Measure 3**, **1979 EIR Mitigation Measure 4**, **1979 [Traffic] EIR Mitigation Measure 4**, **1979 [Traffic] EIR Mitigation Measure 5, 1979 [Traffic] EIR Mitigation Measure 6, 1979 [Traffic] EIR Mitigation Measure 9 (as modified),** and, **2008 Mitigation Measure AQ-7 (as modified)** would reduce impacts to less than significant. The mitigation measures are as follows:

1979 EIR Air Quality Mitigation Measure 3: Provide for convenient bus stop locations.

1979 EIR Mitigation Measure 4: Promote ride-pooling (car-pools/van-pools) with regard to persons employed in any planned commercial and industrial activities. This would have the potential of reducing daily commuter traffic and onsite parking requirements.

1979 EIR Mitigation Measure 5: Demand-responsive (dial-a-ride) public transit should be encouraged. Where practical small vans or busses should be used. Provision of. a public transit system will reduce potential auto travel, and provide mobility to those residents who are either too young to drive, do not drive, no longer drive, or are not capable of bicycling.

1979 EIR Mitigation Measure 6: The feasibility of expanding the Riverside Transit Agency's transportation service in the Hemet area should be considered.

Some of the 1979 EIR Mitigation Measures and 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 1979 EIR Mitigation Measures 2008 EIR Mitigation Measures are identified in ~~strikeout text~~, and <u>underlined text</u> is used to signify new additions

1979 EIR Mitigation Measure 9: Provide ~~separate~~ bicycle and pedestrian travelways ~~pathways~~ throughout the project as a means of promoting alternative forms of movement. ~~For safety, convenience an efficiency, these systems should be separated from the vehicular traffic system and from one-another.~~

2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

Facts in Support of the Findings: The Certified EIR prescribed (air quality) **1979 Mitigation Measure 3**, which includes provision for convenient bus stops in the project area and **1979 (traffic) Mitigation Measures 4** through **6** and **9** and **2008 EIR Mitigation Measure AQ-7**, which collectively are designed to reduce the use of automobiles for residents and employees through promotion of ride-pooling and public transit, expansion of RTA services and bicycle infrastructure, and development of a plan listing measures that would be used to encourage employee carpooling as recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Through implementation of these measures, the Certified EIR concluded the Approved Project would not conflict with policies, plans, or programs supporting alternative transportation.

In accordance with **1979 (air quality) Mitigation Measure 3**, the proposed Modified Project would include provisions for convenient bus stop locations. Several bus stops have already been developed within the Page Ranch PCD along Mustang Way by the RTA in support of Route 74 and Route 79 in accordance with **1979 (air quality) Mitigation Measure 3**. Therefore, it is expected the project proponent and RTA would continue to service these routes through further expansion of bus stations for the occupants of the proposed Modified Project in conjunction with the proposed extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue. As a matter of regulatory policy, any new bus stops would be developed in accordance with Title III, Public Accommodations, of 28 Code of Federal Regulations Part 36, the Americans with Disabilities Act and applicable City standards that support and/or facilitate alternative modes of transportation.

The Modified Project includes 100,000 square feet of commercial development not included as part of the Approved Project. The surrounding area is residential in nature and lacks supporting retail/ commercial services. The Modified Project would promote the reduction in VMT by bringing the proposed commercial uses closer to both project and non-project residents resulting in shorter trip lengths, as detailed in **PDF 3.3-2**. As detailed in **PDF 3.3-1**, the Modified Project provides pedestrian connections to surrounding areas consistent with General Plan Policy OS- 7.2. Paseos are proposed along dispersed open space,

pedestrian pathways, and drainage conveyance facilities throughout the community. Additionally, a distinctive trail system is proposed, separate from drainage facilities, within Lots LL, MM, OO, V, W, and X of Tentative Tract Map 36841. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site as indicated in **PDF 3.3-1**. Additionally, the proposed Modified Project would have access to a Class 2 (on road) bike lane on Warren Road. Through implementation of Certified EIR **1979 (air quality) Mitigation Measure 3**, **1979 (traffic) Mitigation Measures 4** through **6** and **9 (as modified)**, and **2008 Mitigation Measure AQ-7 (as modified)**, as well as **PDF 3.3-1** and **PDF 3.3-2**, the Modified Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise cause a decrease in the performance or safety of such facilities. When compared to the Approved Project, impacts of the Modified Project would be the same [less than significant with mitigation] (DSEIR pgs. 3.11-35 to 3.11-36).

e. Cumulative Transportation Impacts (Non-VMT Analysis) (Impact 3.15.7.7)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project in connection with past, current, and probable future projects, has the potential to result in cumulative transportation impacts (this does not include VMT analysis).

Findings: The Council finds implementation of **Mitigation Measures MM 3.15.10.1 and 3.15.10.2 and 2008 EIR Mitigation Measure T-2a (as modified)** would reduce cumulative transportation impacts [except for vehicle miles traveled (VMT)] to less than significant levels.

Facts in Support of the Findings: Cumulative traffic LOS impacts were assessed by analyzing potential Modified Project impacts in Existing, Opening Year Cumulative (2026), and General Plan Buildout (2040) conditions. The traffic study area was determined based on direction from City staff and a quantitative process whereby specific study intersections and roadway segments of collector or higher classification street were included where the Modified Project would add 50 or more peak hour trips.

Cumulative impacts associated with traffic volumes are determined based on the addition of traffic volumes from approved and pending cumulative projects in the area and projected traffic growth to existing traffic volumes. With the project-specific mitigation previously identified, project-related short term and long-term impacts to intersections would be reduced to less than significant levels for Existing with Project, Opening Year Cumulative (2016) With Project, and General Plan Buildout (2040) With Project conditions. Cumulative impacts related to local roadways and State highway facilities are less than significant with implementation of **Mitigation Measures MM 3.15.10.1** and **3.15.10.2** and **2008 EIR Mitigation Measure T-2a (as modified)**. Given the distance between the proposed project site and cumulative project sites, impacts associated with air traffic patterns, design hazards, emergency access,

or conflicts with adopted policies, plans, or programs supporting alternative transportation would not comingle and create impacts over and above those associated with the Modified Project. Cumulative impacts are considered less than significant with **Mitigation Measures MM 3.15.10.1** and **3.15.10.2** and **2008 EIR Mitigation Measure T-2a (as modified)**. When compared to the Approved Project, cumulative impacts of the Modified Project would be the same (less than significant with mitigation) (DSEIR pg. 3.11-36).

10. Utilities

a. Electricity, Natural Gas, Telephone, Water, or Wastewater Treatment Facilities (Impact 3.16.7.2)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would potentially impact electricity, natural gas, telephone, water, or wastewater treatment facilities.

Findings: The Council finds implementation of **2008 EIR Mitigation Measure MM U-2b (as modified), 2008 EIR Mitigation Measure MM U-2c (as modified), PPP 3.3-1**, and **PDF 3.16-1** would reduce significant impacts pertaining to electricity, natural gas, telephone, water or wastewater treatment facilities to less than significant levels. The above identified mitigation measures, PPPs and PDFs would replace the following 1979 EIR Mitigation Measures: **2008 EIR Mitigation Measure U-2a, 1979 EIR Mitigation Measure 1, 1979 EIR Mitigation Measure 2, 1979 EIR Mitigation Measure 3,** and **1979 EIR Mitigation Measure 4.** Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 2008 EIR Mitigation Measures are identified in ~~strikeout text~~, and underlined text is used to signify new additions.

> **2008 EIR Mitigation Measure U-2b:** Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California, Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.
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> **2008 Mitigation Measure U-2c:** Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

Facts in Support of the Findings: The 1979 Certified EIR concluded the Approved Project would be supplied with electricity by Southern California Edison Company (SCE) primarily through the consumption of low sulfur fuel oil. SCE was expected to be able to meet peak demand through 1977, after which electricity supply would be contingent upon SCE expanding its electrical generation capacity and transmission and distribution grids. **1979 EIR Mitigation Measure 1** was prescribed for the proponent of the Approved Project to consult with SCE for implementation of energy conservation measures to reduce demand for electricity. Implementation of the Approved Project would increase electricity demand and require expansion of infrastructure even with mitigation. The Approved Project would be supplied with natural gas by the Southern California Gas Company (SCG), which would require expansion of SCG's natural gas infrastructure in the project vicinity. **1979 EIR Mitigation Measure 2** was prescribed for the proponent reduce demand for natural gas. Implementation of the Approved Project would increase natural gas demand and require expansion of infrastructure even with mitigation. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the Southwest Area since the time of the 1979 Certified EIR, concluded the Approved Project would be sufficiently served by SCE and SCG through interconnection with existing main lines and installation of new service lines as long as coordination with the utility providers occurs. **2008 Draft EIR Mitigation Measures MM U-2b** and **MM U-2c** were prescribed to ensure development plans are provided to SCE and SCG in order to facilitate engineering, design, and construction of improvements necessary to provide electrical service to the Approved Project site. With implementation of **2008 Draft EIR Mitigation Measures MM U-2b** and **MM U-2c**, impacts from the increased demand for electricity and natural gas would be reduced to less than significant levels.

Water consumption for the Approved Project was estimated to be 210,962,508 gallons per month, and conversion of the Approved Project site from agricultural use to the Page Ranch PCD would not require appreciably more water than was being used for agriculture. Impacts from the demand for water would occur to water quality due to sewage generated by the Approved Project residents. **2008 Draft EIR Mitigation Measures MM U-2b** and **MM U-2c** were prescribed to ensure development plans are provided to EMWD in order to facilitate engineering, design, and construction of improvements necessary to provide water service to the Approved Project site. With implementation of **2008 EIR Mitigation Measures MM U-2b** and **MM U-2c**, impacts from the increased demand for water would be reduced to less than significant levels. The Approved Project would generate 2.8 million gallons per day (mgd) of sewage to be managed by the EMWD, which would require expansion of EMWD's wastewater infrastructure in the project vicinity. Implementation of the Approved Project would generate almost enough wastewater to exceed capacity of the existing sewage infrastructure even with mitigation. **2008 EIR Mitigation Measure MM U-2a** was prescribed to ensure compliance with all RWQCB wastewater treatment requirements. **2008 EIR Mitigation Measures MM U-2b** and **MM U-2c** were prescribed to

ensure development plans are provided to EMWD in order to facilitate engineering, design, and construction of improvements necessary to provide wastewater service to the Approved Project site. With implementation of **2008 EIR Mitigation Measures MM U-2a**, through **MM U-2c**, impacts from the increased demand for wastewater would be reduced to less than significant levels.

Telephone service was determined to be available to serve the Approved Project through extension of existing distribution lines. The Approved Project would not cause a significant impact on the plans of the telephone company for providing service to the area, provided that growth occur incrementally. **2008 EIR Mitigation Measures MM U-2b** and **MM U-2c** were prescribed to ensure development plans are provided to Verizon in order to facilitate engineering, design, and construction of improvements necessary to provide telephone service to the Approved Project site. With implementation of **2008 EIR Mitigation Measures MM U-2b** and **MM U-2c**, impacts from the increased demand for telephone service would be reduced to less than significant levels.

The proposed Modified Project's on-site electrical, natural gas, and telephone infrastructure would be constructed underground. Building design and construction would meet 2019 Title 24 Standards of the California Building Code, as specified in **PPP 3.3-1**. The Modified Project would design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades. To facilitate interconnection with future recycled water infrastructure, the Modified Project would construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site, as specified in **PDF 3.16-**1. Additionally, the Modified Project would incorporate a Water Conservation Strategy pursuant to City Emergency Order 2014-0718-01E and **PPP 3.3-2** to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy. In order to interconnect the Modified Project site and maintain easements required for operations and maintenance of utility infrastructure, the proposed Modified Project would require coordination with SCE, SCG, EMWD, Verizon, Riverside County Flood Control District, and any other affected utility, including MWD, to determine appropriate avoidance, relocation, and/or undergrounding of affected utilities. This requirement is codified in **2008 Draft EIR Mitigation Measures MM U-2b (as modified)** and **MM U-2c (as modified)** and incorporated into the SEIR. All proposed utility infrastructure, both on-site and off-site, would be installed simultaneously with finish grading activities and required roadway frontage improvements for the Modified Project site. As a result, interconnection to the existing utilities surrounding the site would not result in substantial disturbance of native habitat or soils, or existing roadways or utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the Modified Project's

construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, PDFs, PPPs, as well as local, State, and federal regulations. Therefore, with implementation of **2008 EIR Mitigation Measures MM U-2b (as modified)** and **MM U-2c (as modified)**, significant environmental effects from the construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation incorporated] impacts related to construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities (DSEIR pgs. 3.16-12 to 3.16-14).

b. Storm Water Drainage Facilities (Impact 3.16.7.3)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would potentially impact storm water drainage facilities.

Findings: The Council finds implementation of **2008 EIR Mitigation Measure MM U-2b (as modified), 2008 EIR Mitigation Measure MM U-2c (as modified), PPP 3.8-3**, and **PDF 3.8-4** would reduce significant impacts pertaining to storm water drainage facilities to less than significant levels. Deletions or deviations from the 2008 EIR Mitigation Measures are identified in strikeout text, and underlined text is used to signify new additions.

> **2008 EIR Mitigation Measure U-2b:** Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California, Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.
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> **2008 Mitigation Measure U-2c:** Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

Facts in Support of the Findings: The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the Southwest Area since the time of the 1979 Certified EIR, concluded the City's development review process and construction inspection program would assure that planned improvements to stormwater infrastructure

occur according to appropriate standards as a matter of regulatory policy. Impacts would be less than significant, and no mitigation was required.

The Modified Project site is currently undeveloped, and implementation of the proposed Modified Project would substantially increase impervious surfaces onsite. The increase in impervious surfaces would potentially increase the volume and velocity of storm water runoff and require improvements to the existing on-site earthen channel (east-west segment of Line 3B) along the southern portion of the Modified Project site as specified in **PDF 3.8-3**. Additionally, the proposed Modified Project would improve a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road as specified in **PDF 3.8-4**. Finally, seven off-site drainage connections would be made to the Hemet Channel adjacent to the north of the Modified Project site. The proposed improvements to on-site and off-site drainage facilities would be adequately sized in accordance with the City's Master Flood Control and Drainage Plan and through coordination with the Riverside County Flood Control District. The proposed on-site and off-site drainage improvements are planned as part of the proposed Modified Project. Therefore, there would be no significant environmental effects specifically related to their construction and operation that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, PDFs, PPPs, as well as local, State, and federal regulations. With implementation of **2008 EIR Mitigation Measures MM U-2b (as modified)** and **MM U-2c (as modified)**, which would ensure coordination with the Riverside County Flood Control District, significant environmental effects from the construction of new on-site and off-site drainage facilities or expansion of existing facilities would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation incorporated] impacts related to construction of new on-site and off-site drainage facilities or expansion of existing facilities (DSEIR pgs.3.16-14 to 3.16-15).

c. Water Supplies (Impact 3.16.7.4)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would potentially impact water supplies.

Findings: The Council finds implementation of **2008 EIR Mitigation Measure MM U-2b (as modified), 2008 EIR Mitigation Measure MM U-2c (as modified), PPP 3.3-2**, and **PDF 3.16-1** would reduce significant impacts pertaining to water supplies to less than significant levels. Deletions or deviations from the 2008 EIR Mitigation Measures are identified in strikeout text, and underlined text is used to signify new additions.

> **2008 EIR Mitigation Measure U-2b:** Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California,

Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

2008 Mitigation Measure U-2c: Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

Facts in Support of the Findings: No direct groundwater withdrawals would be required for the proposed Modified Project. According to the project-specific Water Supply Assessment (WSA), groundwater is not being proposed to serve the Modified Project, as EMWD considers current groundwater production to be utilized completely by existing customers. New developments, including the proposed Modified Project, would be supplied with additional imported water from one of the following sources: (1) treated imported water from MWD; (2) untreated imported water from MWD, which is subsequently treated by EMWD; or (3) untreated imported water treated by EMWD and recharged into the San Jacinto River Groundwater Basin for later withdrawal.

According to the project-specific Water Supply Assessment (WSA), the Modified Project would demand approximately 365 acre-feet (118.9 million gallons) of water per year. Based on information provided by EMWD and other member agencies, MWD concludes that it is able to meet projected demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD Water Supply Allocation Plan (WSAP) to preserve supplies in storage by requiring a reduction in demand by member agencies, including the EMWD, pursuant to SB 1168 and 1319, and AB 1739. The Modified Project would incorporate a Water Conservation Strategy pursuant to City Emergency Order 2014-0718-01E and **PPP 3.3-2** to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy. Additionally, the Modified Project would construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site, as specified in **PDF 3.16-1**, to further reduce impacts from the Modified Project's demand on water supplies. Since the EMWD and MWD have the ability to meet all of their existing entitlements and projected supplemental demand through 2040, even under a repeat of historic multiple-year drought scenarios, the proposed Modified Project would have sufficient water supplies available to serve the Project. In the event that the lead agency determines adequate water supply exists for the proposed Modified Project, the project proponent is required to meet with EMWD Development Services Staff to establish development

design conditions. Accordingly, implementation of **2008 EIR Mitigation Measures MM U-2b (as modified)** and **MM U 2c (as modified)**, which would ensure coordination with the EMWD, would reduce significant environmental effects from the Modified Project's demand for water to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same (less than significant but with mitigation incorporated) impacts related to water supply and demand (DSEIR pgs. 3.16-15 to 3.16-16).

d. Wastewater Treatment Capacity (Impact 3.16.7.5)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would potentially impact wastewater treatment capacity.

Findings: The Council finds implementation of **2008 EIR Mitigation Measure MM U-2a (as modified), 2008 EIR Mitigation Measure MM U-2b (as modified), 2008 EIR Mitigation Measure MM U-2c (as modified), PPP 3.3-2**, and **PDF 3.16-1** would reduce significant impacts pertaining to wastewater treatment capacity to less than significant levels. Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 2008 EIR Mitigation Measure is identified in ~~strikeout text~~, and underlined text is used to signify new additions.

> **2008 Mitigation Measure U-2a:** During construction and operation activities, the proposed Modified Project shall provide evidence to the City of Hemet that ~~The proposed project~~ it will comply with all RWQCB wastewater treatment requirements. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.
>
> **2008 EIR Mitigation Measure U-2b:** Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California, Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.
>
> **2008 Mitigation Measure U-2c:** Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

Facts in Support of the Findings: The Approved Project would generate 2.8 million gallons per day (mgd) of sewage to be managed by the EMWD, which would require expansion of EMWD's wastewater infrastructure in the project vicinity. Even with **1979 EIR Mitigation Measure 3**, implementation of the

Approved Project would generate almost enough wastewater to exceed capacity of the existing sewage infrastructure. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would not exceed wastewater treatment requirements but that interconnection with existing main lines and installation of new service lines both on-site and off-site in the vicinity of the Approved Project site would be required. **2008 Draft EIR Mitigation Measure MM U- 2a** was prescribed to ensure compliance with all RWQCB wastewater treatment requirements. **2008 Draft EIR Mitigation Measures MM U-2b** and **MM U-2c** were prescribed to ensure development plans are provided to EMWD in order to facilitate engineering, design, and construction of improvements necessary to provide wastewater service to the Approved Project site. With implementation of **2008 Draft EIR Mitigation Measures MM U-2a**, through **MM U-2c**, impacts from the increased demand for wastewater would be reduced to less than significant levels.

Currently, SJVRWRF treats approximately 7.0 mgd of wastewater and maintains approximately 7.0 mgd of surplus capacity. EMWD's actual 2015 per capita gross water use is 129 gallons per day, and average daily per capita water demand for commercial uses is 17.6 gallons per day. The City's average population per household is 2.79 persons. With 586 propose dwelling units the proposed Modified Project is expected to generate an additional 1,635 residents in the City. The proposed Modified Project would generate between 373 and 407 new employees for Planning Area XIII. As a worst case scenario, even if the new employees (up to 407 new employees) were added to the anticipated residential population increase (1,635 new residents), totaling 2,042 persons, and 100 percent of actual per capita water use (129 gallons per day) were dedicated to wastewater, the proposed Modified Project would generate approximately 263,418 gallons of wastewater per day. Since the SJVRWRF treats approximately 7.0 mgd of wastewater and maintains approximately 7.0 mgd of surplus capacity, the proposed Modified Project would not exceed the capacity of the SJVRWRF to serve the project's projected demand in addition to the provider's existing commitments. The expanded SJVRWRF also allows EMWD to transform wastewater into tertiary-level recycled water that is pumped through a separate distribution system and delivered to the region for non-potable reuse. The EMWD maintains a 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site. The Modified Project would construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline, as specified in **PDF 3.16-1**, to further reduce impacts from the Modified Project's demand on wastewater treatment supplies. In the event that the lead agency determines adequate wastewater supply exists for the proposed Modified Project, the project proponent is required to meet with EMWD Development Services Staff to establish development design conditions. Accordingly, implementation of **2008 EIR Mitigation Measure MM U- 2a (as modified)** would ensure compliance with all RWQCB wastewater treatment

requirements, and implementation of **2008 EIR Mitigation Measures MM U-2b (as modified)** and **MM U-2c (as modified)** would ensure coordination with the EMWD in order to reduce environmental effects from the Modified Project's demand for wastewater to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant but with mitigation incorporated] impacts related to wastewater treatment capacity (DSEIR pgs.3.16-16 to 3.16-17).

e. Cumulative Impacts to Utility Services and Systems (Impact 3.16.8)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project in connection with past, current, and probable future projects, has the potential to result in cumulative impacts to utility services and systems.

Findings: The Council finds implementation of **2008 EIR Mitigation Measure MM U-2a (as modified), 2008 EIR Mitigation Measure MM U-2b (as modified), 2008 EIR Mitigation Measure MM U-2c (as modified), PPP 3.3-2**, and **PDF 3.16-1** would reduce cumulative transportation impacts (except for VMT) to less than significant levels.

Facts in Support of the Findings: As is the case for the Approved Project, construction and operation of the Modified Project would require expansion of utility infrastructure in order to serve the Modified Project site. All proposed utility infrastructure, both on-site and off-site, would be installed simultaneously with finish grading activities and required roadway frontage improvements for the Modified Project site. As a result, interconnection to the existing utilities surrounding the site would not result in substantial disturbance of native habitat or soils, or existing roadways or utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, PDFs, PPPs, as well as local, State, and federal regulations. Through California Public Utilities Commission oversight, utility providers constantly monitor capacity to ensure that adequate utility services continue to be provided as individual development projects are proposed. Therefore, coordination with affected utility providers, as specified in **2008 EIR Mitigation Measures MM U-2a (as modified)** through **MM U-2c (as modified)**, would reduce Modified Project-level impacts related to the provision of utilities to less than significant levels and therefore would preclude the Modified Project's incremental demand for utilities to become cumulatively considerable. Furthermore, the proposed Modified Project would not depend on local groundwater and therefore would not contribute cumulatively to its depletion. MWD concludes that it is able to meet projected water demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD WSAP to preserve supplies in storage by requiring a reduction in demand by member agencies, including the EMWD, thus reducing impacts from

cumulative demand on water supplies to less than significant levels. Accordingly, the proposed Modified Project, in conjunction with past, present, and reasonably foreseeable projects, would not make a significant contribution to cumulatively adverse effects to utility infrastructure (DSEIR pgs.3.16-19 to 3.16-20).

11. Greenhouse Gas Emissions

a. Consistency with an Applicable Plan, Policy, or Regulation to reduce GHG Emissions (Impact 3.17.7.1)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project would potentially not be consistent with an applicable plan, policy, or regulation to reduce GHG emissions.

Findings: The Council finds implementation of **Mitigation Measure 3.3.10.1**, **PDF 3.3.1** through **3.3-3**, **PPPs 3.3-1** through **PPP 3.3-3** and **PPP 3.3-7** would reduce significant impacts pertaining consistency with an applicable plan, policy, or regulation to reduce GHG emissions to less than significant levels. The **2008 EIR Mitigation Measure CC-1** is replaced with **PPP 3.3-1, 3.3-2** and **3.3-3** to reflect the updates in regulations and policies associated with the 2019 provisions of Title 24 and is no longer applicable to the Modified Project. The **2008 EIR Mitigation Measure CC-2** is replaced with **PDF 3.3-1** through **PDF 3.3-3**, which incorporate land use planning principals to reduce VMT and associated GHG emissions, as well as **Mitigation Measure 3.15.10.1**. The **2008 EIR Mitigation Measure CC-3** is replaced by **PPP 3.3-3** of the proposed Modified Project, which requires at least 50 percent diversion of solid waste as a matter of regulatory policy. The **2008 EIR Mitigation Measure CC-4** is replaced by **PPPs 3.3-1** through **3.3-3** and **PDFs 3.3-1** through **3.3-3**.

Facts in Support of the Findings: At the time when 2008 EIR was being prepared, there were no applicable guidelines for preparing CEQA assessments for Climate Change. In the absence of published CEQA thresholds, the 2008 analysis consisted of a CEQA-level discussion that included threshold of significance and determining the potential impact of the Project's greenhouse gases to conflict with the intent of AB 32. The 2008 analysis takes into consideration the GHG reduction targets proposed through Executive Order S-3-05 and AB 32 to reduce the State's GHG emissions to 1990 levels by 2020. To assess compliance with California strategies to reduce GHG emissions, two main documents were used: the 2006 Climate Action Team Report (2006 CAT Report) and CARBs early action measures for AB 32. Pursuant to Executive Order S-3-05, the CAT Team prepared strategies for reducing greenhouse gases. Also, pursuant to AB 32, CARB was in the process of finalizing the GHG reduction strategies and had published a list of early GHG reduction measures that were anticipated to reduce 2020 target emissions by 25 percent. The climate change analysis presented in 2008 EIR contains a full assessment of project consistency with the 2006 CAT Report strategies. The project was consistent with the applicable

strategies except for the "Smart Land Use" strategy, as the project was not considered a "Smart Land Use." For CARB's early GHG reduction measures, the 2008 EIR stated that since many measures had not yet been considered by CARB, only a few measures would be applicable to the project. Furthermore, if the Approved Project is rendered consistent with the strategies, then it would be consistent with the State's strategies to reduce climate change ahead of schedule. CARB's Cool Communities Program had cooling needs. The Approved Project was considered consistent with this strategy through implementation **2008 EIR Mitigation Measures CC-1** through **CC-4**.

The City of Hemet Climate Action Plan (CAP) uses the Western Regional Council of Governments (WRCOG) subregion emissions reduction target of 15 percent below 2010 by 2020. If a project meets the emissions reduction target of 15 percent below 2010 emissions levels by 2020 it would have a less than significant impacts related to greenhouse gas emissions and global climate change. The proposed Modified Project's emissions for the baseline year 2010, would be 19,215.39 metric tons of carbon dioxide equivalent (MTCO2e) per year. After incorporating mitigation, the Modified Project's 2020 emissions would be 16,026.65 MTCO2e per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2. Accordingly, impacts of the proposed Modified Project related to interference with the State's GHG emissions reduction goals outlined in AB 32 or conflict with an applicable plan, policy, or regulation (i.e., the City's CAP) adopted for the purpose of reducing GHG emissions would be less than significant with **Mitigation Measure 3.3.10.1, PDF 3.3.1** through **3.3-3**, **PPPs 3.3-1** through **PPP 3.3-3** and **PPP 3.3-7** incorporated (DSEIR pgs. 3.17-14 to 3.17-19).

b. Impacts of Climate Change (Impact 3.17.7.2)

Potential Significant Impact: Whether the Modified Project would be affected by impacts of climate change.

Findings: The Council finds implementation of **Mitigation Measure 3.3.10.1** would reduce significant impacts of climate change to less than significant levels. The **2008 EIR Mitigation Measure CC-1** would be replaced and no longer applicable to the Modified Project.

Facts in Support of the Findings: The 2008 EIR assessed the risks of climate change to the Approved Project based on the risks identified in AB 32 and the California Climate Change Center report that assesses the risks of climate change to California and concluded impacts of Climate Change to the Approved Project would be less than significant with implementation of **2008 EIR Mitigation Measure CC-1**.

The proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_{2e}$ per year. After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_{2e}$ per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP, meets the threshold specified in SCAQMD GHG Tier 2, and therefore does not exacerbate a GHG related environmental hazard or condition that already exists. Accordingly, impacts of Climate Change resulting in significant impacts to the proposed Modified Project are not applicable when compared to the Approved Project, and no mitigation is required (DSEIR pg. 3.17-19).

c. Cumulative Contribution of Project GHG Emissions to Climate Change (Impact 3.17.7.3)

Potential Significant Impact: Whether the Modified Project would generate a cumulative contribution of GHG emissions to climate change.

Findings: The Council finds implementation of **Mitigation Measure 3.3.10.1** would reduce significant cumulative contribution of GHG emissions to climate change to less than significant levels. The **2008 EIR Mitigation Measure CC-1** would be replaced and no longer applicable to the Modified Project.

Facts in Support of the Findings: Due to the substantially smaller off-site disturbance area of the Modified Project compared to the Approved Project, amortized construction emissions associated with off-site improvements would not result in a substantive change in the total GHG emissions identified in Table 3.17.C of the DSEIR. Furthermore, GHG emissions from operation of the Modified Project's off-site components are not expected because the nature of the off-site components is primarily flood control, water conveyance, and road improvements that are not in and of themselves expected to generate additional unanticipated vehicle trips because they are consistent with or less than the geometrics assumed in the City of Hemet and County of Riverside General Plan Circulation Elements.

The City has adopted a CAP that qualifies as a plan for the reduction of greenhouse gas emissions pursuant to the CEQA Guidelines. The Modified Project is consistent with the City's CAP. The proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_{2e}$ per year. After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_{2e}$ per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2. Pursuant to Section 15183.5(b) of the CEQA Guidelines, incorporation of PPPs, PDFs, and **Mitigation Measure 3.3.10.1** would ensure the proposed Modified Project's incremental contribution to a cumulative GHG effect is not cumulatively considerable. When compared to the Approved Project, for which a significance determination regarding cumulative GHG effects was not

made, the proposed Modified Project is determined to have less than significant impacts with mitigation incorporated (DSEIR pgs. 3.17-19-3.17-22).

d. Cumulative GHG Emissions Impacts (Impact 3.17.8)

Potential Significant Impact: The DSEIR evaluated and concluded that the Modified Project in connection with past, current, and probable future projects, has the potential to result in cumulative impacts to associated with the generation of GHG emissions.

Findings: The Council finds implementation of **Mitigation Measure 3.3.10.1**, **PDF 3.3.1** through **3.3-3**, **PPPs 3.3-1** through **PPP 3.3-3** and **PPP 3.3-7** would reduce significant impacts pertaining to cumulative contribution of GHG emissions to less than significant levels.

Facts in Support of the Findings: The City has adopted a CAP to ensure that projects within the City would comply with all necessary policies to achieve a 15 percent reduction in GHG emissions by 2020 compared to a business as usual scenario. The proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_{2e}$ per year. After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_{2e}$ per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2. Additional cumulative development projects also would be subject to consistency analysis with the City's CAP as well as state and sub-regional policies that restrict GHG emissions. As these buildings, roads, or other cumulative developments are updated or replaced over time, they would be subject to the then existing requirements for GHG emissions reductions, including those set forth to ensure compliance with AB 32, SB 32, Executive Orders S-3-05 and B-30-15, as well as then-existing technologies employed to achieve deep reductions in GHG emissions. Incorporation of **PPPs 3.3-1** through **PPP 3.3-3** and **PPP 3.37-7**, **PDFs 3.3.1** through **3.3.3**, and **Mitigation Measure 3.3.10.1** would ensure the proposed Modified Project complies with the City's CAP to reduce its incremental contribution to a cumulative GHG effect to less than significant with mitigation incorporated. When compared to the Approved Project, for which a significance determination regarding cumulative GHG effects was not made, the proposed Modified Project is determined to have less than significant impacts with mitigation incorporated (DSEIR pgs. 3.17-22 to 3.17-23).

C. ENVIRONMENTAL IMPACTS THAT REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

The Hemet City Council finds the project would result in significant and unavoidable impacts in the following impact categories after implementation of all feasible mitigation measures: agricultural

resources, air quality, and transportation. In accordance with CEQA Guidelines Section 15092(b)(2), the City Council of the City of Hemet cannot approve the Modified Project unless it first finds (1) under *Public Resources Code* Section 21081(a)(3), and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social technological, or other considerations, including provisions of employment opportunities to highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR; and (2) under CEQA Guidelines section 15092(b), that the remaining significant effects are acceptable due to overriding concerns described in the CEQA Guidelines Section 15093 and, therefore, a statement of overriding considerations has been prepared.

1. Agricultural Resources

a. Conversion of Farmland to Non-Agricultural Use (Impact 3.2.7.1)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the project would 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 uses.

Findings: The Council finds that no PPPs, PDFs or mitigation measures are feasible to reduce impacts pertaining to conversion of farmland to non-agricultural use. As such, impacts would be significant and unavoidable as there are no known measures that could reduce this impact to a level of less than significant.

Facts in Support of the Findings: The 1979 EIR concluded that over 2,643 acres of agricultural and open space land, including portions of land identified as agricultural preserves and Prime Farmland would be converted to urbanized uses. The 2008 EIR included evaluation of Planning Areas XIII, XII, XI, and former Planning Area X totaling 213.8 acres designated by the Farmland Mapping and Monitoring Program (FMMP) as Farmland of Local Importance. Using the LESA Model, the EIR concluded the Approved Project would have a significant impact on agricultural resources through the conversion of 213.8 acres of Farmland of Local Importance to non-agricultural use. Furthermore, no feasible mitigation is available to reduce this impact since the Approved Project site had already been rezoned for residential uses under the 1979 EIR, so impacts were determined to remain significant and unavoidable.

Approximately 99.4 acres of the 245.07-acre proposed Modified Project overlap TTM 35394 (Planning Area X) of the Approved Project, and the remaining 145.67 acres of the proposed Modified Project entail portions of Planning Areas VI and XIII of the Approved Project. Both the Approved Project and proposed Modified Project are located on land designated Farmland of Local Importance, and portions of the Modified Project's off-site improvements are proposed on Farmland of Statewide Importance, Unique

Farmland, and Farmland of Local Importance. Therefore, implementation of the Modified Project would convert farmland to non-agricultural use and impacts would be significant and unavoidable. When compared to the Approved Project, impacts associated with conversion of farmland to non-agricultural use would be the same (i.e., significant and unavoidable) (DSEIR pgs. 3.2-4 and 3.2-5).

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b. Cumulative Agricultural Resources (Impact 3.2.8)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the Modified Project would generate cumulatively considerable impacts to agricultural resources.

Findings: The Council finds that impacts to agricultural resources from the conversion of farmland to non-agricultural use would be significant and unavoidable, and no feasible mitigation is available since the Page Ranch PCD SP is already approved for non-agricultural uses. This finding also applies to the Modified Project, as it is encompassed within the Page Ranch PCD SP and will convert farmland to non-agricultural uses.

Facts in Support of the Findings: The cumulative study area for agricultural resources is the current agricultural uses within the City limits and sphere of influence (City planning area). The City General Plan adopted Policies OS-3.1, OS-3.2, OS-3.3, and OS-3.4 designed to conserve agricultural lands within the City's planning area by supporting the use of conservation easements to protect agricultural uses and by creating agricultural buffer zones between various land uses. According to the FMMP, the City's planning area includes approximately 2,750 acres of Prime Farmland, 468 acres of Farmland of Statewide Importance, and 1,561 acres of Unique Farmland (total of 4,779 acres). The General Plan designates approximately 2,614 acres of farmland for agriculture or open space within the planning area, with the balance of farmland designated for urban uses, including implementation of the approved Page Ranch PCD SP. Even with City-adopted Policies, implementation of the General Plan would result in the loss of approximately 2,165 acres of farmland in the City planning area due to urban development, and impacts would be significant and unavoidable with no feasible mitigation available to reduce this impact to a less than significant level.

The 1979 Certified EIR concluded approximately 1,863 acres of prime agricultural land would be lost. Since implementation of the Modified Project would convert farmland to non-agricultural use, and project-specific impacts to agricultural resources would be the same as those identified for the Approved Project (i.e., significant and unavoidable), the Modified Project would incrementally decrease the availability of soils that have value for agricultural production. Therefore, in combination with other projects in the City's planning area, the Modified Project would result in a cumulatively considerable impact to agricultural resources, and cumulative impacts would be the same as those identified for the Approved Project (i.e., significant and unavoidable) (DSEIR pgs. 3.2-6 and 3.2-7).

2. Air Quality

a. Conflict with or Obstruct Applicable AQMP (Impact 3.3.7.1)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the Modified Project would conflict with or obstruct implementation of the applicable air quality plan.

Findings: The Council finds that even with implementation of **PPP 3.3-1, PPP 3.3-2, PPP 3.3-4, PPP 3.3-6, PPP 3.3-8, PDF 3.3-1, PDFs 3.3-2** and **3.3-3, Mitigation Measure 3.3.10.1, 1979 EIR Mitigation Measure 3, 2008 EIR Mitigation Measure AQ-01 (as modified), 2008 EIR Mitigation Measure AQ-05 (as modified), 2008 EIR Mitigation Measure AQ-06 (as modified), 2008 EIR Mitigation Measure AQ-07 (as modified), 2008 EIR Mitigation Measure AQ-08 (as modified), 2008 EIR Mitigation Measure AQ-09 (as modified),** and **2008 EIR Mitigation Measure AQ-10 (as modified)** impacts pertaining to conflicts with or obstruction with the applicable Air Quality Management Plan (AQMP) would not be reduced. As such, impacts would be significant and unavoidable as the identified mitigation measures would not reduce this impact to a level of less than significant. The mitigation measures applicable to this impact are identified below:

> **MM 3.3.10.1:** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.
>
> **1979 EIR Mitigation Measure 3:** Provide for convenient bus stop locations.

Some of the 2008 EIR Mitigation Measures are still applicable to the Modified Project; however, minor modifications of such mitigation measures are needed to be applicable to the Modified Project. Deletions or deviations from the 2008 EIR Mitigation Measures are identified in ~~strikeout text~~, and <u>underlined text</u> is used to signify new additions.

> **2008 Mitigation Measure AQ-01:** Prior to construction of the Project, the Project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of ~~two~~ <u>three</u> times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as

practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction.

2008 Mitigation Measure AQ-05: Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones. This measure shall be implemented to the satisfaction of the City of Hemet Planning and Public Works Departments.

2008 Mitigation Measure AQ-06: Prior to issuance of building permits, t~~T~~he developer shall provide evidence to the City that ~~require~~ painting ~~to~~ will be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 Mitigation Measure AQ-08: Prior to issuance of grading and building permits, the developer shall provide evidence to the City that o~~O~~n-site electrical hookups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 Mitigation Measure AQ-09: During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 Mitigation Measure AQ-10: During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

Facts in Support of the Findings: The current AQMP applicable to the proposed Modified Project is the Final 2016 AQMP adopted by the South Coast Air Quality Management District (SCAQMD) Governing Board on March 10, 2017. The Basin is currently a federal and State nonattainment area for PM_{10}, $PM_{2.5}$,

and O_3.The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. The Modified Project would amend the General Plan Land Use Designation for 19.67 acres from Low Density Residential to Regional Commercial. Additionally, the Modified Project would amend the adopted Page Ranch PCD SP to reduce residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units and change the land use designation from Low Density Residential to General Commercial. The land use changes associated with the proposed Modified Project are not specifically included in the City's land use projections incorporated in the AQMP. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency for project development proposals that differ from the land use designation assumed within the SCAQMD's 2016 AQMP is affirmed when a project: (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

Consistency Criterion No. 1. The Modified Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

> ***Construction Impacts.*** The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations that would occur if LSTs or regional significance thresholds were exceeded. As evaluated as part of the project analysis (presented below), the project's localized and regional construction emissions with implementation of PPPs, PDFs, and mitigation would not exceed applicable LSTs and regional thresholds, respectively. Thus, construction of the proposed Modified Project would occur in accordance with the AQMP.
>
> ***Operational Impacts.*** The proposed Modified Project's operational emissions would not exceed applicable LSTs due to the lack of significant stationary emissions. However, the Modified Project would exceed the applicable SCAQMD regional thresholds for operational activity for NOx. Therefore, operation of the Modified Project is not consistent with the first criterion in the same manner as the Approved Project.

Consistency Criterion No. 2. The proposed Modified Project would not exceed the land use assumptions in the AQMP. The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Development consistent with the growth projections in City's General Plan is considered to be consistent with the AQMP.

> ***Construction Impacts.*** Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and

maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum surface area potential would likely occur, with disturbance of the entire site occurring during construction activities.

The Modified Project would incorporate several compliance measures and regulatory requirements that would reduce impacts to air quality. As detailed in **PPP 3.3-1** and **PPP 3.3-2**, building design and construction shall meet 2019 Title 24 Standards in accordance with General Plan Policy OS-7.9. As detailed in **PPP 3.3-4**, BACMs would be incorporated during project construction to reduce fugitive dust in accordance with General Plan Policy OS-7.11. Adoption of the **2008 EIR Mitigation Measures AQ-01 (as modified)**, **AQ-09 (as modified)**, and **AQ-10 (as modified)** would further ensure reduction of fugitive dust in accordance with SCAQMD requirements. Finally, **PPP 3.3-6** would ensure the project incorporates low-VOC architectural coatings and **PPP 3.3-8** would limit VOCs in asphalt applications in accordance with General Plan Policy OS-7.12. Adoption of the **2008 EIR Mitigation Measure AQ-06** would further ensure reduction of VOCs in accordance with SCAQMD requirements. Through implementation of applicable PPPs and mitigation measures, construction of the proposed Modified Project would occur in accordance with goals and policies of the City General Plan for the reduction in criteria pollutant emissions and therefore would not conflict with the AQMP.

Operational Impacts. The Approved Project (and therefore the AQMP) anticipates a gross density of 3.9 dwelling units per acre throughout the Page Ranch PCD SP and the development of 744 dwelling units on 237.4 acres (3.13 dwelling units per acre). The proposed Modified Project would reduce the total number of dwelling units from 744 to 586 on 225.4 acres, which equals 2.6 dwelling units per acre and the limits previously considered in the AQMP. Although the proposed development of 100,000 square feet of commercial development on 19.67 was not specifically considered in the AQMP, the proposed Modified Project site and surrounding area is residential in nature and lacks supporting retail/commercial services. The proposed Modified Project also provides a framework of district regulations and development standards to promote a reduction in VMT and associated vehicular air pollution emissions (**PDF 3.3-1** through **PDF 3.3-3**), as well as a reduction in energy and water demand and waste generation and associated stationary source emissions (**PPP 3.3-1, PPP 3.3-2**, and **PPP 3.3-3**). Adoption of the **1979 EIR Mitigation Measure 3** and **2008 EIR Mitigation Measure AQ-07 (as modified)** would further ensure execution of **PDFs 3.3-2** and **3.3-3** to reduce vehicle trips and associated air pollution emissions.

As detailed in **PDF 3.3-1**, the Modified Project provides pedestrian connections to surrounding areas consistent with General Plan Policy OS-7.2. The pedestrian access network internally links

all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site. As detailed in **PDFs 3.3-2** and **3.3-3**, the Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries, which would contribute to a reduction of automobile use for project and local residents and employees consistent with General Plan Policies OS-7.1 and OS-7.5. Adoption of the **1979 EIR Mitigation Measure 3** and **2008 EIR Mitigation Measure AQ-07 (as modified)** would further ensure reduction of automobile use and associated air pollution emissions. Implementation of **PPP 3.3-1** though **PPP 3.3-3** would ensure the Modified Project is constructed to the latest California Building Code requirements in accordance with Title 24, incorporates water conservation strategies, and diverts at least 50 percent of solid waste from landfills consistent with General Plan Policies OS-7.8 and OS-7.9 to reduce air pollution emissions.

The Modified Project's proposed 100,000 square feet of commercial development on 19.67 acres would contribute to criteria air pollutant emissions not previously envisioned in the AQMP. However, the proposed Modified Project site and surrounding area is residential in nature and lacks supporting retail/commercial services. The proposed commercial land use would generally addresses key issues and implements policies of the AQMP that reduce VMT and associated air pollution emissions. This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses. Therefore, operation of the proposed Modified Project would not conflict with the land use assumptions of the City General Plan or the AQMP.

The Modified Project's proposed land use designations for the subject site do not increase the development intensities as reflected in the General Plan and Page Ranch PCD SP. The Modified Project would result in operational emissions of NO_x in excess of SCAQMD regional thresholds in the same manner as the Approved Project. Mitigation is prescribed to reduce emissions of criteria pollutants to the extent feasible, but NO_x emissions would still occur at levels above SCAQMD thresholds after mitigation in the same manner as the Approved Project. No additional mitigation is feasible to reduce this significant impact and the related exceedances of NOx emissions. Therefore, the Modified Project has a significant and unavoidable impact related to AQMP Consistency Criterion No. 1 even with implementation of the PPPs and PDFs and all feasible mitigation. Although the Approved Project was found to be consistent with the AQMP, that consistency determination conflicts with the fact that Approved Project's operational NO_x emissions exceeded regional thresholds (DSEIR pgs. 3.3-14 to 3.3-17).

b. Violate an Air Quality Standard or Contribute to an Existing or Projected Violation (Impact 3.3.7.2)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the Modified Project would violate an air quality standard or contribute to an existing air quality violation.

Findings: The Council finds that even with implementation of **PDFs 3.3-2** and **3.3-3, 1979 EIR Mitigation Measure 3,** and **2008 EIR Mitigation Measure AQ-07 (as modified),** the Modified Project would still violate an air quality standard or contribute to an existing or projected violation pertaining to NO_x emissions during the Modified Project operation.

Facts in Support of the Findings: The 1979 Certified EIR concluded the Approved Project would incrementally affect air quality during construction and prescribed **1979 EIR Mitigation Measure 1** to ensure proper wetting of the project site during grading to reduce fugitive dust emissions. The **1979 EIR Mitigation Measure 2** was prescribed requiring review of the Approved Project for consistency with the 1979 AQMP if the AQMP was adopted prior to project approval. The **1979 EIR Mitigation Measure 3** was prescribed requiring the Approved Project install bus stops in proximity to the site to reduce air quality impacts during operation of the project. The 2008 EIR concluded construction of the Approved Project would exceed the SCAQMD regional construction emission thresholds for VOC, NO_x, PM_{10}, and $PM_{2.5}$. Additionally, operation of the Approved Project would generate emissions in excess of SCAQMD's regional operation emission thresholds for VOC, NO_x, and CO, but CO concentrations would not exceed State or national 1-hour or 8-hour ambient air standards. Because the Approved Project would exceed the SCAQMD regional thresholds of NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction and NO_x, VOC, and CO during operation, the 2008 EIR prescribed **2008 EIR Mitigation Measures AQ-1** through **AQ-11** to reduce construction emissions to below LST. However, emissions of VOC, NO_x, and CO would continue to exceed the SCAQMD's regional emission thresholds during construction and VOC and NOx during operations. Therefore impacts to air quality from construction and operation of the Approved Project were determined to be significant and unavoidable. The 2008 Certified EIR concluded development of the Approved Project would exceed the SCAQMD regional thresholds of NO_x, VOC, PM_{10}, and $PM_{2.5}$ during construction and NO_x, VOC, and CO during operation.

The Modified Project is estimated to generate a net total of 5,598 trips per day on a typical weekday. Project buildout (Phase 1 and Phase 2) is estimated to generate a net total of 8,211 trips per day. These project daily trips were entered in the CalEEMod model to calculate mobile source emissions. Stationary sources include architectural coatings, consumer products, hearth, and landscaping. Energy sources include natural gas consumption for heating and cooking. The Modified Project, during operation in summer and winter months, is estimated to generate NO_x emissions that exceed the SCAQMD regional thresholds on a daily basis. Adoption of the **1979 EIR Mitigation Measure 3** and **2008 EIR Mitigation**

Measure AQ-07 (as modified) would further ensure execution of **PDFs 3.3-2** and **3.3-3** to reduce vehicle trips and associated vehicular air pollutant emissions. However, NO_x emissions would still occur at levels above SCAQMD thresholds after implementation of mitigation. No additional mitigation is feasible to further reduce NOx emissions. Therefore, Modified Project operational NOx emissions are considered significant and unavoidable. The proposed Modified Project would result in a less severe but still significant and unavoidable impacts to regional air quality during project operations (DSEIR pgs. 3.3-17 to 3.3-21).

c. Cumulatively Considerable Net Increase in Criteria Pollutants (Impact 3.3.7.3)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the Modified Project would create a cumulatively considerable net increase in criteria pollutants.

Findings: The Council finds that even with implementation of **PDFs 3.3-2** and **3.3-3, 1979 EIR Mitigation Measure 3,** and **2008 EIR Mitigation Measure AQ-07 (as modified),** impacts the Modified Project would still cumulatively contribute to NO_x emissions during Modified Project operation.

Facts in Support of the Findings: Modified Project operational emissions would exceed the SCAQMD regional thresholds of significance for NO_x. No feasible mitigation measures or project design features beyond those already identified exist that would reduce NO_x emissions to levels that are less-than-significant. Project operational NO_x emissions, therefore, are considered significant and unavoidable in the same manner as the Approved Project. NO_x impacts at the Project level are considered cumulatively significant because NO_x emissions are O_3 precursors and would therefore contribute considerably to existing O_3 non-attainment conditions within the Basin. This is a cumulatively significant impact persisting over the life of the Modified Project. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Although project-level NO_x emissions would contribute to existing O_3 non-attainment conditions within the Basin, O_3 is a highly reactive and unstable gas that is formed when VOCs and NO_x, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight, which cannot be anticipated beyond a measure of a few weeks. The proposed Modified Project would generate up to 108.15 pounds of NO_x per day with implementation of mitigation, PPPs, and PDFs. When considering a potential for overlap of Phase 1 operation and Phase 2 construction, the proposed Modified Project would generate up to 199.94 pounds of NO_x per day with implementation of mitigation, PPPs, and PDFs. The proposed Modified Project's daily NO_x emissions output would be between 1.6 percent and 3 percent of the regional NO_x emissions disclosed in SCAQMD's 2011 health impact analysis of a large

regional project. Therefore, the proposed Modified Project is considered a relatively small project with emissions not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level, "in part because ozone formation is not linearly related to emissions." Individual health effects from exposure to NO_x emission generated by the proposed Modified Project would be small and therefore speculative. Adoption of the **1979 EIR Mitigation Measure 3** and **2008 EIR Mitigation Measure AQ-07 (as modified)** would further ensure execution of **PDFs 3.3-2** and **3.3-3** to reduce vehicle trips and corresponding air pollutant emissions. However, NO_x emissions would still occur at levels above SCAQMD thresholds after mitigation and implementation of mitigation, PDFs, and PPPs. No additional mitigation is feasible to further reduce the Modified Project's cumulatively considerable emission of NO_x to levels that are less- than-significant. Therefore, the proposed Modified Project would result in less severe but still significant and unavoidable, cumulative impacts to regional air quality from emissions of NO_x during operation when compared to those of the Approved Project (DSEIR pgs. 3.3-21 to 3.3-24).

d. Cumulative Air Quality Impacts (Impact 3.3.8)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the Modified Project would generate a cumulatively considerable increase in air quality emissions.

Findings: The Council finds that even with implementation of **PDFs 3.3-2** and **3.3-3, 1979 EIR Mitigation Measure 3,** and **2008 EIR Mitigation Measure AQ-07 (as modified),** Modified Project would still cumulatively contribute to air quality emissions exceeding threshold limits during Modified Project operation.

Facts in Support of the Findings: The cumulative study area for air quality is the Basin. Modified Project operational emissions would exceed the SCAQMD regional thresholds of significance for NO_x. Adoption of the **1979 EIR Mitigation Measure 3** and **2008 EIR Mitigation Measure AQ-07 (as modified)** would further ensure execution of **PDFs 3.3-2** and **3.3-3** to reduce vehicle trips and corresponding emissions of NO_x to the extent feasible. However, the majority of NO_x emissions are derived from vehicle usage, and the Modified Project does not have regulatory authority to control tailpipe emissions. No additional feasible mitigation or project design features beyond those already identified exist that would reduce NO_x emissions to levels that are less-than-significant. Modified Project operational NO_x emissions, therefore, are considered significant and unavoidable. However, the Modified Project vicinity comprises primarily residential uses and lacks supporting retail/commercial services. The commercial land use proposed as part of the Modified Project generally addresses several key issues and implements policies of the AQMP that reduce VMT and associated air pollution emissions. NO_x impacts at the project level are considered cumulatively significant because NO_x emissions are O_3 precursors and would therefore contribute considerably to existing O_3 non-attainment conditions within the Basin. This is a cumulatively significant impact persisting over the life of the Modified Project. The Approved Project was found not to

have a cumulatively considerable impact to air quality. The proposed Modified Project would have a significant and unavoidable cumulative impact to regional air quality from emissions of NO_x during operation even with implementation of mitigation, PPPs, and PDFs. This is a new impact in comparison to the Approved Project (DSEIR pgs. 3.3-27 to 3.3-28).

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3. Transportation

a. Vehicle Miles Traveled (Impact 3.15.7.1)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the residential portion of the Modified Project would fail to reduce vehicle miles traveled (VMT) by at least 15 percent below City-wide average VMT per capita.

Findings: The Council finds that even with implementation of **PDF 3.3-1, PDF 3.3-2, PDF 3.3-3, 1979 EIR [Air Quality] Mitigation Measure 3, 2008 EIR Mitigation Measure AQ-07 (as modified)**, and **1979 EIR [Traffic] Mitigation Measure 10,** VMT generated by the Modified Project would not be reduced to below threshold standards; impacts would be significant and unavoidable. The **1979 EIR [Traffic] Mitigation Measure 10** is as follows:

> **1979 [Traffic] Mitigation Measure 10:** Establish land use patterns, intensities and relationships which would reduce vehicle trip making characteristics and promote the use of alternative modes of travel such as bicycles, walking and transit. For example, increased residential densities adjacent to the planned commercial activities and open spaces designed with integral bike paths and pedestrian ways.

Facts in Support of the Findings: The Certified EIR in 1979 concluded the Approved Project would generate approximately 745,000 daily VMT. However, the context and methodology under which this figure was calculated, such as trip distribution assumptions pertaining to various land uses (e.g., residential, commercial centers, the Seven Hills Golf Course, the Hemet-Ryan Airport, and any future industrial development), are vastly different from the existing baseline condition and RivTam modeling framework. Furthermore, the City had not established VMT-specific thresholds at the time of certification of the 1979 EIR. Therefore, a meaningful comparison of VMT between the Approved Project and proposed Modified Project is impractical.

Commercial (retail). The Modified Project's commercial/retail component is expected to generate a daily VMT of 23,300. The daily total VMT for the WRCOG region without the Modified Project's commercial/retail component is approximately 38,274,048. The daily total VMT for WRCOG region with the Modified Project's commercial/retail component is approximately 38,266,797. Therefore, the Modified Project's commercial/retail component is anticipated to result in a net reduction of 7,251 VMT within the WRCOG region compared to without-Project conditions.

Residential. The City's baseline average VMT per capita is 25.4. The WRCOG and the California Office of Planning and Research Technical Advisory significance threshold recommendation is 15 percent below City-wide average VMT per capita. Therefore, Modified Project-generated Home-Based VMT per capita in excess of 21.59 would be a significant impact requiring mitigation. The Modified Project Home-Based

VMT per capita is projected to be 30.64, which is higher than the City's 25.4 baseline average Home-Based VMT per capita and also higher than the 21.59 Home-Based VMT per capita threshold. Impacts would be significant, and mitigation is required.

Fifty (50) transportation demand management (TDM) strategies prepared for WRCOG have been evaluated for reducing VMT impacts determined to be potentially significant. Of those, 41 are applicable at the building and site level, 7 of which may be effective at the Modified Project level, and only 3 of which are determined to provide for potentially meaningful reduction in VMT as follows:

- *Measure 1: Increase Diversity of Land Uses.* Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. For example, when residential areas are in the same neighborhood as retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs.

In order for the above measure to apply, at least three of the following would be located on or off-site within one-quarter mile of the Project: Residential Development, Retail Development, Park, Open Space, or Office. In accordance with **PDF 3.3-2** and **PDF 3.3-3**, the Modified Project includes residential, regional retail, and park space within one-quarter mile of each other with supporting amenities, which would tend to decrease the propensity for vehicle travel for local residents.

- *Measure 2: Provide Pedestrian Network Improvements.* Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT.

In accordance with **PDF 3.3-1**, pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. Providing a pedestrian access network to link areas of the Modified Project site encourages people to walk instead of drive. The Modified Project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site. Additionally, the Modified Project would minimize barriers to pedestrian access and interconnectivity.

- *Measure 3: Provide Traffic Calming Measures.* Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift would result in a decrease in VMT. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.

Roadway engineering improvements in the form of realignment of the curves on Warren Road south of the railroad tracks/realigned Stetson Avenue are included as part of the Modified Project. These frontage improvements would ensure the design speed of the roadway meets the acceptable engineering standard. Construction of the intersection of Warren Road with "future" realigned Stetson Avenue would include enhanced pedestrian facilities such as marked crosswalks, count-down signal timers, and traffic signals. Additionally, adding an extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of Stetson Avenue would further enhance pedestrian and bicycle facilities by improving marked crosswalks and count-down signal timers at the existing Mustang Way/Warren road intersection and expanding the City's network of bicycle lanes.

Roadway improvements would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, site access requirements and internal circulation. As part of the City's standard plan check process, the final design of all roadways, intersections, and circulation within and adjacent to the Modified Project site would be reviewed by and subject to approval by City staff prior to issuance (as relevant) of any grading, construction, or occupancy permit. The review and approval by City staff sufficiently ensures the proposed Modified Project would incorporate the necessary design features to ensure safe travel to, from, and within the project site not only via motor vehicle, but also by pedestrians and cyclists.

According to WRCOG, a 15 percent reduction in VMT is the maximum potential reduction when combining multiple reduction strategies for a suburban center, which typically involves a cluster of multiuse development within dispersed, low-density, automobile dependent land use patterns (a suburb) and serves the population of the suburb with office, retail and housing which is denser than the surrounding suburb. The land use context of the Modified Project is characteristically suburban, which acts to reduce the range of feasible TDM measures and moderates their potential effectiveness. For suburban place types, characterized by dispersed, low-density, single-use, automobile dependent land use patterns usually outside of the central city, a more feasible maximum VMT reduction potential is 10 percent and requires a project to contain a diverse land use mix, workforce housing, and project specific transit. WRCOG further states, "…the maximum percent reductions were not based on data or research comparing the actual performance of VMT reduction strategies in these place types. Instead, the percentages were derived from a limited comparison of aggregate citywide VMT performance for Sebastopol, San Rafael, and San Mateo where VMT performance ranged from 0 to 17 percent below the statewide VMT/capita average based on data collected prior to 2002. Little evidence exists about the long-term performance of similar TDM strategies in different land use contexts. As such, VMT reductions from TDM strategies cannot be guaranteed in most cases." Under a best-case scenario, if the proposed Modified Project achieved the maximum 10 percent VMT reduction through implementation of **PDF 3.3-1** through **3.3-3** and the proposed transportation infrastructure improvements described above, the Modified

Project's reduced Home-Based VMT per capita would be approximately 27.58, which would still exceed the City-wide average of 25.4 Home- Based VMT per capita for Hemet.

1979 EIR [Air Quality] Mitigation Measure 3 requires provision of convenient bus stop locations, and several bus stops have been developed within the Page Ranch PCD along Mustang Way by the RTA in support of Route 74 and Route 79 in accordance with **1979 EIR [Air Quality] Mitigation Measure 3**. Therefore, it is expected the project proponent and RTA would continue to service these routes through further expansion of bus stations for the occupants of the proposed Modified Project in conjunction with the proposed extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue. Additionally, **1979 EIR [Air Quality] Mitigation Measure 3** facilitates execution of **PDF 3.3-2** to reduce the use of automobiles for residents and employees. **1979 EIR [Traffic] Mitigation Measure 10** promotes a variety of land uses in proximity to each other to reduce dependency on automobiles and promote alternative modes of transportation. Additionally, **2008 EIR Mitigation Measure AQ-07 (as modified)** requires the project proponent to develop a plan to encourage and facilitate carpooling, which further facilitates execution of **PDF 3.3-2** to reduce the use of automobiles for residents and employees. However, because implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential, Modified Project impacts from residential VMT would be significant and unavoidable. No additional mitigation is feasible to reduce the impact further (DSEIR pgs. 3.5-7 to 3.5-10).

b. Cumulative Transportation Impacts (VMT Impacts) (Impact 3.15.8)

Significant Unavoidable Impact: The DSEIR evaluated and concluded that the Modified Project would generate cumulatively considerable impacts to transportation from VMT.

Findings: The Council finds that implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential. Therefore, Modified Project impacts from residential VMT would be cumulatively considerable. No additional mitigation is feasible to reduce the impact further.

Facts in Support of the Findings: The Modified Project proposes a mix of commercial retail and residential uses. Based on the RivTAM model, the Modified Project's retail component is expected to result in a net reduction of 7,251 VMT within the WRCOG region compared to without-Project conditions. The proposed retail component is expected to reduce VMT not only for residents of the Modified Project, but also for residents in the surrounding area, including those that would result from future projects in the

vicinity. Therefore, the proposed retail component of the Modified Project would not result in a cumulatively considerable impact. However, under a best-case scenario maximum 10 percent VMT reduction through implementation of **PDF 3.3-1 through 3.3-3** and the proposed transportation infrastructure improvements, the residential component of the proposed Modified Project would generate 27.58 Home-Based VMT per capita, which would still exceed the City-wide average of 25.4 Home-Based VMT per capita for Hemet.

As summarized in *WRCOG Senate Bill 743 Implementation Pathway Document Package,* "…VMT thresholds based on an efficiency form of the metric such as VMT per capita, can address project and cumulative impacts in a similar manner that some air districts do for criteria pollutants and greenhouse gas emissions."[7] In this respect, significant and unavoidable VMT impacts at the Project level would also be considered cumulatively significant (DSEIR pgs. 3.15-36 and 3.15-37).

D. ALTERNATIVES

Alternatives were discussed in the 1979 EIR for the Specific Land Use Plan, Southwest Area and the 2008 EIR of the Approved Project. Chapter 3.0 of the DSEIR has analyzed and concluded that no new alternatives have been identified that would substantially or further reduce environmental impacts of the Modified Project as proposed.

E. GROWTH-INDUCING IMPACTS

CEQA requires a discussion of ways in which the project could be growth inducing. Specifically, CEQA Guidelines Section 1512602(d) states than an EIR must describe the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

The 2008 EIR concluded the project population increase would increase the overall estimated buildout population of the Page Ranch Community Plan primarily due to changing the Planning Area XII for TTM 35392 from Industrial to Residential and increasing the density in Planning Area VI for TTM 35394 from 2.5 du/ac to 5.0 du/ac. The overall population increase in the Specific Plan is 438 persons, which is an 8.1 percent increase. The Approved Project would contribute toward the City's housing needs, consistent with the City's General Plan Housing Element. It would also allow for more compatible land uses adjacent to existing land uses. The housing is consistent with current and anticipated needs based on population projections.

[7] *WRCOG SB 743 Implementation Pathway Document Package.* Page 67. Fehr & Peers. March 2019.

The proposed Modified Project would not induce unplanned population growth. The number of proposed dwelling units is decreasing from 740 units as approved under the 2008 EIR to 586 units, which would not result in substantially more population growth than that which was anticipated under the Approved Project. When compared to the Approved Project, impacts associated with induced population growth would be the same (i.e., less than significant), and no mitigation is required (DSEIR pgs.3.12-4 and 3.12-5).

F. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(c) of the CEQA Guidelines mandates that the EIR must address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented. An impact would fall into this category if it resulted in any of the following:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; and/or
- The proposed consumption of resources is not justified (e.g., the project could waste energy).

Determining whether the proposed Modified Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The Modified Project would result in the use of nonrenewable resources and energy sources, including fossil fuels during construction activities. Fossil fuels would be used to power equipment, as well as delivery and construction employee vehicles. Use of these energy sources would be considered a permanent commitment of resources. Operation of the Modified Project would have a long-term permanent commitment of nonrenewable energy sources such as electricity, natural gas, and fossil fuels (employee and resident vehicular trips). PPPs, PDFs, and mitigation are provided to reduce energy consumption under the discussion on greenhouse gas emissions. Ongoing advancements in energy efficiency to construction equipment, building design, and motor vehicles would reduce the demand of energy resources, for example through increased use of electric, hybrid, and increasingly fuel-efficient vehicles, as well as continued refinement of Title 24 of the California Code of Regulations (e.g., implementation of increase insulation and cool roofs to reduce the use of air conditioning, water efficient fixtures, roof-top photovoltaic infrastructure, and heating and air conditioning within buildings by individual sectors that can be controlled locally). Accordingly, the proposed Modified Project's energy consumption during construction and operation is expected to be less when compared to

the Approved Project. Therefore, this would not be considered a significant irreversible environmental effect (DSEIR pg. 4-2 and 4-3).

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V. STATEMENT OF OVERRIDING CONSIDERATIONS

The Hemet City Council adopts this Statement of Overriding Considerations with respect to the significant unavoidable impacts associated with adoption of the Modified Project as addressed in the EIR, specifically:

1. Agricultural Resources Impact – Conversion of Farmland to Non-Agricultural Use;
2. Agricultural Resources Impact – Cumulative Agricultural Resources Impact;
3. Air Quality Impact - Conflict with or Obstruct Applicable AQMP;
4. Air Quality Impact - Violate an Air Quality Standard or Contribute to an Existing or Projected Violation (Long-Term Project Operational Emissions);
5. Air Quality Impact - Cumulatively Considerable Net Increase in Criteria Pollutants (Cumulative Operational Emissions);
6. Air Quality Impact – Cumulative Air Quality Impacts;
7. Transportation Impact – Vehicle Miles Traveled (Project level); and
8. Transportation Impact – Cumulative Transportation Impact (Vehicle Miles Traveled).

The Hemet City Council hereby declares that, pursuant to CEQA Guidelines Section 15093, the City Council has balanced the benefits of the Modified Project against any significant and unavoidable environmental impacts in determining whether to approve the Project. If the benefits of the Modified Project outweigh the unavoidable adverse environmental impacts, those impacts are considered "acceptable."

The City Council hereby declares that the EIR has identified and discussed significant effects that may occur as a result of the Modified Project. With the implementation of the mitigation measures discussed in the EIR, these impacts can be mitigated to a level of less than significant except for the unavoidable and significant impacts discussed in Section IV(C) herein.

The City Council hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Modified Project.

The City Council hereby declares that to the extent any mitigation measures recommended to the City are not incorporated, such mitigation measures are infeasible because they would impose

restrictions on the Modified Project that would prohibit the realization of specific economic, social, and other benefits that this City Council finds outweigh the unmitigated impacts.

The City Council further finds that except for the Modified Project, all other alternatives set forth in the EIR are infeasible because they would prohibit the realization of the project objectives and/or specific economic, social, or other benefits that this City Council finds outweigh any environmental benefits of the alternatives, or the other alternatives do not substantively reduce the severity of unavoidable and significant impacts.

The City Council hereby declares that having reduced the adverse significant environmental effects of the Modified Project to the extent feasible by adopting the proposed mitigation measures, having considered the entire administrative record on the Modified Project, and having weighed the benefits of the Modified Project against its unavoidable significant impact after mitigation, the City Council has determined that the social, economic, and environmental benefits of the Modified Project outweigh the potential unavoidable significant impacts and render those potential significant impacts acceptable based on the following considerations:

- The Modified Project contributes to the State-mandated Regional Housing Needs Assessment through the proposed development of 586 housing units;
- The Modified Project provides development that improves and maximizes economic viability within the City by the orderly transition of vacant land into a productive mixed use;
- The Modified Project creates additional employment-generating opportunities for the City of Hemet and surrounding communities through the proposed development of 100,000 square feet of commercial uses;
- The Modified Project would contribute to buildout of the Page Ranch Planned Community Development originally approved in 1979 and incrementally developed commensurate with market demand;
- The Modified Project provides adequate infrastructure and public amenities, including fair share contributions to fund upgrading and widening streets, intersections, and transit facilities, as well as signal upgrades and utility improvements;
- The Modified Project will provide development consistent with Hemet-Ryan ALUCP and municipal standards, codes, and policies;

- The Modified Project will improve the safety of aircraft activity at the Hemet-Ryan Airport by improving and maintaining an existing, unmaintained drainage channel and a detention basin originally constructed as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties such that birds posing a potential hazard to flight would be deterred from occupying the site; and

- The Modified Project provides water quality treatment control BMPs through construction of 11 infiltration basins and 2 bioretention basins with design capture volumes sufficient to retain storm water runoff for infiltration and/or treatment prior to conveyance off site in accordance with NPDES Regulations and a "high" pollutant removal efficiency equal to or greater than eighty percent.

The City Council hereby declares that the foregoing benefits provided to the public through the approval and implementation of the Modified Project outweigh the identified significant adverse environmental impacts of the Project that cannot be mitigated. The City Council finds that each of the Modified Project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

California Public Resource Code 21002 provides: "In the event specific economic, social and other conditions make infeasible such project alternatives or such mitigation measures, individual projects can be approved in spite of one or more significant effects thereof." Section 21002.1(c) provides: "If economic, social, or other conditions make it infeasible to mitigate one or more significant effects of a project on the environment, the project may nonetheless be approved or carried out at the discretion of a public agency…" Finally, California Administrative Code, Title 4, 15093 (a) states: "If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable."

The City Council hereby declares that the foregoing benefits provided to the public through approval and implementation of the project outweighs the identified significant adverse environmental impacts of the project that cannot be mitigated. The City Council finds that each of the project benefits outweighs the unavoidable adverse environmental impacts identified in the EIR and, therefore, finds those impacts to be acceptable.

Facts in Support of the Findings (Overriding Considerations). The Rancho Diamante Phase II Specific Plan Amendment Project has the following overriding considerations:

Compliance with State Housing Element law. The Modified Project would contribute toward the City's housing needs, consistent with the City's General Plan Housing Element and RHNA, pursuant to State

Housing Element law (Section 65580) of the California Government Code through the development of 586 housing units.

Economic Viability. The proposed Modified Project site is currently vacant and underutilized. The proposed project would develop 586 single-family residential units and 100,000 square feet of commercial uses on 245.07 acres. In addition to property tax revenue, the proposed Modified Project would generate previously-unrealized sales taxes, personal property taxes, utility taxes, fuel taxes, telecommunications taxes, and personal and corporate income taxes.

Employment Generation. The proposed Modified Project would introduce 100,000 square feet of commercial uses in proximity to existing and proposed residential uses, thus facilitating employment opportunities in the City while potentially reducing vehicle miles traveled to employment centers.

Consistency with City Goals and Buildout of the Page Ranch Planned Community PCD 79-93 SP. The proposed Modified Project would reduce the quantity of residences within the Page Ranch Planned Community PCD 79-93 SP from 744 as approved (Approved Project) to 586 dwelling units, add 100,000 square feet of Regional Commercial space, and construct 64.89 acres of public/private parks and open space (Proposed Modified Project. The proposed Modified Project site and surrounding area are residential in nature and lack supporting retail/commercial services. The proposed Regional Commercial land use would generally address key issues and implements policies of the City General Plan and SCAG's 2016 RTP/SCS that reduce VMT and associated air pollution emissions (refer to Appendix I3 and Section 3.15.7 of the DSEIR). This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses. Varied residential, park, commercial, and open space land uses with pedestrian connections to supporting amenities within one-quarter mile of each other would contribute to a reduction of automobile use for local residents consistent with General Plan Policies OS-7.1, OS-7.2, and OS-7.5. The City's Development Review process will assure the proposed development is consistent with applicable goals and policies of the City's General Plan, zoning, and Municipal Code upon approval of the development applications.

Transportation and Infrastructure Improvements. The DSEIR indicated that the Modified Project would generate 23,300 daily VMT from the 100,000 square feet of proposed commercial uses and result in a net reduction of 7,251 VMT within the WRCOG region by constructing commercial uses in proximity to existing and proposed residential uses. The Modified Project Home-Based VMT per capita is projected to be 30.64 through development of 586 residential units.

The project would pay fair share costs, City DIF, and County TUMF fees for road improvements, including roadway segments and intersections. DIFs will be paid to the City of Hemet and other agencies in the following categories:

* Hemet Unified School District school impact fees
* Arterial Streets
* Traffic Signals
* Fire Facilities
* Police Facilities
* City Hall
* Maintenance Equipment
* Transportation Uniform Mitigation Fee (TUMF-separate from DIF) (see below)
* Riverside County Area Drainage Fee
* Fair Share for DIF and TUMF improvements per project traffic study

The project will be subject to various PPPs to assure adequate, safe, and convenient pedestrian access compliant with ADA regulations to local transit routes. Project design through various PDFs will ensure the project site facilitates adequate vehicle turning radii, ingress/egress routes, and parking for trucks and passenger vehicles. Provisions will be made also for transit service through coordination with the RTA during preparation of the Final Map for TTM 36841 and future development plans for the proposed commercial center in Planning Area XIII.

Traffic calming measures will be incorporated into the Modified Project site design through the City development review process. Additionally, the Modified Project will make a variety of mitigative improvements (e.g., utilities, streets, freeway ramps) both onsite and in the surrounding area. Roadway segment and intersection improvements are detailed in Section 3.15.10 of the DSEIR. The Modified Project also includes 6.2 acres of off-site improvements including construction of utilities in abutting rights-of-way, drainage conveyance features, and construction of the west half of Warren Road in the northeast part of the Modified Project including the intersection with “future” realigned Stetson Avenue and an interim transition back to the existing Warren Road alignment (Figure 2.4 of the DSEIR).

Water Quality Improvements. The Modified Project will incorporate a site-specific storm drain system to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This will be accomplished by constructing 11 infiltration basins (Best Management Practices (BMPs) 1 through 11) throughout the Modified Project site and 2 bioretention basins (BMPs 12 and 13) near the northeast corner of the site. All thirteen BMPs will be designed and constructed with design capture volumes (DCV) sufficient to retain storm water runoff for infiltration and/or treatment prior to conveyance off site into the

Hemet Channel and Salt Creek in accordance with the Final Water Quality Management Plan (WQMP) (refer to **PPP 3.6-4**). The bioretention basins will provide water quality treatment during percolation with a pollutant removal efficiency rating of at least 80 percent. In order to mitigate impacts from birds potentially being attracted to the infiltration and bioretention basins and interfering with nearby operations of the Hemet-Ryan Airport, additional performance standards are prescribed to the basins above and beyond regulatory policy as detailed in **Mitigation Measure 3.7.10.3** in Section 3.7 of the DSEIR. The Final Water Quality Management Plan detailed in **PPP 3.6-4** shall specify maintenance intervals for the water quality management basins to ensure the required 48-hour drawdown time following the design storm is maintained. In addition, the Project Applicant shall ensure that the Homeowner's Association (HOA) or similar entity prepare a Planting, Maintenance, and Management Plan for the water quality management basins prior to occupancy to eliminate seeding, shelter, and incompatible vegetation in accordance with the Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure and the *Airports Wildlife and Stormwater Management* brochure.

Off-site drainage improvements include seven connections to the existing Hemet Channel north of the site and improvements to the existing drainage channel from the existing drainage basin in the southwest corner of the project site extending southerly to Simpson Road. From Simpson Road, the channel would continue to convey runoff south toward Salt Creek without further modifications.

VI. CERTIFICATION OF THE FINAL ENVIRONEMNTAL IMPACT REPORT

The Hemet City Council finds that it has reviewed and considered the FSEIR in evaluating the project, that the FSEIR is an accurate and objective statement that fully complies with CEQA and the CEQA Guidelines, and that the FSEIR reflects the independent judgment of the City Council.

The City Council declares that no new significant information as defined by CEQA Guidelines Section 15088.5 has been received by the City Council after the circulation of the DSEIR that would require recirculation. All of the information added to the FSEIR merely clarifies, amplifies, or makes insignificant modifications to an already adequate DSEIR pursuant to CEQA Guidelines Section 15088.5(b).

A. FINDINGS

1. CEQA Compliance

As the decision-making body for the Modified Project, the City Council has reviewed and considered the information contained in the Findings and supporting documentation. The City Council determines that the Findings contain a complete and accurate reporting of the environmental impacts and mitigation measures associated with the Modified Project as well as complete and accurate reporting of

the unavoidable impacts and benefits of the project as detailed in the Statement of Overriding Considerations. The City Council finds that the EIR was prepared in compliance with CEQA and that the City Council complied with CEQA's procedural and substantive requirements.

2. Significant Unavoidable Impacts/Statement of Overriding Considerations

The Modified Project will have significant adverse impacts even following adoption of all feasible mitigation measures, which are required by the City Council. The following significant environmental impacts have been identified in the FSEIR and will require mitigation but cannot be mitigated to a level of insignificance as set forth in Section IV(C) of these Findings:

- *Agricultural Resources Impacts (Conversion of Farmland to Non-Agricultural Use)* due to the infeasibility of mitigation for the conversion of farmland of statewide importance and local importance to non-agricultural use land already approved for residential use.

- *Agricultural Resources Impacts (Cumulative Agricultural Resources)* due to the incremental decrease in the availability of soils that have value for agricultural production, the Modified Project, in combination with other projects in the City's planning area, would result in a cumulatively considerable impact to agricultural resources.

- *Air Quality Impacts (Conflict with or Obstruct Applicable AQMP)* as a result of proposed uses generating operational air pollutants that exceed SCAQMD daily thresholds.

- *Air Quality Impacts (Violate an Air Quality Standard or Contribute to an Existing or Projected Violation)* due to the scale and scope of the proposed Modified Project, the Project would exceed SCAQMD daily thresholds for NOx, and available mitigation would not reduce impacts to less than significant levels.

- *Air Quality Impacts (Cumulatively Considerable Net Increase in Criteria Pollutants)* due to the scale and scope of the proposed Modified Project, the Project would exceed daily SCAQMD thresholds for NOx during long-term operation, and available mitigation would not reduce impacts to less than significant levels.

- *Air Quality Impacts (Cumulative Air Quality Impacts)* NOx impacts at the Project level are considered cumulatively significant because NOx emissions are ozone (O_3) precursors and would therefore contribute considerably to existing O_3 non-attainment conditions within the Basin. This

is a cumulatively significant impact persisting over the life of the Modified Project, and available mitigation would not reduce impacts to less than significant levels.

- *Transportation Impacts (Project-Level Vehicle Miles Traveled)* Implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential.

- *Transportation Impacts (Cumulative Impacts from Vehicle Miles Traveled)* Significant and unavoidable VMT impacts at the Project level would also be considered cumulatively significant. Because implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential, Modified Project impacts from residential VMT would be cumulatively considerable.

The City Council has eliminated or substantially reduced environmental impacts where feasible as described in the Findings, and the City Council determines that the remaining unavoidable significant impacts are acceptable due to the reasons set forth in the preceding Statement of Overriding Considerations.

3. Conclusions

a. All potentially significant environmental impacts from implementation of the Modified Project have been identified in the EIR and, with the implementation of the mitigation measures defined herein and set forth in the MMRP, will be mitigated to a less-than-significant level, except for the impacts identified in Section IV(C) above.

b. Other reasonable alternatives to the Modified Project that could feasibly achieve the basic objectives of the project have been considered and rejected in favor of the Modified Project.

c. Environmental, economic, social, and other considerations and benefits derived from development of the Modified Project override and make infeasible any alternatives to the Project or further mitigation measures beyond those incorporated into the Project.

VII. ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to *Public Resources Code* Section 21081.6, the City Council hereby adopts, as conditions of approval of the Modified Project, the Mitigation Monitoring and Reporting Program (MMRP) set forth in Section 4.0 of the FSEIR. In the event of any inconsistencies between the mitigation measures as set forth herein and the MMRP, the MMRP shall control, except to the extent that a mitigation measure contained herein is inadvertently omitted from the MMRP, in which case such mitigation measure shall be deemed as if it were included in the MMRP.

VIII. CUSTODIAN OF RECORD

The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at 445 E Florida Avenue, Hemet, CA. The custodian for these records is HP Kang, Community Development Director. This information is provided in compliance with Public Resources Code Section 21081.6.

IX: NOTICE OF DETERMINATION

A Notice of Determination shall be filed with the County of Riverside and the State Clearinghouse within 5 (five) working days of final Project approval.

PASSED, APPROVED and ADOPTED this _____ day of _____, 2021.

_____

Karlee Meyer

Mayor, City of Hemet

ATTEST:

_____

Clay James, City Clerk

DRAFT

APPROVED AS TO FORM:

_____

City Attorney

DRAFT

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for use in implementing mitigation for the:

Rancho Diamante Phase II Specific Plan Amendment

The MMRP has been prepared for the project by the City of Hemet in compliance with State law and the Subsequent Environmental Impact Report (SEIR) (State Clearinghouse No. 2016081013). The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Res. Code § 21081.6). The law states that the MMRP shall be designed to ensure compliance during project implementation.

The MMRP contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This MMRP includes mitigation identified in the Draft SEIR and Final SIER for the proposed Modified Project, as well as mitigation prescribed in the 1979 EIR[1] and 2008 SEIR[2] (Certified EIR) for the Approved Project that has been determined applicable to the proposed Modified Project. Deletions or deviations from the original [1979 and/or 2008] mitigation measures are identified in ~~strikeout~~ text, underlined text is used to signify additions to the original [1979 and/or 2008] mitigation measures, and double-underlined text is used to signify changes in mitigation measures from the Draft SEIR to the Final SEIR for the proposed Modified Project.

4.2 MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City of Hemet is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Modified Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the Project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If, during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

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1 Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

2 Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.

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MITIGATION MONITORING AND REPORTING PLAN CHECKLIST

Project File Name: Rancho Diamante Phase II Specific Plan Amendment
Applicant: Strata Equity Group, Inc.
Prepared by: City of Hemet
Date: November 2020

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
3.1 AESTHETICS						
The SEIR did not identify significant impacts related to land use or planning; therefore, no Mitigation Measures are required.						
3.2 AGRICULTURAL RESOURCES						
There are no feasible Mitigation Measures that reduce impacts related to Agricultural Resources to less than significant levels.						
3.3 AIR QUALITY						
MM 3.3.10.1: Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction	City Planning Department	Once prior to issuance of the first grading permit for each phase and every two weeks during grading	Prior to issuance of grading permits	Review of equipment maintenance records and equipment design specification data sheets		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
of the City of Hemet Planning Department.						
1979 EIR Air Quality Mitigation Measure 3: Provide for convenient bus stop locations.	City Planning Department	Once prior to issuance of the first occupancy permit for each phase	Prior to issuance of the first occupancy permit for each phase	Submittal of evidence Riverside Transit Agency bus stops serve the Modified Project site		Withhold occupancy permit(s)
2008 Mitigation Measure AQ-01: Prior to construction of the Project, the Project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of ~~two~~ three times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction.	City Planning Department	Once prior to issuance of the first grading permit for each phase	Prior to issuance of grading permits	Submittal of Fugitive Dust Control Plan to City and SCAQMD		Withhold grading permit(s)
2008 Mitigation Measure AQ-05: Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary	City Planning and Public Works Departments	Once prior to issuance of the first grading permit for each phase	Prior to issuance of grading permits	Submittal of traffic control plan to City		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones. This measure shall be implemented to the satisfaction of the City of Hemet Planning and Public Works Departments.						
2008 Mitigation Measure AQ-06: Prior to issuance of building permits, t~~T~~he developer shall provide evidence to the City that ~~require~~ painting ~~to~~ will be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once prior to issuance of building permits for each phase	Prior to issuance of building permits	Submittal of evidence to the City construction plans include the requirement		Withhold building permit(s)
2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation	City Planning Department	Once prior to issuance of grading permits for each phase	Prior to issuance of grading permits	Submittal of letter to the City documenting carpooling measures and extent of carpooling		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.				anticipated		
2008 Mitigation Measure AQ-08: Prior to issuance of grading and building permits, the developer shall provide evidence to the City that o~~O~~n-site electrical hookups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once prior to issuance of grading permits for each phase	Prior to issuance of grading permits	Submittal of evidence to the City construction plans include the requirement		Withhold grading permit(s)
2008 Mitigation Measure AQ-09: During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Every two weeks during construction	Every two weeks during construction	Submittal of evidence to the City construction plans include the requirement		Stop work order
2008 Mitigation Measure AQ-10: During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to	City Planning Department	Daily during construction	Daily during construction	Submittal of evidence to the City construction		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.				plans include the requirement		
3.4 BIOLOGICAL RESOURCES						
MM 3.4.10.1: Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once	Prior to the issuance of grading permits	Approval of mitigation categories and amount of payment as established by the MSHCP. Submittal of evidence MSHCP fees have been paid		Withhold grading permit(s)
MM 3.4.10.2: The Modified Project Site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR Habitat Conservation Plan (HCP). Prior to issuance of grading permits, the project applicant shall pay the applicable fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. This measure shall be	City Planning Department	Once	Prior to the issuance of grading permits	Approval of mitigation categories and amount of payment as established by the SKR HCP. Submittal of evidence SKR HCP fees have		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
implemented to the satisfaction of the City of Hemet Planning Department.				been paid		
MM 3.4.10.3: A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities. If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated. In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation	City Planning Department and Project Biologist	Within 30 days prior to the first ground disturbance of each phase	Prior to the first ground disturbance of each phase	Submittal of evidence to the City appropriate buffers are established and burrowing owl mitigation plan is prepared via on-site inspection and written report by Project Biologist		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.4.10.4: Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site. The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are	City Planning Department and Project Biologist	Within 14 days prior to the first ground disturbance of each phase and during construction as applicable	Prior to the first ground disturbance of each phase and during construction as applicable	On-site Inspection and written report by Project Biologist		Withhold Grading Permit(s) and/or stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.4.10.5: To meet the criteria of a biologically equivalent or superior	City Planning Department	Once	Prior to the issuance of	Approval of mitigation		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation. **Off-Site Establishment/Reestablishment.** The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure. **On-Site Rehabilitation, Enhancement, and Preservation.** The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will			grading permits	categories and amount of payment to the Riverpark Mitigation Bank as established by the MSHCP. Submittal of evidence in grading plans 3.1 acres of herbaceous wetland- and southern willow scrub-vegetated areas will be preserved, and 19.2 acres of water quality features will be installed to compensate the loss of beneficial uses and to provide additional uses of value.		

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be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio. **On-Site Replacement and Enhancement of Beneficial Uses.** Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.						
MM 3.4.10.6: Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control	City Development Services Department	Once	Prior to the issuance of grading permits	Applicant shall submit the approved regulatory agency permits to the City		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Additionally, the project applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service (USFWS) and CDFW confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved. Mitigation for permanent and/or temporary impacts shall be determined as specified in the ~~Determination of Biologically Equivalent or Superior Preservation (~~DBESP~~)~~ through consultation with the ~~applicable regulatory agencies~~ CDFW, USFWS, and the Western Riverside County Regional Conservation Authority (RCA). Mitigation may include on-site and/or off-site replacement and/or restoration of ~~USACE/RWQCB jurisdictional waters of the U.S./waters of the State, and/or CDFW jurisdictional streambed and associated riparian~~ similar habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. Mitigation shall be subject to pre-approval by USACE, USFWS, CDFW, and RWQCB. This measure shall be implemented to the satisfaction of the City Development Services Department, CDFW, USFWS, and the RCA.						
MM 3.4.10.7: Prior to issuance of grading permits, the project applicant	City Development	Once for each phase of	Prior to the issuance of	Submittal of evidence the		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.	Services Department	development	grading permits for each phase of development	features, facilities, and BMPs identified in the Storm Water Pollution Prevention Plan and Water Quality Management Plan are incorporated into each phase		
MM 3.4.10.8: Prior to issuance of any grading permit the Modified Project shall demonstrate compliance with the Multiple Species Habitat Conservation Plan (MSHCP) and its associated Implementing Agreement, via the completion of the Joint Project Review (JPR) process through the Western Riverside County Regional Conservation Authority (RCA) or via the provision of	City Development Services Department	Once for each phase of development	Prior to the issuance of grading permits for each phase of development	Submittal of evidence of completion of the Joint Project Review (JPR) process or written correspondence that the Project is not subject to		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
written correspondence from the RCA, United States Fish and Wildlife Service, and California Department of Fish and Wildlife stating that the Project is not subject to the JPR process.				the JPR process.		
3.5 CULTURAL RESOURCES						
MM 3.5.10.1A: Prior to issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that they have entered into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians (Soboba) to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba that may be uncovered or otherwise discovered during ground disturbing activities related to the project. Soboba Native American Monitor(s) shall be allowed to monitor ground disturbing activities and ~~T~~the TDA ~~may~~ will establish provisions for tribal monitors. The Soboba Band shall receive a minimum of 30 days advance notice prior to the commencement of ground disturbing activities associated with the project. The Soboba tribal monitor shall be invited to attend pre-grading meetings with the City to inform the grading and excavation contractors of the Cultural Resources Management Plan (CRMP) and to provide best practice methods with respect to its implementation. ~~In conjunction with the TDA, the City shall retain a qualified project archaeologist who shall prepare a Cultural Resources Monitoring and Treatment Plan~~	City Planning Department	Once	Prior to issuance of any grading permit	Review of Treatment and Disposition Agreement and Cultural Resources Monitoring and Treatment Plan		Withhold Grading Permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
~~(CRMTP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMTP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, participation by Soboba Native American Monitor(s), the treatment and Disposition (including possible significance testing) of inadvertent cultural resources finds, coordination with the County Coroner's Office, and Non-Disclosure of location(s) of archaeological materials and human remains. The qualified archaeologist and, if desired, Soboba shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMTP and to consult with and instruct them with respect to its implementation. The CRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.~~						
MM 3.5.10.1B: Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified registered professional archaeologist has been retained to perform archaeological monitoring and ~~appropriate Soboba Native American Monitor(s)~~ shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all surface level field work, mass grading, and trenching activities. The archaeological monitor shall prepare a	City Planning Department and Project Archaeologist	Daily during the first 50 percent of rough grading; then discretionary per the Project Archaeologist in consultation with the City, Applicant, and Soboba	Prior to issuance of any grading permit and during ground disturbing activities	Review of construction contract documentation, Cultural Resources Monitoring and Treatment Plan, and final ~~monitoring~~ archaeological compliance report		Withhold grading permit(s) and/or stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Cultural Resources Management Plan (CRMP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, the treatment of inadvertent archaeological resources finds, Non-Disclosure of location(s) of archaeological materials. The qualified archaeologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMP and to consult with and instruct them with respect to its implementation. The CRMP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit. The archaeological monitor shall be on site at all times during the initial phases of grubbing, rough grading, and other ground-disturbing activities to inspect cuts for ~~cultural~~ archaeological resources. If no ~~cultural~~ archaeological resources are encountered after approximately fifty percent of rough grading, the qualified project archaeologist shall have discretion to recommend to the City that ~~cultural~~ archaeological ~~resources~~ monitoring get scaled back to a part time or spot-check basis. Any recommendation to scale back archaeological monitoring must be in accordance with the methodology and protocols to be established in ~~in accordance with~~ the CRMTP through						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The City, in consultation with the qualified archaeologist, applicant, and Soboba Band of Luiseño Indians (Soboba), shall determine the appropriate level of subsequent monitoring, during which time the stipulations of Mitigation Measures 3.5.10.1A, 3.5.10.1C, ~~and~~ 3.5.10.1D, and 3.5.10.1E shall still apply. A final archaeological ~~monitoring~~ report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.1C: If cultural resources are discovered during ground disturbing activities, the archaeological monitor shall record them on California Department of Parks and Recreation Forms (DPR 523). ~~If any cultural resources are in danger of loss and/or destruction, the archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the archaeological monitor shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the encounter to allow recovery of resource remains in a timely manner. All cultural resources encountered shall be~~	City Planning Department and Project Archaeologist	Daily during the first 50 percent of rough grading; then discretionary per the Project Archaeologist in consultation with the City, Applicant, and Soboba	During ground disturbing activities	~~Evidence to the City appropriate buffers are established as necessary;~~ Evidence to the City of submittal of California Department of Parks and Recreation Forms to the Eastern Information Center;		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
~~evaluated for significance pursuant to CEQA *Guidelines* Section 15064.5(a)(c) and managed accordingly. Should the qualified archaeologist determine through consultation with the Soboba Band of Luiseño Indians (Soboba) that the discovery is a resource pursuant to Section 15064.5, avoidance or other mitigation will be required pursuant to and consistent with *CEQA Guidelines* Sections 15064.5 and 15126.4(b) and Public Resources Code Section 21083.2.~~ Recovered cultural resources, along with copies of pertinent field notes, ~~photographs,~~ and maps, shall be treated ~~and disposed~~ with appropriate dignity in accordance with the Treatment and Disposition Agreement (TDA) and Cultural Resources Management ~~onitoring and Treatment~~ Plan (CRM~~T~~P). ~~If agreement as to the treatment and disposition of cultural resources is not reached between the applicant, landowner, Lead Agency, and Soboba, the landowner or his authorized representative shall rebury the cultural resources with appropriate dignity on the property in a location not subject to further subsurface disturbance.~~ The qualified archaeologist shall document any reburial of cultural resources on DPR 523 forms in accordance with the CRM~~T~~P. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact				and Review of Treatment and Disposition Agreement, Cultural Resources Management ~~onitoring and Treatment~~ Plan, construction contract documentation, and final monitoring compliance report		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
information of the qualified project archaeologist/archaeological monitor and Soboba tribal monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.1D: Discovery of Human Remains: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). 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 human remains are determined as those of Native American origin, 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). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete	City Planning Department, Project Archaeologist, and Soboba	During all ground disturbing activities	During ground disturbing activities	Evidence to City that the appropriate buffers are established; and The Riverside County Coroner and the City of Hemet Planning Department are notified; and the Coroner contacts the Native American Heritage Commission (NAHC); and the NAHC contacts the Most Likely Descendent (MLD);		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.				and the MLD consults with the property owner and lead agency.		
MM 3.5.10.1ED Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans: "If any suspected cultural resources are encountered during ground-disturbing activities and the archaeological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 50 feet of the find and call the project archaeologist/archaeological monitor to the site to assess the significance of the find."	City Planning Department	Once	Prior to issuance of any grading permit	Review of grading plans		Withhold grading permit(s)
MM 3.5.10.2A: Prior to issuance of a grading permit, the applicant shall retain a qualified project paleontologist who shall prepare a Paleontological Resources Monitoring and Treatment Plan (PRMTP) to be implemented during ground-disturbing activity on the project site. The PRMTP shall include the provision of a trained paleontological monitor, monitoring methods and discovery protocol, and treatment and disposition of unanticipated	City Planning Department	Once	Prior to issuance of any grading permit	Review of the Paleontological Resources Monitoring and Treatment Plan and attendance at pre-grading meetings		Withhold Grading Permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
paleontological resources, including proof of a written repository agreement between the landowner and a professional, fully accredited museum repository with permanent retrievable storage. The qualified paleontologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the PRMTP and to consult with and instruct them with respect to its implementation. The PRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.						
MM 3.5.10.2B: Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified paleontological monitor shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all mass grading and trenching activities. Paleontological monitoring shall commence once rough grading or any other ground disturbing activities reach five feet below grade based on coordination with the excavation contractor. If too few paleontological resources are encountered after approximately 50 percent of the remaining rough grading, the qualified project paleontologist shall have discretion to recommend to the City that paleontological resources monitoring get scaled back to a part time or spot-check basis in accordance with the PRMTP. The City, in consultation	City Planning Department and Project Paleontologist	Daily after excavation reaches 5 feet below surface for up to 50 percent of the remaining rough grading; then discretionary per the Project Paleontologist in consultation with the City and Applicant	Prior to issuance of any grading permit and during ground disturbing activities	Review of construction contract documentation and final monitoring compliance report		Withhold grading permit(s) and/or stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
with the qualified paleontologist and applicant, shall determine the appropriate level of subsequent monitoring, during which time Mitigation Measures 3.5.10.2A, 3.5.10.2C, and 3.5.10.2D shall still apply. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.2C: If paleontological resources are discovered during ground disturbing activities, the paleontological monitor shall recover them. In consultation with the qualified project paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant, it shall be quickly removed and the area cleared for the resumption of construction. In instances where recovery requires an extended salvage time, the paleontological monitor shall be allowed to temporarily direct, divert, or halt grading within 100 feet of the encounter to allow recovery of fossils or fossil-bearing sediments in a timely manner. If the specimen is determined to be significant (e.g., vertebrate fossil(s) or fossil-bearing sediments representing new or rare species, geologic (temporal) and/or geographic range extensions,	City Planning Department and Project Paleontologist	Daily after excavation reaches 5 feet below surface for up to 50 percent of the remaining rough grading; then discretionary per the Project Paleontologist in consultation with the City and Applicant	During ground disturbing activities	Evidence to the City appropriate buffers are established as necessary and Review of Paleontological Resources Monitoring and Treatment Plan, construction contract documentation, and final monitoring compliance report		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa), the project paleontologist/paleontological monitor shall notify the applicant and the City of Hemet (City) immediately. Recovered paleontological specimens, along with copies of pertinent field notes, photographs, and maps, shall be treated and disposed in accordance with the PRMTP, including preparation to a point of identification and permanent preservation, and washing of sediments to recover small invertebrates and vertebrates. The recovered fossils shall be diagnosed and curated into a professional, fully accredited museum repository with permanent retrievable storage. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.2D Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans: "If any suspected paleontological resources are encountered during ground-disturbing activities and the paleontological monitor is not present,	City Planning Department	Once	Prior to issuance of any grading permit	Review of grading plans		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the construction supervisor is obligated to halt all ground disturbing work within 100 feet of the find and call the project paleontologist/paleontological monitor to the site to assess the significance of the find."						
3.6 GEOLOGY AND SOILS						
MM 3.6.10.1: Prior to the issuance of grading and building permits, the applicant shall provide to the City Engineering Division and City Building & Safety Department for review and approval detailed grading and construction plans that demonstrate the recommendations specified in project- and site-specific geotechnical investigation have been incorporated into the on-site earthworks and structures. The project applicant and all contractors shall follow the recommendations of the geotechnical investigation, which include but are not limited to 1) a geotechnical grading plan review by the project geotechnical engineer prior to construction of the proposed project, 2) preparation of the project site via removal of surface obstructions, vegetation, and debris, 3) removal of unsuitable fill materials previously utilized as backfill for prior on-site and off-site improvements, 4) overexcavation of surficial units, including artificial fill, colluvium, and topsoil to competent ground as evaluated by a qualified engineering geologist during grading to ensure all unsuitable fill is removed prior to replacing it with properly compacted	City Engineering Division and City Building and Safety Division.	Once	Prior to Issuance of Grading and Building Plans Permits	Review of Grading and Building Plans		Withhold Grading and Building Permits

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
fill, 5) maintenance of properly compacted fill to near optimum moisture content, 6) construction of stabilization fill keyways to ensure slope stability and prevention of landslides, 7) immediate landscaping, irrigation, and maintenance of engineered slopes, 8) acceptability of all removal bottoms reviewed by a qualified engineering geologist or geotechnical engineer and documented in the as-graded geotechnical report, 9) construction of post-tensioned slab-on-grade foundation or conventionally reinforced foundation designed to resist expansive soils and settlement, 10) maintaining appropriate drainage and infiltration throughout the project site in accordance with regulatory requirements and 11) review by the project geotechnical engineer of any updated rough or precise grading or conventional retaining wall or foundation plans to ensure implementation of the recommendations in the geotechnical investigation, and 12) geotechnical observation and/or testing at the following stages of construction: • During rough grading (removal/over-excavation bottoms, fill placement, etc.); • Geologic mapping of temporary backcuts; • During retaining wall backfill and compaction; • During utility trench backfill and compaction;						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• During precise grading; • After presoaking building pads and other concrete-flatwork subgrades, and prior to placement of aggregate base or concrete; • Preparation of pavement subgrade and placement of aggregate base; • After building and wall footing excavation and prior to placement of steel reinforcement and/or concrete; and • When any unusual soil conditions are encountered during any construction operation. This measure shall be implemented to the satisfaction of the City Engineering Division and City Building & Safety Department.						
3.7 HAZARDS AND HAZARDOUS MATERIALS						
MM 3.7.10.1: Prior to issuance of building permits, the Modified Project's Applicant shall provide evidence to the City of Hemet that the following measures are in place: • **Avigation Easement.** The Project Proponent shall grant to the County of Riverside an easement for free and unobstructed passage of all aircraft in the airspace over, through, across, and adjacent to the Project site. The easement shall be in a form substantially consistent with that provided in the Hemet-Ryan Airport Land Use Compatibility Plan and	City Planning Department and City Attorney	Once	Prior to issuance of building permits	City review of avigation easement; Real Estate Transfer Disclosure Statement; deed notice and/or Environmental Constraints Sheet of the final tract map; and model homes, sales brochures, and other potential		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
shall be approved by the City Attorney for the City of Hemet and the County Counsel for the County of Riverside and shall be duly recorded with the County Clerk to run with the title to all subdivided lots. This easement, in addition to providing certain rights to the airport to assure it continued operation, will also serve as notice to all prospective buyers of the location and potential impacts of the airport. • **Notice of Airport in Vicinity**. The Riverside County Airport Land Use Commission *Notice of Airport in Vicinity* (Appendix F3) shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraints Sheet (ECS) of the final tract map, if an ECS is otherwise required. • **Seller Disclosure.** California Civil Code section 1102 "Disclosure Upon Transfer of Residential Real Estate" requires that a Real Estate Transfer Disclosure Statement (TDS) be completed by the Seller and acknowledged by the Buyer. The Project Proponent shall ensure that				items.		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the TDS in Section 3: Easements and Section 11: Neighborhood Noise be completed to show the existence of the Avigation Easement and the presence of potentially significant noise impact from aircraft using Hemet-Ryan Airport. • **Sales Material.** The Project Proponent shall ensure that all model homes, sales brochures, and other potential items include notice of the nearby location of the airport and the presence of potential noise and safety impacts.						
MM 3.7.10.2: The Modified Project applicant, the City of Hemet, and owners of the Hemet-Ryan Airport shall coordinate with each other prior to issuance of building permits to discuss and potentially implement measures that will help reduce airport operations above the Modified Project site without compromising airport operations. Examples of measures that would reduce potential airport hazards to people residing and working on the Modified Project site include, but are not limited to, the following: • **Extended Pattern and Raise Pattern altitude.** Many of the smaller aircraft using Runway (RW) 22 are able to turn soon after takeoff and fly the traffic pattern in locations very near the runway and at relatively low altitudes. (Less than 1,000 feet Above Ground Level [AGL]). By encouraging departing	City Planning Department	Once	Prior to issuance of building permits	City coordinate with the applicant and owners of the Hemet-Ryan Airport		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
aircraft to maintain runway heading (straight out) until reaching the end of the runway or until reaching the end of airport property, they will achieve higher altitudes thus decreasing noise and potential safety hazards. Also, the pattern altitude is published at 1,000 feet AGL. Raising the published pattern altitude to 1,500 feet AGL will promote a similar effect. • **Business Jet Noise Abatement Departure.** Business jets have the greatest potential to create noise disturbance to ground population. A noise abatement departure procedure must be developed to have departing business jets maintain runway heading until reaching a certain altitude, e.g. 2,500 feet AGL. This will place flight tracks further from the project area, thus reducing noise; and it will place aircraft at higher altitudes before them being turning maneuvers that stress the aircraft, and thus decrease potential safety impacts. As the Hemet-Ryan Airport is privately owned and operated and not part of the Modified Project, the owners of the Hemet-Ryan Airport would not be mandated to implement such measures.						
MM 3.7.10.3: Prior to issuance of grading permits, the Project Applicant shall provide evidence to the City that the following performance standards are applied to all ground-level or	City Engineer and City Planning Department	Once	Prior to the issuance of grading permits	Submittal of a final Water Quality Management Plan and		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
aboveground water detention basins or facilities, including water quality management basins detailed in Project Design Feature 3.8-2: • Maximum 48-hour detention period after the design storm and remain totally dry between rainfall events. • Vegetation around such facilities, such as red fescue (*Festuca rubra*), sedges (*Carex* sp.) and rushes (*Juncus* sp.), that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. • Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries. • Landscaping in the detention basins, if not rip-rap, shall be in accordance with the guidance provided in Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure, and the *Airports Wildlife and Stormwater Management* brochure available at www.rcaluc.org and Appendix F2, which lists acceptable plants from Riverside County Landscape Guide, or other alternative landscaping as may be recommended by a wildlife hazard biologist (refer to Appendix F2). • Slopes along portions of the basins designed to detain stormwater runoff				Planting, Maintenance, and Management Plan for review and approval		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
shall be equal to or greater than 3:1. The Final Water Quality Management Plan detailed in Plan, Policy, or Program 3.6-4 shall specify maintenance intervals for the water quality management basins to ensure the required 48-hour drawdown time following the design storm is maintained. In addition, the Project Applicant shall ensure that the Homeowner's Association (HOA) or similar entity prepare a Planting, Maintenance, and Management Plan for the water quality management basins prior to occupancy to eliminate seeding, shelter, and incompatible vegetation in accordance with the Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure and the *Airports Wildlife and Stormwater Management* brochure.						
MM 3.7.10.4: Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the Project Applicant shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level.	City Planning Department and City Building and Safety Division	Once for each phase	Prior to issuance of building permits for each phase	Review of Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service		Withhold building permit(s)
MM 3.7.10.5: Prior to issuance of building permits, the Project Applicant	City Planning Department	Once for each phase	Prior to issuance of	Review of construction		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
shall provide evidence to the City that no buildings shall exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level. The Maximum height and top point elevation shall not be amended without further review by the Riverside County Airport Land Use Commission and the Federal Aviation Administration, provided, however, that reduction in structure height or elevation shall not require further review. Temporary construction equipment used during actual construction of the proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.	and City Building and Safety Division		building permits for each phase	and building plans to ensure height restriction is incorporated into building design; and Evidence of notification to and approval from Federal Aviation Administration through the Form 7460-1 process for temporary construction equipment		
MM 3.7.10.6: Within five days after construction of the proposed building evaluated pursuant to Federal Aviation Administration (FAA) Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height (refer to Appendix F5), FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project Applicant or his/her designee and electronically filed with the FAA (go to https://oeaaa.faa.gov for instructions). This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the evaluated coordinate location. Although not required in accordance with FAA	City Planning Department and City Building and Safety Division	Once	Within five days of construction of building evaluated pursuant to Federal Aviation Administration Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height	Evidence to City that Notice of Actual Construction or Alteration submitted to Federal Aviation Administration and compliance with *FAA Advisory Circular 70/7460-1 L Change 2* if applicable		Withhold occupancy permit

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Aeronautical Study No. 2019-AWP-10893-OE, any marking and/or lighting installed voluntarily by the Project Applicant for aviation safety shall comply with *FAA Advisory Circular 70/7460-1 L Change 2* and shall be maintained in accordance therewith for the life of the Project.						
MM 3.11.10.6: Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events. • Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. • Walls: At any penetrations of exterior walls by pipes, ducts, or conduits,	City Planning Department and City Building and Safety Division	Once for review of construction plans and once for review of acoustical study	Prior to issuance of occupancy permits for the residential phase(s)	City review of construction plans and acoustical study		Withhold occupancy permits

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code. Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
2008 Mitigation Measure HHM-1a: If during construction activities, ~~on TTMs 35392, 35393 and 35394~~ the Modified Project site any discolored soil, soils with an unusual odor, or undocumented subsurface structures are encountered during future development on the site, a qualified soil investigation professional shall investigate the soil, and if necessary procure samples for testing. Any contamination shall be properly remediated to residential standards in conjunction with an oversight agency (either ~~Riverside County Fire Department~~ the Hemet Fire Department or the California Department of Toxic Substances Control). If abandoned septic tanks, pits, or leach lines are uncovered, the Riverside County Department of Public Health shall be contacted to coordinate the proper abandonment of these features.	City Planning Department	Once	During construction	On-site inspection		Withhold building permit(s)
2008 Mitigation Measure HHM-5g: Any outdoor lighting installed on the Modified Project site shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward	City Planning Department, Hemet-Ryan Airport Manager, and Riverside	Once	Prior to issuance of building permit(s)	Review of lighting plans		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
facing. All lighting plans ~~should~~ shall be reviewed and approved by the Hemet-Ryan airport manager and the Riverside County Airport Land Use Commission prior to Modified Project approval.	County Airport Land Use Commission					
2008 Mitigation Measure HHM-5i: The following uses shall be prohibited from the Modified Project ~~project~~ site: • Hazardous material facilities; • Hazardous uses (e.g., aboveground storage tanks); • Outdoor stadiums; • Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or ~~a straight final approach~~ toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator; • Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport; • Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe	City Planning Department	Once	Prior to issuance of building permit(s)	Review of construction pans and on-site inspection		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
air navigation within the area; ~~and~~ • Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; and • Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and, in the Zone C portion of the property, all of the above, plus libraries, daycare centers, theaters, meeting halls and other assembly facilities, and stadiums.						
3.8 HYDROLOGY AND WATER QUALITY						
Impacts related to hydrology and water quality will remain less than significant with implementation of project design features and compliance with existing regulatory policies; therefore, there are no Mitigation Measures related to hydrology and water quality.						
3.9 LAND USE AND PLANNING						
The SEIR did not identify significant impacts related to land use or planning; therefore, no Mitigation Measures are required.						
3.10 MINERAL RESOURCES						
The SEIR did not identify significant impacts related to mineral resources; therefore, no Mitigation Measures are required.						
3.11 NOISE AND VIBRATION						
MM 3.11.10.1: Prior to approval of grading plans and/or issuance of building permits, construction plans shall include a note indicating that noise-generating Modified Project construction activities shall only occur between the permitted hours on Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no	City Planning Department	Prior to approval of grading plans and/or issuance of building permits	Periodically as deemed appropriate	Site visit to confirm activities occur within stated hours		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
activity allowed on Sundays. The Modified Project construction supervisor shall ensure compliance with the note, and the City shall conduct periodic inspection at its discretion. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.11.10.2: If receiver location R6 is an inhabited noise-sensitive residential home at the time of Modified Project construction, the installation of a temporary noise control barrier, as shown in Figure 3.11.1, at the Modified Project site boundaries when construction activities occur within 140 feet is required. The noise control barrier must present a solid face from top to bottom and be a minimum height of 6 feet. • The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, *Noise Barrier Design Handbook*). The noise barrier may be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts. • The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.	City Planning Department	Prior to the start of construction	Prior to the start of construction	Site visit to verify the required wall is in place prior to the start of construction operations		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.11.10.3: During all Modified Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once	Prior to the issuance of grading permits for each phase	Submittal of evidence the construction plans include the required measures		Withhold grading permits
MM 3.11.10.4: During all Modified Project site construction, the construction contractor shall locate equipment staging in areas that will create the greatest distance (i.e., at the center) between construction-related noise sources and noise-sensitive receivers nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once	Prior to the issuance of grading permits for each phase	Submittal of evidence the construction plans include the required measures		Withhold grading permits
MM 3.11.10.5: The construction contractor shall limit haul truck deliveries to the same hours specified for	City Planning Department	Prior to approval of grading plans and/or issuance	Periodically as deemed appropriate	Site visit to confirm activities occur		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
construction equipment (Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays). The Project Applicant shall prepare a haul route exhibit to design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.		of building permits		within stated hours and review of haul route exhibit		
MM 3.11.10.6: Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events. • Doors: All exterior doors shall be well	City Planning Department and City Building and Safety Division	Once for review of construction plans and once for review of acoustical study	Prior to issuance of occupancy permits for the residential phase(s)	City review of construction plans and acoustical study		Withhold occupancy permits

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. • Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code. Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.11.10.7: Prior to the issuance of occupancy permits, the Project Applicant shall provide the City of Hemet a copy of a *Railroad and Airport Proximity Disclosure* that will be presented to prospective buyers of real estate within the Modified Project site. The *Railroad and Airport Proximity Disclosure* shall convey information to prospective buyers about railroad- and airport-associated annoyances or inconveniences such as noise and/or vibration. The *Airport Proximity Disclosure* shall: 1. Contain the following language dictated by State law in conjunction with real estate transfer: *"NOTICE OF RAILROAD AND AIRPORT IN VICINITY: This property is presently located in the*	City Planning Department	Once	Prior to issuance of occupancy permits	Submittal of *Railroad and Airport Proximity Disclosure* to City		Withhold occupancy permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
vicinity of a railroad and airport, and within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to railroad and airport operations (for example: noise and/or vibration). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what railroad and airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you." 2. Include signs declaring the *NOTICE OF RAILROAD AND AIRPORT IN VICINITY* and a map of the Airport Influence Area to be prominently posted in the real estate sales office and/or other key locations at the project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
3.12 POPULATION AND HOUSING						
The SEIR did not identify significant impacts related to population and housing; therefore, no Mitigation Measures are required.						
3.13 PUBLIC SERVICES						
The SEIR did not identify significant impacts related to public services; therefore, no Mitigation Measures are required.						
3.14 RECREATION						
The SEIR did not identify significant impacts related to recreation; therefore, no Mitigation Measures are required.						
3.15 TRAFFIC AND CIRCULATION						
MM 3.15.10.1: Payment of Fair-Share Costs. The project applicant shall be	Community Development	Once	Prior to the issuance of	Submittal of evidence		Withhold grading permit

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
responsible for payment of the project's Fair-Share Contribution for study area intersection improvements as shown on "Table 1-3: Summary of Intersection Improvements" contained in *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis*, City of Hemet, Urban Crossroads, April 2018.	Director or designee		the grading permits for the first phase of development	required Fair-Share fees for the stated improvements have been fully paid		
MM 3.15.10.2: Warren Road/Esplanade Avenue (#22). The following improvement is necessary to reduce the Modified Project's project specific impact to less than significant: • The installation of a traffic signal. • Construction of a northbound left-turn lane, southbound left-turn lane, eastbound left-turn lane, and westbound left-turn lane.	City Engineer or designee	Once	Prior to issuance of the first occupancy permit	Installation of the identified improvement per the design approved by the City Engineer		Withhold occupancy permit
1979 EIR Air Quality Mitigation Measure 3: Provide for convenient bus stop locations.	City Planning Department	Once prior to issuance of the first occupancy permit for each phase	Prior to issuance of the first occupancy permit for each phase	Submittal of evidence Riverside Transit Agency bus stops serve the Modified Project site		Withhold occupancy permit(s)
1979 EIR Traffic Mitigation Measure 4: Promote ride-pooling (car-pools/van-pools) with regard to persons employed in any planned commercial and industrial activities. This would have the potential of reducing daily commuter traffic and onsite parking requirements.	City Planning Department	Once prior to issuance of the first occupancy permit for the commercial phase	Prior to issuance of the first occupancy permit for the commercial phase	Submittal of evidence to City ride-pooling promotional materials are provided to businesses		Withhold occupancy permit
1979 EIR Traffic Mitigation Measure 5: Demand-responsive (dial-a-ride) public transit should be encouraged. Where practical small vans or busses should be	City Planning Department	Once prior to issuance of the first occupancy permit for each	Prior to issuance of the first occupancy	Submittal of evidence to City public transit promotional		Withhold occupancy permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
used. Provision of a public transit system will reduce potential auto travel, and provide mobility to those residents who are either too young to drive, do not drive, no longer drive, or are not capable of bicycling.		phase	permit for each phase	materials are provided to project occupants		
1979 EIR Traffic Mitigation Measure 6: The feasibility of expanding the Riverside Transit Agency's transportation service in the Hemet area should be considered.	City Planning Department	Once	Prior to issuance of the first occupancy permit	Submittal of evidence to City of coordination between the Applicant and Riverside Transit Agency		Withhold occupancy permit
1979 EIR Traffic Mitigation Measure 9: Provide ~~separate~~ bicycle and pedestrian travelways ~~pathways~~ throughout the project as a means of promoting alternative forms of movement. ~~For safety, convenience and efficiency, these systems should be separated from the vehicular traffic system and from one-another~~.	City Planning Department	Once prior to issuance of the first occupancy permit for each phase	Prior to issuance of the first occupancy permit for each phase	Installation of the identified improvement per the design approved by the City Engineer		Withhold occupancy permit(s)
1979 EIR Traffic Mitigation Measure 10: Establish land use patterns, intensities and relationships which would reduce vehicle trip making characteristics and promote the use of alternative modes of travel such as bicycles, walking and transit. For example, increased residential densities adjacent to the planned commercial activities and open spaces designed with integral bike paths and pedestrian ways.	City Planning Department	Once	Prior to the issuance of the grading permits for the first phase of development	Submittal of evidence residential uses are proposed next to commercial uses		Withhold grading permit
2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to	City Planning Department	Once prior to issuance of grading permits for each phase	Prior to issuance of grading permits	Submittal of letter to the City documenting carpooling		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.				measures and extent of carpooling anticipated		
2008 Mitigation Measure T-2a: The developer shall construct the following on-site roadway improvements ~~as described on Exhibit 10-C of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007~~, as determined by the City Public Works Department: • Construct New Stetson Avenue at its ultimate half section width as an Urban Arterial ~~from New Warren Road to Old Warren Road~~ along the Modified Project frontage in conjunction with development. • Construct ~~New~~ Warren Road at its ultimate ~~half section~~ width as a Major Roadway from New Stetson Avenue to ~~the southerly project boundary~~ Warren Road in conjunction with development. • Construct Warren Road at its ultimate half section width as a Secondary Roadway from New Stetson Avenue to the southerly project boundary in conjunction with	City Engineer or designee	Once	Prior to issuance of the first occupancy permit	Installation of the identified improvement per the design approved by the City Engineer		Withhold occupancy permit

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
development. • ~~Install a traffic signal at the intersection of Warren Road and New Stetson Avenue when warranted.~~ • ~~Install a traffic signal at the intersection of New Warren Road and New Stetson Avenue when warranted.~~ • ~~Install a traffic signal at the intersection of Warren Road and Mustang Way when warranted.~~ • ~~Left turns out of Driveway #1 on New Warren Road shall be prevented in the future when the through volumes on New Warren Road have increased to the point where the City deems the restriction necessary.~~ • ~~Left turns out of Driveway #2 on New Stetson Avenue shall be prevented in the future when the through volumes on New Stetson Avenue have increased to the point where the City deems the restriction necessary.~~ • ~~On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.~~ • ~~Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final~~						

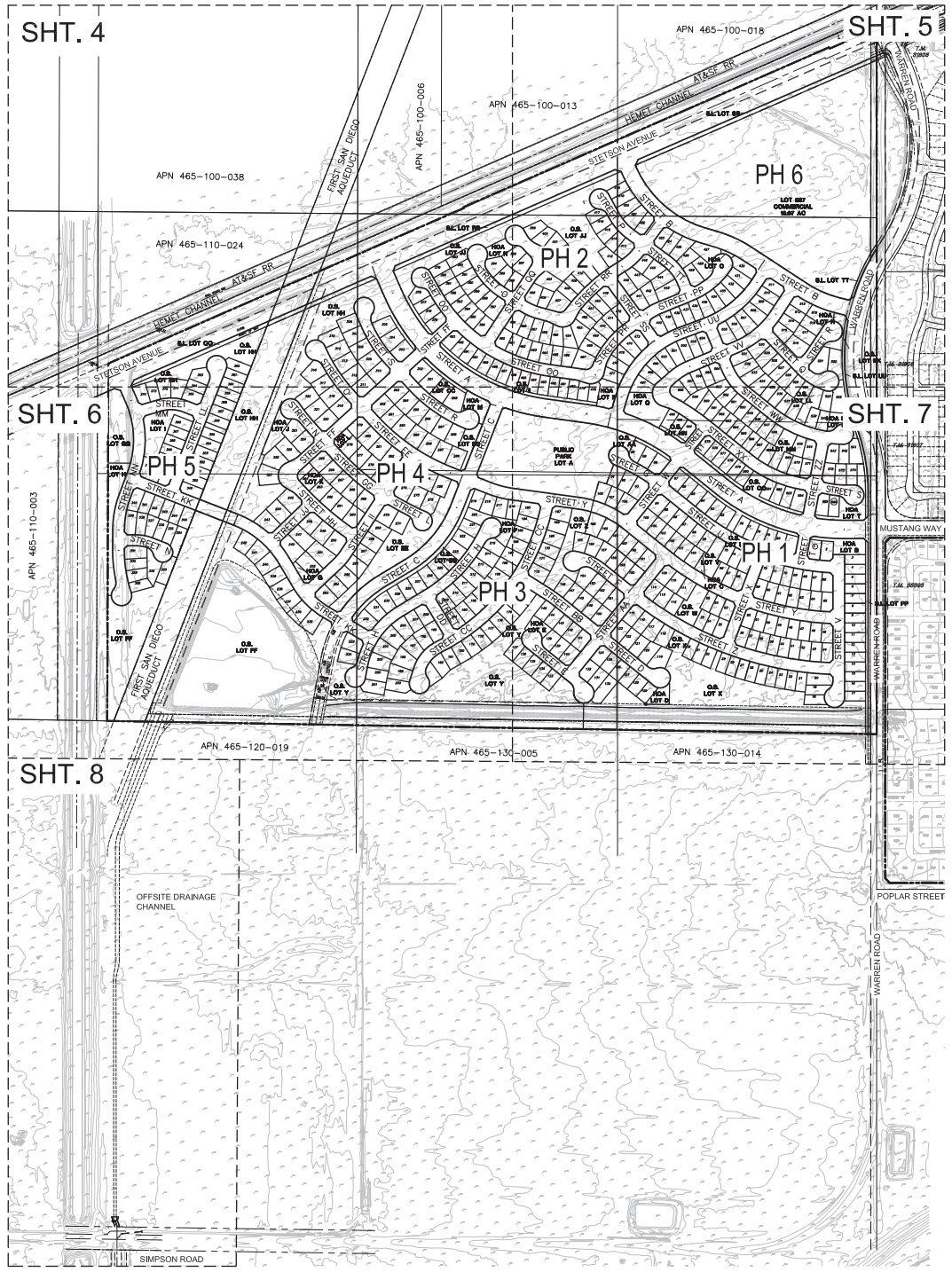
Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
~~grading, landscaping, and street improvement plans.~~ • ~~Provide stop sign controls at the project driveway that intersect with public roadways that do not meet traffic signal warrants.~~						
3.16 UTILITIES						
2008 Mitigation Measure U-2a: During construction and operation activities, the proposed Modified Project shall provide evidence to the City of Hemet that ~~The proposed project~~ it will comply with all RWQCB wastewater treatment requirements. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.	City Planning and Public Works Departments	Once during construction and once during operation	Once during construction and once during operation	On-site Inspection		Stop work order and/or notice of violation
2008 Mitigation Measure U-2b: Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California, Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.	City Planning and Public Works Departments	Prior to issuance of building permits for each phase	Prior to issuance of building permits for each phase	Evidence to the City development plans are submitted to specified utility companies		Withhold building permit(s)

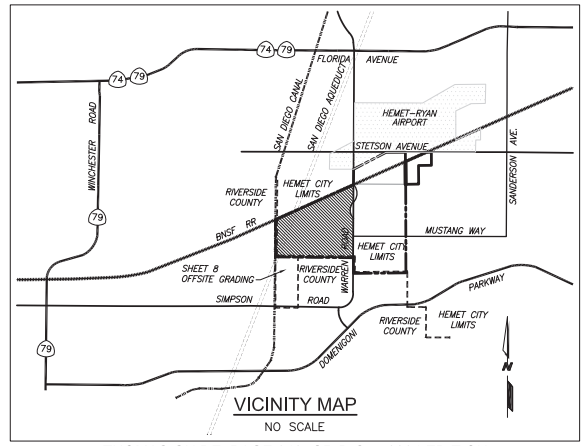
Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
2008 Mitigation Measure U-2c: Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.	City Planning and Public Works Departments	Prior to issuance of building permits for each phase	Prior to issuance of building permits for each phase	Evidence to the City the Applicant incorporates applicable conditions prescribed by utility companies		Withhold building permit(s)
3.17 GREENHOUSE GAS EMISSIONS						
MM 3.3.10.1: Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and	City Planning Department	Once prior to issuance of the first grading permit for each phase and every two weeks during grading	Prior to issuance of grading permits	Review of equipment maintenance records and equipment design specification data sheets		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						

CITY OF HEMET
TENTATIVE TRACT MAP No. 36841

PORTIONS OF THE EAST HALF OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA





THOMAS GUIDE: PAGE 840, GRID C-5, 2004 EDITION

OWNER / APPLICANT:

RANCHO DIAMANTE INVESTMENT, LLC
550 LAGUNA DRIVE, SUITE B
CARLSBAD, CA 92008
(760) 460-0444

ENGINEER / REPRESENTATIVE:

PANGAEA LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
VISTA, CA 92081
(760) 726-4232

CONTIGUOUS OWNERSHIP:

THE OWNERS REPRESENT THIS TO BE A PORTION OF THEIR CONTIGUOUS OWNERSHIP UNLESS OTHERWISE NOTED.

LEGAL DESCRIPTION:

PORTIONS OF THE EAST HALF OF SECTION 24, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PHASING:

THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS IN ANY SEQUENCE ON THIS TENTATIVE SUBDIVISION MAP IN ACCORDANCE WITH THE SUBDIVISION MAP ACT.

SCHOOL DISTRICTS:

HEMET UNIFIED SCHOOL DISTRICT

UTILITIES:

CABLE T.V.: FRONTIER COMMUNICATIONS (951) 465-7828
ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY (951) 928-8251
GAS: SOUTHERN CALIFORNIA GAS COMPANY (951) 928-2808
SEWER: EASTERN MUNICIPAL WATER DISTRICT (951) 928-3777
WATER: EASTERN MUNICIPAL WATER DISTRICT (951) 928-3777
TELEPHONE: VERIZON CALIFORNIA (951) 929-9491

PRELIMINARY EARTHWORK QUANTITIES:

CUT.....419,000 CY
FILL.....398,700 CY
ALLUVIAL.....605,000 CY
12% ALLUVIAL SHRINKAGE..... 72,600 CY
IMPORT..... 52,300 CY
NOTE QUANTITIES BASED ON SITE LOWERED 0.5' BELOW ELEVATION SHOWN

GENERAL NOTES:

1. ASSESSORS PARCEL NOS.: 465-100-016, 465-100-022, 465-110-020, 465-110-021, 465-110-022, 465-110-023, 465-110-027
2. CURRENT ZONING: PCD 79-93 (PAGE RANCH PLANNED DEVELOPMENT)
3. PROPOSED ZONING: PCD 79-93 (PAGE RANCH PLANNED DEVELOPMENT); R-5
4. SURROUNDING ZONING:
   NORTH - M2 AND A2
   SOUTH - SP
   WEST - OS
   EAST - R1, R17, AND R5
5. ACREAGE BEING DIVIDED: 245.07 ACRES GROSS, 225.58 ACRES NET
6. NUMBER OF LOTS - TR. 36841= 634
   TOTAL NUMBER OF RESIDENTIAL LOTS = 586
   TOTAL NUMBER OF PUBLIC PARK LOTS = 1
   TOTAL NUMBER OF COMMERCIAL LOTS = 1
   TOTAL NUMBER OF HOA PARK LOTS = 19
   TOTAL NUMBER OF OPEN SPACE LOTS = 21
   TOTAL NUMBER OF STREET LANDSCAPE = 6
7. MINIMUM LOT SIZE: TR. 36841 - 5,000 S.F.
8. GROSS DENSITY = 586 D.U./245.07 AC. = 2.39 D.U./AC.
9. ADJACENT GENERAL PLAN LAND USE: LDR 2.1-5, MIXED USE, & INDUSTRIAL
10. EXISTING GENERAL PLAN: LOW DENSITY RESIDENTIAL
11. PROPOSED GENERAL PLAN: LOW MEDIUM DENSITY RESIDENTIAL AND COMMERCIAL
12. PUBLIC STREET IMPROVEMENTS: PER CITY OF HEMET STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
13. NO SUBSURFACE SEPTIC DISPOSAL PROPOSED.
14. ALL STREETS TO BE PUBLIC STREETS.
15. GRADING OCCURRING OUTSIDE THE SUBDIVISION BOUNDARY MAY REQUIRE PERMISSION LETTERS OR EASEMENTS FROM THE UNDERLYING PROPERTY OWNER PRIOR TO THAT GRADING.
16. NUISANCE DRAIN LAYOUT IS PRELIMINARY. NUISANCE DRAINS ARE 18"ø UNLESS OTHERWISE NOTED.

EASEMENT NOTES:

(18) *AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 4, 1934 AS BOOK 186 PAGE 44 OF DEEDS. IN FAVOR OF: PAUL E. WALKER AND HELEN H. WALKER*

(21) *AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS, OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 11, 1963 AS INSTRUMENT 107707 OF OFFICIAL RECORDS. IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY*

(22) *AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 25, 1969 AS INSTRUMENT NO. 63844 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY*

(27) *AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECRODED APRIL 15, 1992 AS INSTRUMENT NO. 134563 OF OFFICIAL RECORDS. IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT*

(28) *AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED APRIL 15, 1992 AS INSTRUMENT NO. 134564 OF OFFICIAL RECORDS. IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT*

(29) *AN EASEMENT FOR PIPELINES AND INCIDENTALS, RECORDED APRIL 17, 1992 AS INSTRUMENT NO. 137029 OF OFFICIAL RECORDS. IN FAVOR OF: EASTERN MUNICIPAL WATER DISTRICT*

N

KEY MAP

350 175 0 350 700

SCALE: 1" = 350'

LEGEND OF ABBREVIATIONS AND SYMBOLS

1400	=	EXIST. CONTOUR	277	= LOT NUMBER
1400	=	PROP. CONTOUR	41.5	= PAD ELEVATION
	=	TRACT BOUNDARY	200'	= LOT LINE DIMENSION
	=	PROPERTY LINE	R=450'	= STREET RADIUS
2%	=	STREET GRADE	78	= STREET ELEVATION
	=	CENTERLINE	67.64 / CL. INT	= CENTERLINE INTERSECTION
S	=	SEWER	69 / PIVC	= POINT OF VERTICAL INTERSECTION
SD	=	STORM DRAIN		
W	=	WATER LINE	F.S.	= FINISHED SURFACE ELEVATION
	=	NUISANCE DRAIN	GB	= GRADE BREAK
12"W	=	EXISTING WATER	H.P.	= HIGH POINT
	=	EXISTING OVERHEAD ELECTRIC LINE	L.P.	= LOW POINT

Underground Service Alert
DIGALERT
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

DATE	BY	REVISIONS	APPR.	DATE
	ENGINEER		COUNTY	

REGISTERED PROFESSIONAL ENGINEER — RICHARD C. BRASHER — No. 43819 — Exp. 6/30/21 — CIVIL — STATE OF CALIFORNIA

PANGAEA LAND CONSULTANTS, INC.
PANGAEA LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
T: 760-726-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21 DATE

CITY OF HEMET

APPROVED_____ 20__

BY:_____

IN THE CITY OF HEMET

RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841

TITLE SHEET, KEY MAP AND NOTES

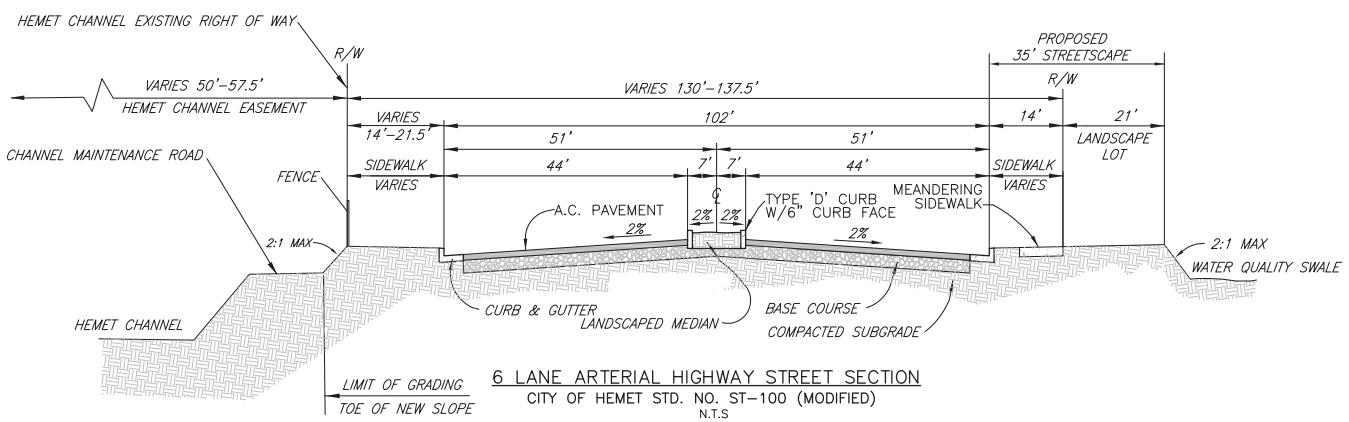
SHEET NO. 1 OF 8 SHTS.

HRD INVESTMENTS, LLC
FOR:

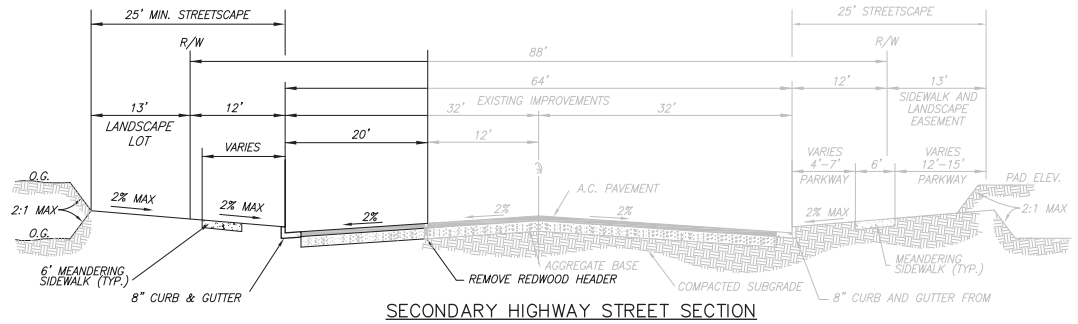
W.O.

FILE NO.

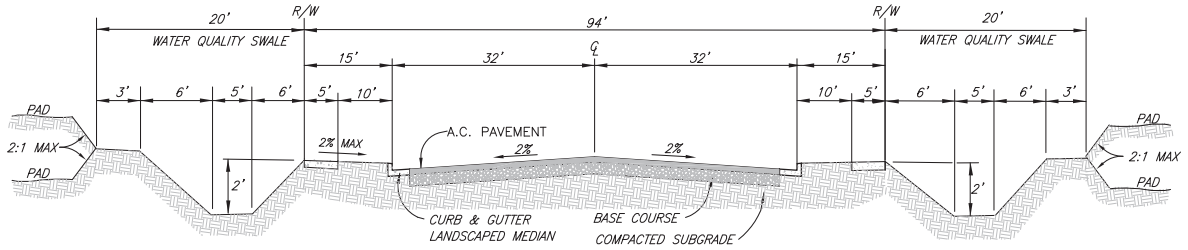
ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 726-4232



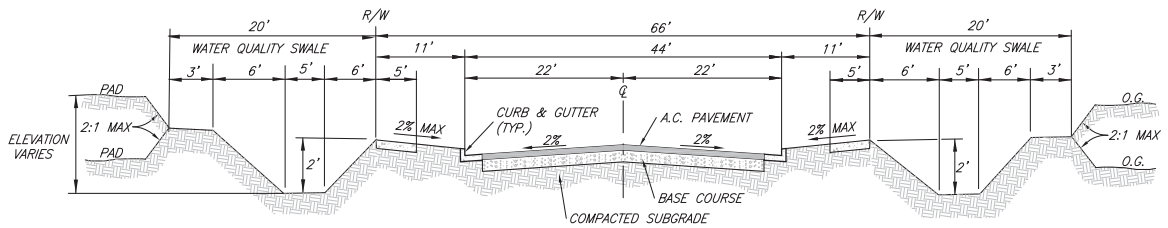
6 LANE ARTERIAL HIGHWAY STREET SECTION
CITY OF HEMET STD. NO. ST-100 (MODIFIED)
N.T.S
STETSON AVENUE



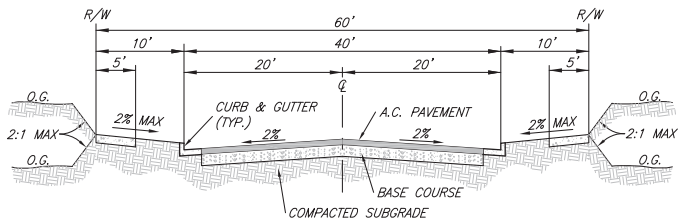
SECONDARY HIGHWAY STREET SECTION
CITY OF HEMET STD. NO. ST-102 (MODIFIED)
N.T.S
WARREN ROAD (WIDENING-SECTION IMPROVEMENTS)



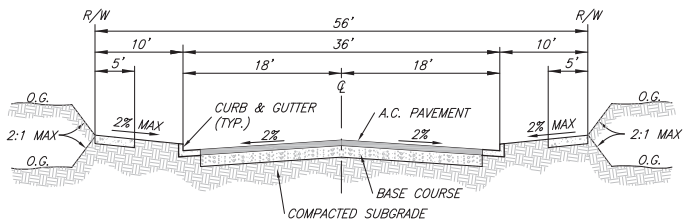
TYPICAL SECTION ENTRY
N.T.S
MUSTANG WAY - STREETS "A"



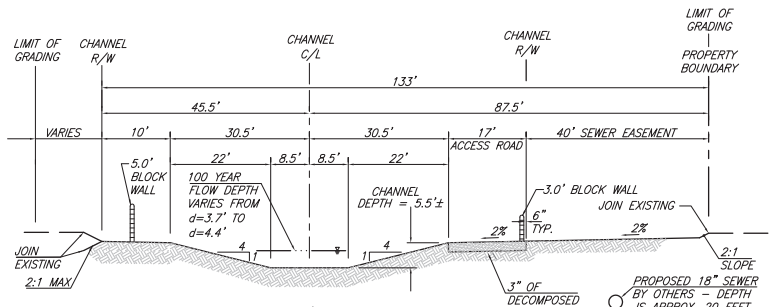
LOCAL STREET SECTION
CITY OF HEMET STD. NO. ST-103
N.T.S
STREET 'C'



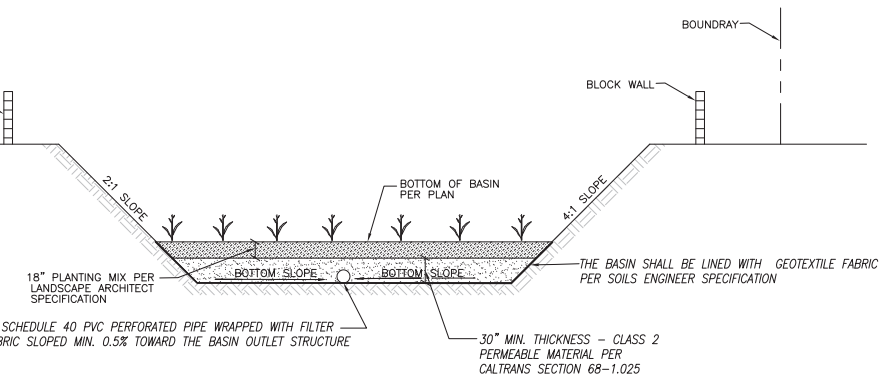
GENERAL LOCAL STREET SECTION
CITY OF HEMET STD. NO. ST-104
N.T.S
STREETS 'T' THROUGH 'ZZ'



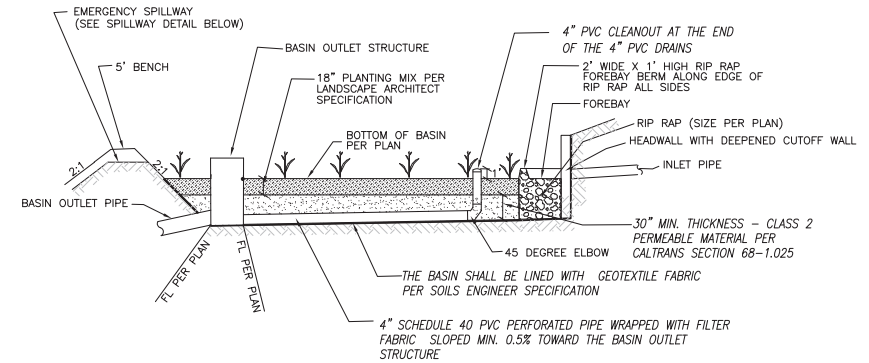
RESTRICTED LOCAL STREET SECTION
CITY OF HEMET STD. NO. ST-106
N.T.S
CUL-DE-SAC STREETS 'D' THROUGH 'S'



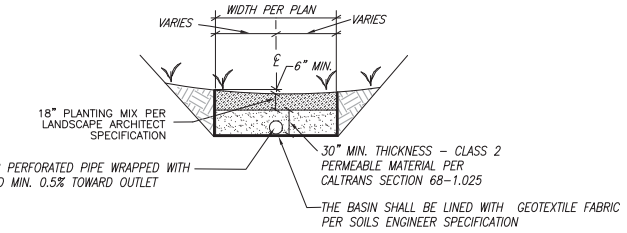
EXISTING EAST / WEST CHANNEL
SECTION A-A
N.T.S



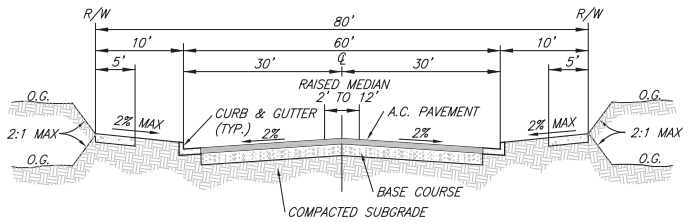
BIO-RETENTION BASIN SECTION A-A
NOT TO SCALE



BIO-RETENTION BASIN SECTION B-B
NOT TO SCALE



BIO-SWALE/BASIN
NOT TO SCALE



RESTRICTED LOCAL STREET SECTION
CITY OF HEMET STD. NO. ST-104 (MODIFIED)
N.T.S
STREET B

Underground Service Alert
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Call: TOLL FREE 1-800 227-2600
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DATE	BY	REVISIONS	APPR.	DATE
ENGINEER			COUNTY	

REGISTERED PROFESSIONAL ENGINEER
RICHARD C. BRASHER
No. 43819
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PANGAEA LAND CONSULTANTS, INC
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2834 LA MIRADA DRIVE, SUITE H
T: 760-726-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21 DATE

CITY OF HEMET

APPROVED _____ 20____

BY: _____

IN THE CITY OF HEMET
RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841
TYPICAL SECTIONS AND WATER QUALITY DETAILS

SHEET NO. 2 OF 8 SHTS.

HRD INVESTMENTS, FOR: LLC | W.O. | FILE NO.

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 726-4232

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
1	6,303	5,672
2	6,288	6,076
3	5,388	5,187
4	5,350	5,187
5	5,350	5,188
6	5,350	5,188
7	5,350	5,188
8	5,350	5,188
9	5,350	5,188
10	6,350	5,187
11	5,350	5,188
12	5,350	5,188
13	5,350	5,187
14	5,350	5,188
15	5,350	5,188
16	5,350	5,188
17	5,371	5,210
18	5,279	5,186
19	5,754	5,616
20	7,742	7,339
21	5,144	5,054
22	5,144	5,022
23	5,144	5,004
24	5,144	5,002
25	5,144	4,981
26	5,144	4,987
27	5,144	4,989
28	5,144	4,986
29	5,086	4,940
30	5,144	4,987
31	5,144	4,987
32	5,144	4,987
33	5,158	4,978
34	5,158	4,978
35	5,650	5,219
36	5,650	5,127
37	5,517	5,323
38	5,517	5,323
39	5,517	5,204
40	5,517	5,149
41	5,517	5,169
42	5,516	5,234
43	5,516	5,202
44	5,721	5,219
45	5,787	5,307
46	5,830	5,657
47	5,830	5,657
48	5,830	5,657
49	5,830	5,657
50	5,830	5,657
51	5,830	5,657
52	5,680	5,242
53	5,680	5,374
54	5,169	5,013
55	5,169	5,013
56	5,169	5,005
57	5,189	5,005
58	5,082	4,803
59	5,702	5,280
60	5,831	5,619
61	5,831	5,643
62	5,831	5,637
63	5,831	4,957
64	5,831	5,622
65	5,791	5,273
66	5,435	5,224
67	5,162	5,007
68	5,125	4,972
69	5,143	4,984
70	5,143	4,994
71	5,143	4,990
72	5,630	5,162
73	5,743	5,340
74	5,205	5,050
75	5,223	5,069
76	5,337	5,144
77	5,235	5,063
78	5,235	5,071
79	5,235	5,054
80	5,235	5,053
81	6,303	5,725
82	6,283	6,079

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
83	6,283	6,046
84	6,107	5,896
85	6,000	5,802
86	6,000	5,802
87	6,603	5,984
88	6,968	6,264
89	6,360	6,176
90	6,052	5,805
91	6,830	6,586
92	6,767	6,500
93	7,407	6,626
94	6,887	6,308
95	6,000	5,802
96	6,000	5,802
97	6,105	5,904
98	6,246	5,996
99	6,247	6,010
100	6,227	6,036
101	6,227	6,025
102	6,097	5,885
103	6,000	5,802
104	6,000	5,802
105	6,888	6,311
106	7,294	6,513
107	6,570	5,959
108	6,570	6,199
109	6,385	5,837
110	6,505	6,322
111	6,189	6,003
112	6,204	5,744
113	6,508	6,006
114	6,401	5,827
115	8,931	6,530
116	6,701	6,438
117	7,649	7,246
118	7,242	6,750
119	8,835	8,472
120	7,109	6,903
121	6,455	6,252
122	6,300	6,100
123	6,713	6,293
124	6,363	5,879
125	6,000	5,805
126	6,000	5,805
127	6,000	5,805
128	6,000	5,802
129	6,041	5,838
130	9,102	8,697
131	6,357	5,956
132	6,518	5,971
133	6,000	5,802
134	6,000	5,802
135	6,000	5,802
136	6,000	5,802
137	6,580	6,445
138	6,352	5,952
139	6,000	5,720
140	6,387	5,857
141	6,388	5,897
142	6,000	5,797
143	6,000	5,791
144	6,000	5,787
145	6,010	5,815
146	6,400	6,203
147	6,000	5,803
148	6,000	5,810
149	6,000	5,807
150	6,387	6,064
151	7,168	6,813
152	6,720	6,519
153	6,720	6,516
154	7,964	7,511
155	6,844	6,672
156	6,831	6,638
157	6,850	6,656
158	6,005	5,805
159	6,000	5,802
160	6,387	6,059
161	6,518	5,988
162	6,120	5,919
163	6,120	5,914
164	6,536	6,329

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
165	7,567	7,280
166	8,518	8,212
167	7,073	6,668
168	6,397	6,201
169	6,976	6,753
170	6,001	5,828
171	6,390	6,015
172	6,900	6,224
173	6,896	6,358
174	6,330	6,132
175	6,281	6,084
176	6,281	6,083
177	6,281	6,088
178	6,281	6,087
179	6,281	6,095
180	6,308	6,108
181	6,028	5,898
182	6,795	6,606
183	7,280	7,280
184	6,328	6,104
185	6,292	6,093
186	6,289	5,998
187	6,285	6,061
188	6,281	6,072
189	6,277	6,077
190	6,273	6,071
191	6,268	6,052
192	6,263	6,039
193	6,258	6,055
194	6,146	5,829
195	6,226	5,682
196	6,773	6,278
197	7,514	6,878
198	9,226	8,642
199	8,205	7,945
200	7,194	6,977
201	7,572	7,461
202	6,633	6,481
203	7,901	7,673
204	8,061	7,813
205	8,313	8,092
206	7,703	7,513
207	6,231	6,079
208	6,973	6,069
209	6,801	6,069
210	6,649	6,450
211	6,648	6,454
212	6,645	6,463
213	6,641	6,439
214	6,635	6,421
215	6,555	6,293
216	6,377	6,051
217	6,561	6,285
218	6,496	6,187
219	6,000	5,736
220	6,987	6,722
221	6,595	6,324
222	6,677	6,452
223	6,677	6,443
224	6,677	6,450
225	6,569	6,325
226	6,569	6,336
227	6,271	6,100
228	6,099	5,947
229	6,100	5,948
230	6,833	6,635
231	6,676	6,518
232	7,483	6,937
233	7,483	6,961
234	6,731	6,580
235	8,113	7,864
236	8,153	7,893
237	8,158	7,881
238	7,458	7,215
239	7,350	7,210
240	8,351	8,017
241	8,499	8,332
242	8,499	8,149
243	8,819	8,217
244	8,426	8,235
245	9,149	8,477
246	9,684	9,157

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
247	9,145	8,970
248	8,076	7,607
249	8,264	7,944
250	8,832	8,216
251	10,990	10,703
252	9,620	9,376
253	7,443	6,818
254	7,140	6,930
255	7,485	7,274
256	7,481	7,329
257	7,313	7,138
258	7,100	6,923
259	7,255	7,115
260	7,700	7,336
261	7,269	7,060
262	7,265	7,056
263	7,267	7,057
264	7,165	6,967
265	7,279	6,813
266	7,682	7,267
267	7,249	6,835
268	7,665	7,135
269	7,532	6,668
270	7,912	7,542
271	7,354	7,182
272	7,412	6,579
273	7,478	6,676
274	8,045	7,196
275	7,004	6,323
276	7,306	6,840
277	7,302	6,772
278	7,266	6,855
279	7,484	7,285
280	7,727	7,495
281	7,895	7,686
282	7,909	7,337
283	7,853	7,263
284	7,292	7,089
285	7,216	7,005
286	8,696	8,324
287	7,730	7,211
288	8,223	7,622
289	8,224	7,563
290	8,643	7,986
291	7,736	7,315
292	7,971	7,379
293	7,905	7,473
294	7,832	7,601
295	7,825	7,617
296	7,813	7,587
297	7,795	7,557
298	7,773	7,515
299	9,591	9,167
300	8,341	8,051
301	8,105	7,813
302	7,662	6,928
303	7,747	7,278
304	8,505	8,174
305	8,248	7,958
306	7,473	7,221
307	7,742	7,532
308	7,907	7,681
309	7,907	7,676
310	7,821	7,472
311	8,261	7,846
312	8,078	7,775
313	8,072	7,767
314	8,042	7,740
315	8,012	7,824
316	9,067	8,685
317	7,086	6,854
318	7,876	7,657
319	7,296	6,794
320	7,786	7,186

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
321	7,931	7,411
322	7,752	7,264
323	8,324	8,039
324	7,613	7,135
325	8,300	8,146
326	9,350	9,147
327	9,477	9,343
328	5,490	5,316
329	6,209	6,011
330	6,168	5,999
331	7,327	6,482
332	8,887	8,133
333	8,006	6,162
334	7,700	5,846
335	5,333	5,079
336	5,294	5,038
337	5,737	5,517
338	5,967	5,724
339	7,006	6,324
340	6,911	6,480
341	6,046	5,723
342	5,787	5,461
343	5,785	5,370
344	5,258	5,080
345	6,308	5,302
346	5,732	5,322
347	5,172	5,010
348	5,887	5,481
349	6,213	5,681
350	5,980	5,630
351	5,750	5,444
352	5,750	5,414
353	5,750	5,294
354	5,750	5,360
355	5,750	5,364
356	5,702	5,394
357	5,750	5,334
358	5,750	5,344
359	5,750	5,474
360	5,750	5,544
361	5,754	5,594
362	6,315	6,193
363	6,630	6,448
364	5,100	4,967
365	5,893	5,513
366	5,775	5,603
367	5,250	5,100
368	5,250	5,094
369	5,250	5,094
370	5,250	5,094
371	7,112	6,819
372	6,469	6,288
373	5,595	5,428
374	6,473	5,937
375	6,127	5,739
376	5,500	5,351
377	5,500	5,352
378	6,250	5,928
379	5,021	4,865
380	5,000	4,825
381	5,383	5,181
382	5,371	5,165
383	5,371	5,162
384	5,371	5,160
385	5,371	5,549
386	6,005	5,549
387	7,336	6,917
388	6,021	5,853
389	5,748	5,587
390	5,598	5,435
391	5,431	5,276
392	5,149	4,980

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
393	5,718	5,582
394	7,528	7,086
395	6,139	5,880
396	5,452	5,100
397	6,909	6,595
398	7,563	7,394
399	6,436	6,194
400	6,559	6,373
401	6,754	6,640
402	9,688	9,571
403	8,658	8,529
404	8,788	8,566
405	6,732	6,131
406	5,477	5,301
407	8,547	8,139
408	5,264	5,032
409	5,264	5,007
410	5,264	5,009
411	5,264	5,112
412	6,379	5,945
413	6,257	5,639
414	5,768	5,591
415	5,768	5,591
416	5,520	5,381
417	5,036	4,839
418	5,302	4,827
419	5,256	4,858
420	6,314	5,908
421	7,297	6,856
422	5,601	5,020
423	5,526	5,063
424	5,545	5,348
425	7,578	7,140
426	6,210	5,367
427	9,652	8,563
428	7,251	6,956
429	6,990	6,004
430	7,701	6,914
431	6,729	6,411
432	6,576	6,212
433	6,422	6,056
434	6,257	5,892
435	6,085	5,719
436	5,190	4,875
437	5,183	4,860
438	5,101	4,778
439	5,526	5,175
440	6,006	5,296
441	5,984	5,385
442	6,532	6,350
443	8,231	7,625
444	6,781	6,577
445	6,883	6,609
446	5,734	5,251
447	7,058	6,543
448	6,343	5,605
449	7,065	6,267
450	5,977	5,660
451	5,780	5,477
452	5,431	5,169
453	7,467	7,119
454	6,400	5,987
455	6,066	5,712
456	6,128	5,869
457	6,355	6,098
458	6,284	6,033
459	7,263	6,479
460	6,005	5,422
461	5,741	5,536
462	5,741	5,540
463	5,741	5,552
464	5,761	5,574

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
465	5,345	5,172
466	6,563	6,390
467	8,349	7,890
468	5,983	5,801
469	5,983	5,796
470	5,983	5,811
471	5,983	5,818
472	5,525	4,849
473	5,675	5,037
474	6,381	5,994
475	6,584	6,167
476	6,478	6,105
477	5,818	5,388
478	5,063	4,917
479	5,030	4,846
480	5,083	4,926
481	5,000	4,837
482	5,000	4,838
483	5,270	5,120
484	5,300	5,135
485	5,300	5,138
486	5,300	5,125
487	5,300	5,139
488	5,300	5,150
489	5,300	5,150
490	5,300	5,150
491	5,300	5,141
492	5,300	5,137
493	5,908	5,422
494	5,779	5,253
495	5,245	5,043
496	5,218	5,048
497	7,476	6,810
498	5,962	5,383
499	6,500	5,826
500	6,612	5,889
501	6,674	6,014
502	5,988	5,467
503	5,691	5,241
504	5,932	5,276
505	6,973	6,029
506	6,471	6,117
507	7,704	7,241
508	7,579	7,118
509	6,469	6,073
510	5,787	5,441
511	5,916	5,294
512	5,720	5,266
513	5,500	5,363
514	5,396	5,275
515	6,480	5,777
516	8,422	7,492
517	6,402	6,066
518	6,531	6,317
519	8,937	8,504
520	9,285	6,530
521	9,603	8,833
522	10,723	8,164
523	5,777	5,649
524	6,061	5,886
525	6,099	5,932
526	6,226	6,063
527	5,743	5,581
528	5,895	5,733
529	6,249	6,070
530	6,440	6,182
531	5,739	5,512
532	6,883	6,620
533	6,500	6,259
534	6,768	6,519
535	5,222	5,059
536	5,065	4,905

LOT TABULATION

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
537	5,535	5,320
538	5,535	5,327
539	5,557	5,350
540	5,557	5,344
541	7,669	6,503
542	5,305	5,188
543	6,148	5,715
544	5,644	5,298
545	6,168	5,974
546	5,490	5,318
547	5,436	5,268
548	5,035	4,890
549	5,000	4,855
550	5,000	4,855
551	5,334	5,184
552	5,711	5,557
553	6,224	5,871
554	5,346	4,796
555	5,000	4,838
556	5,142	4,957
557	5,368	5,195
558	7,063	6,293
559	6,827	6,537
560	6,104	5,950
561	5,398	5,244
562	5,000	4,838
563	5,000	4,837
564	5,000	4,838
565	5,000	4,837
566	5,000	4,838
567	5,394	5,212
568	5,846	5,647
569	5,283	5,106
570	5,959	5,729
571	5,364	5,059
572	6,243	5,762
573	6,313	6,119
574	5,982	5,829
575	5,388	4,955
576	5,000	4,838
577	5,000	4,838
578	5,000	4,838
579	5,176	5,018
580	5,249	5,085
581	5,347	5,167
582	5,481	5,297
583	5,668	5,508
584	7,515	7,004
585	6,797	6,261
586	5,820	5,653
TOTAL:	86.56 AC	83.14 AC

NET PAD IS 96.1% OF GROSS LOT AREA

COMMERCIAL LOT

LOT NUMBER	GROSS LOT AC.	NET PAD AC.
587	19.67	16.40

SINGLE FAMILY

SINGLE FAMILY: 586 LOTS
TOTAL LOT AREA: 86.56 AC.
TOTAL PAD AREA: 83.14 AC.
AVERAGE LOT AREA: 6,434 S.F.
AVERAGE PAD AREA: 6.180 S.F.

TOTAL SINGLE FAMILY 86.56 AC

COMMERCIAL SITE

COMMERCIAL LOT: 19.67 AC

PUBLIC PARK

PUBLIC PARK "A" AREA: 5.62 AC

HOA PARKS

HOA PARK "B" AREA: 00.35 AC
HOA PARK "C" AREA: 00.06 AC
HOA PARK "D" AREA: 00.19 AC
HOA PARK "E" AREA: 00.16 AC
HOA PARK "F" AREA: 00.21 AC
HOA PARK "G" AREA: 00.10 AC
HOA PARK "H" AREA: 00.70 AC
HOA PARK "I" AREA: 00.67 AC
HOA PARK "J" AREA: 00.31 AC
HOA PARK "K" AREA: 00.08 AC
HOA PARK "L" AREA: 00.11 AC
HOA PARK "M" AREA: 00.28 AC
HOA PARK "N" AREA: 00.20 AC
HOA PARK "O" AREA: 00.03 AC
HOA PARK "P" AREA: 00.28 AC
HOA PARK "Q" AREA: 00.59 AC
HOA PARK "R" AREA: 00.17 AC
HOA PARK "S" AREA: 00.22 AC
HOA PARK "T" AREA: 00.41 AC
HOA PARK "U" AREA: 00.06 AC
HOA PARK "V" AREA: 00.13 AC
TOTAL HOA PARKS = 5.31 AC

OPEN SPACE

O.S. LOT "U" AREA: 00.36 AC
O.S. LOT "V" AREA: 00.31 AC
O.S. LOT "W" AREA: 00.42 AC
O.S. LOT "X" AREA: 07.62 AC
O.S. LOT "Y" AREA: 08.22 AC
O.S. LOT "Z" AREA: 00.71 AC
O.S. LOT "AA" AREA: 00.08 AC
O.S. LOT "BB" AREA: 00.43 AC
O.S. LOT "CC" AREA: 00.11 AC
O.S. LOT "DD" AREA: 00.26 AC
O.S. LOT "EE" AREA: 01.62 AC
O.S. LOT "FF" AREA: 19.03 AC
O.S. LOT "GG" AREA: 00.97 AC
O.S. LOT "HH" AREA: 8.51 AC
O.S. LOT "II" AREA: 00.35 AC
O.S. LOT "JJ" AREA: 03.20 AC
O.S. LOT "KK" AREA: 00.66 AC
O.S. LOT "LL" AREA: 00.29 AC
O.S. LOT "MM" AREA: 00.30 AC
O.S. LOT "NN" AREA: 00.06 AC
O.S. LOT "OO" AREA: 00.45 AC
TOTAL OPEN SPACE = 54.15 AC

STREET LANDSCAPE LOT

S.L. LOT "PP" AREA: 00.29 AC
S.L. LOT "QQ" AREA: 00.65 AC
S.L. LOT "RR" AREA: 00.60 AC
S.L. LOT "SS" AREA: 00.64 AC
S.L. LOT "TT" AREA: 00.09 AC
S.L. LOT "UU" AREA: 00.31 AC
TOTAL LANDSCAPE = 2.58 AC

PUBLIC STREETS

PUBLIC STREETS = 71.37 AC

SUMMARY

SINGLE FAMILY............86.56 AC
COMMERCIAL.................19.67 AC
PUBLIC PARK.................5.62 AC
HOA PARKS....................5.12 AC
OPEN SPACE.................54.15 AC
STREET LANDSCAPE.......2.58 AC
PUBLIC STREETS..........71.37 AC

TOTAL 245.07 AC

Underground Service Alert
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TWO WORKING DAYS BEFORE YOU DIG

DATE	BY ENGINEER	REVISIONS	APPR. COUNTY	DATE

REGISTERED PROFESSIONAL ENGINEER
RICHARD C. BRASHER
No. 43819
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PANGAEA
LAND CONSULTANTS, INC.
PANGAEA LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
T: 760-726-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21 DATE

CITY OF HEMET

APPROVED____________ 20____

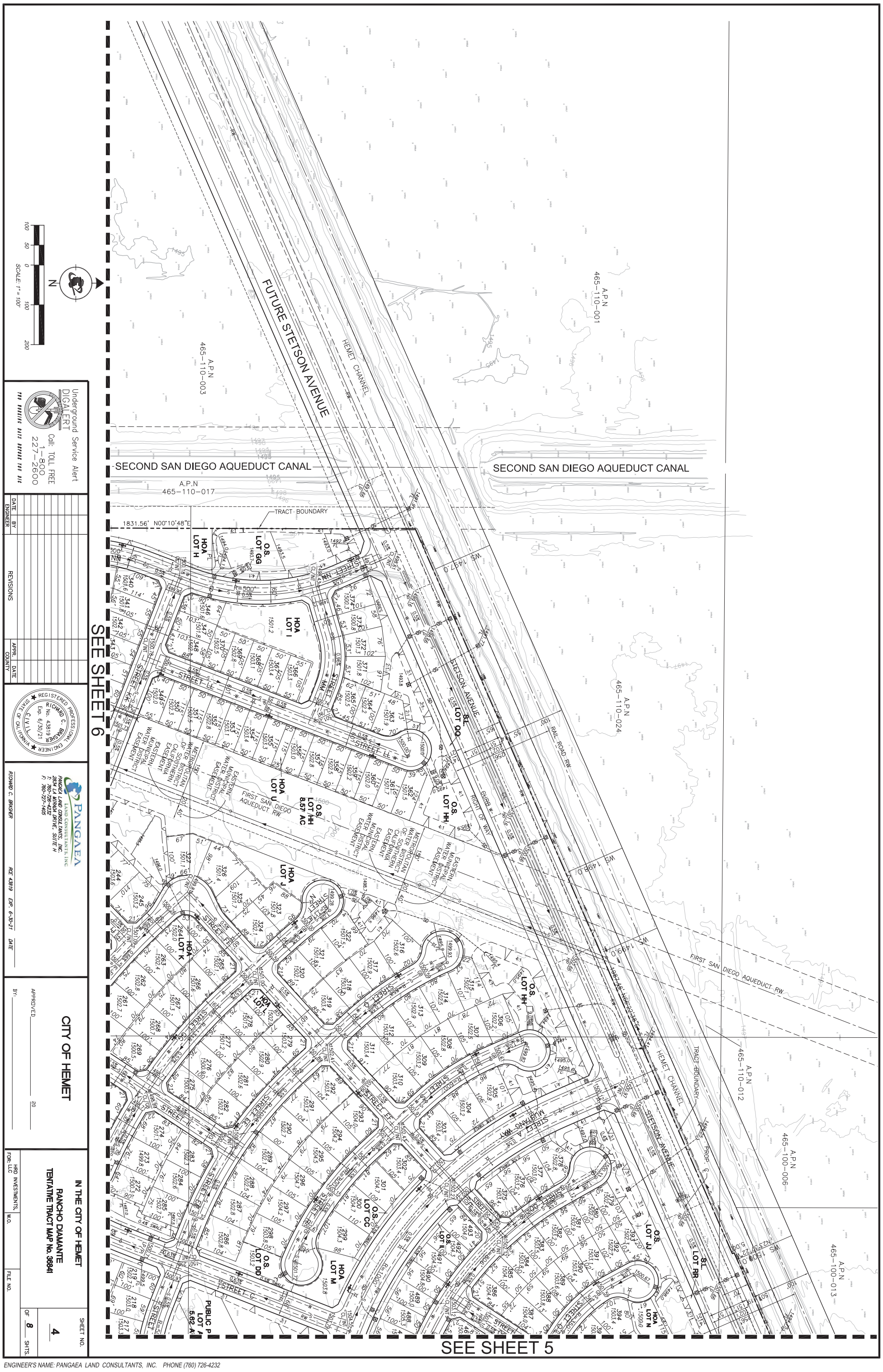
BY:____________

IN THE CITY OF HEMET
RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841
LOT AREA TABULATION

FOR: HRD INVESTMENTS, LLC
W.O.
FILE NO.

SHEET NO. 3 OF 8 SHTS.

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 726-4232



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(619) 533-8123
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DATE	BY	REVISIONS	APPR.	DATE
ENGINEER			COUNTY	

REGISTERED PROFESSIONAL ENGINEER
RICHARD C. BRASHER
No. 43819
Exp. 6/30/21
STATE OF CALIFORNIA

PANGAEA
LAND CONSULTANTS, INC.
PANGAEA LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
T: 760-726-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21 DATE

CITY OF HEMET

APPROVED _____ 20 _____

BY: _____

IN THE CITY OF HEMET
RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841

FOR: HRD INVESTMENTS, LLC | W.O. | FILE NO.

SHEET NO. 4 OF 8 SHTS.

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 726-4232

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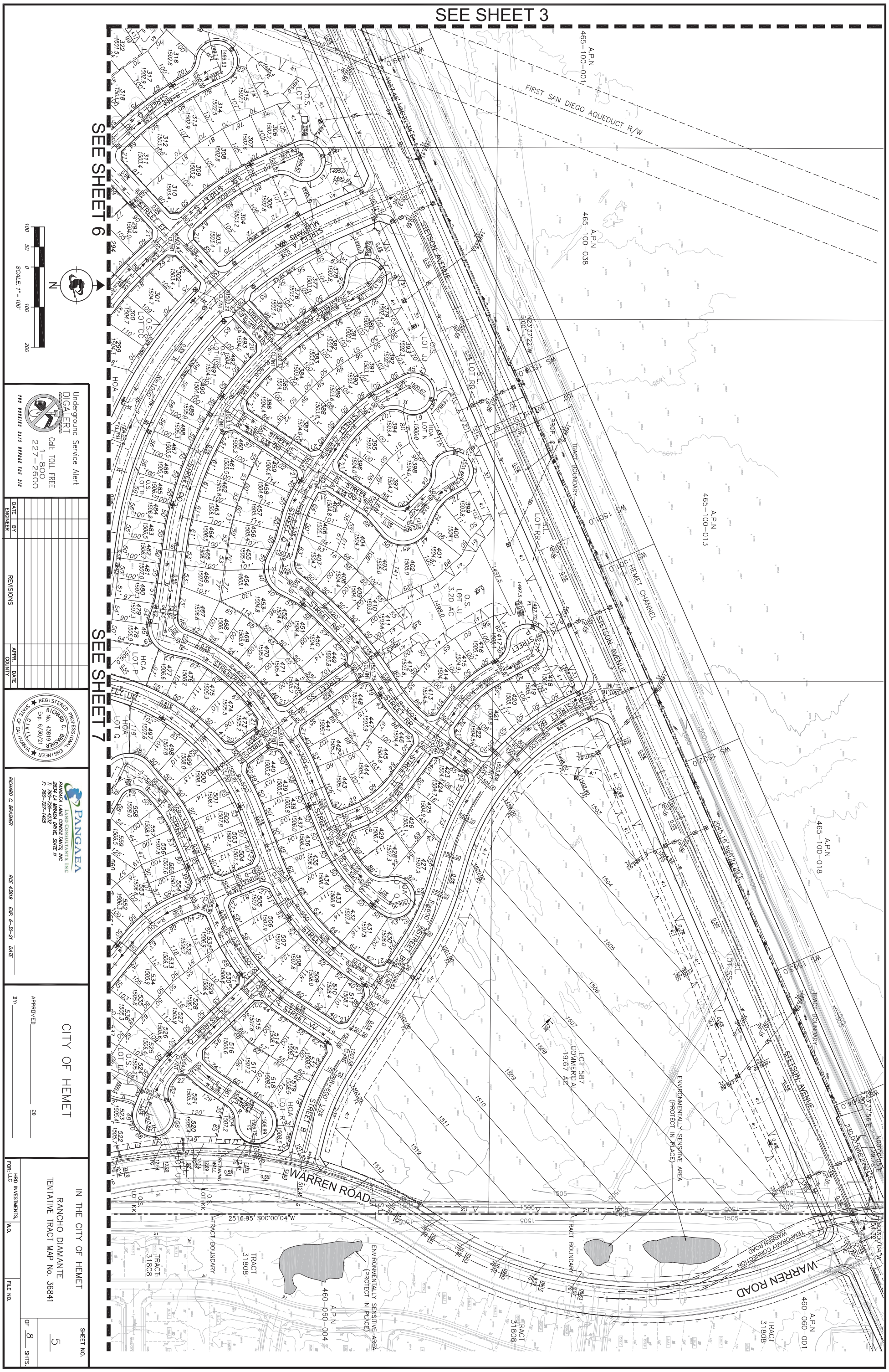

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227-2600
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DATE	BY	REVISIONS	APPR.	DATE
ENGINEER			COUNTY	

REGISTERED PROFESSIONAL ENGINEER
RICHARD C. BRASHER
No. 43819
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PANGAEA
LAND CONSULTANTS, INC.
PANGAEA LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
T: 760-726-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21
ENGINEER'S NAME DATE

CITY OF HEMET

APPROVED _____ 20

BY: _____

IN THE CITY OF HEMET
RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841

SHEET NO. 5 OF 8 SHTS.

HRD INVESTMENTS, LLC	W.O.	FILE NO.

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 726-4232

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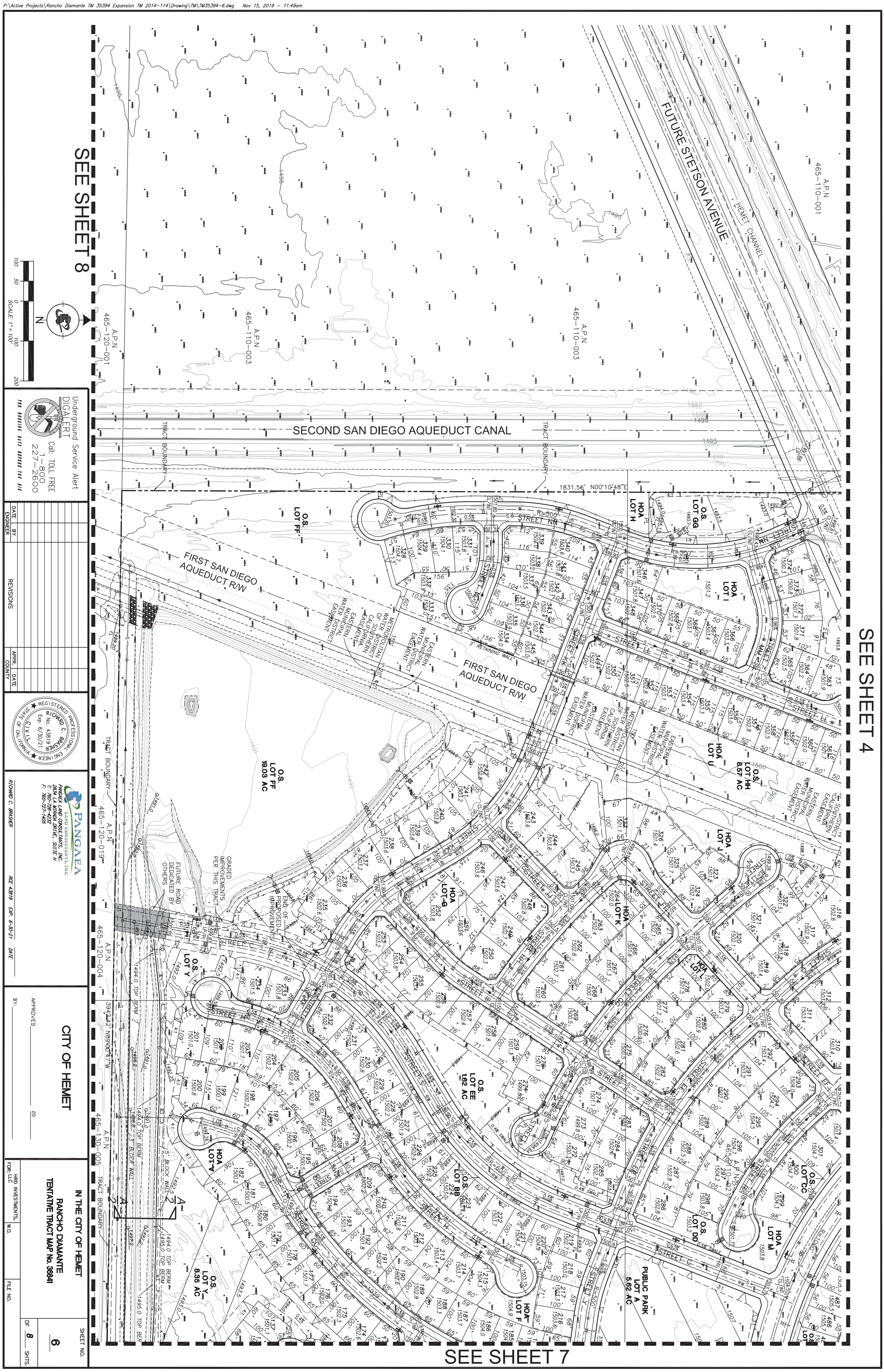

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DATE	BY	REVISIONS	APPR.	DATE
ENGINEER			COUNTY	

REGISTERED PROFESSIONAL ENGINEER
RICHARD C. BRASHER
No. 43819
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PANGAEA
LAND CONSULTANTS, INC.
PANGAEA LAND CONSULTANTS, INC.
2834 LA MIRADA DRIVE, SUITE H
T: 760-728-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21 DATE

CITY OF HEMET

APPROVED _____ 20 _____

BY: _____

IN THE CITY OF HEMET

RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841

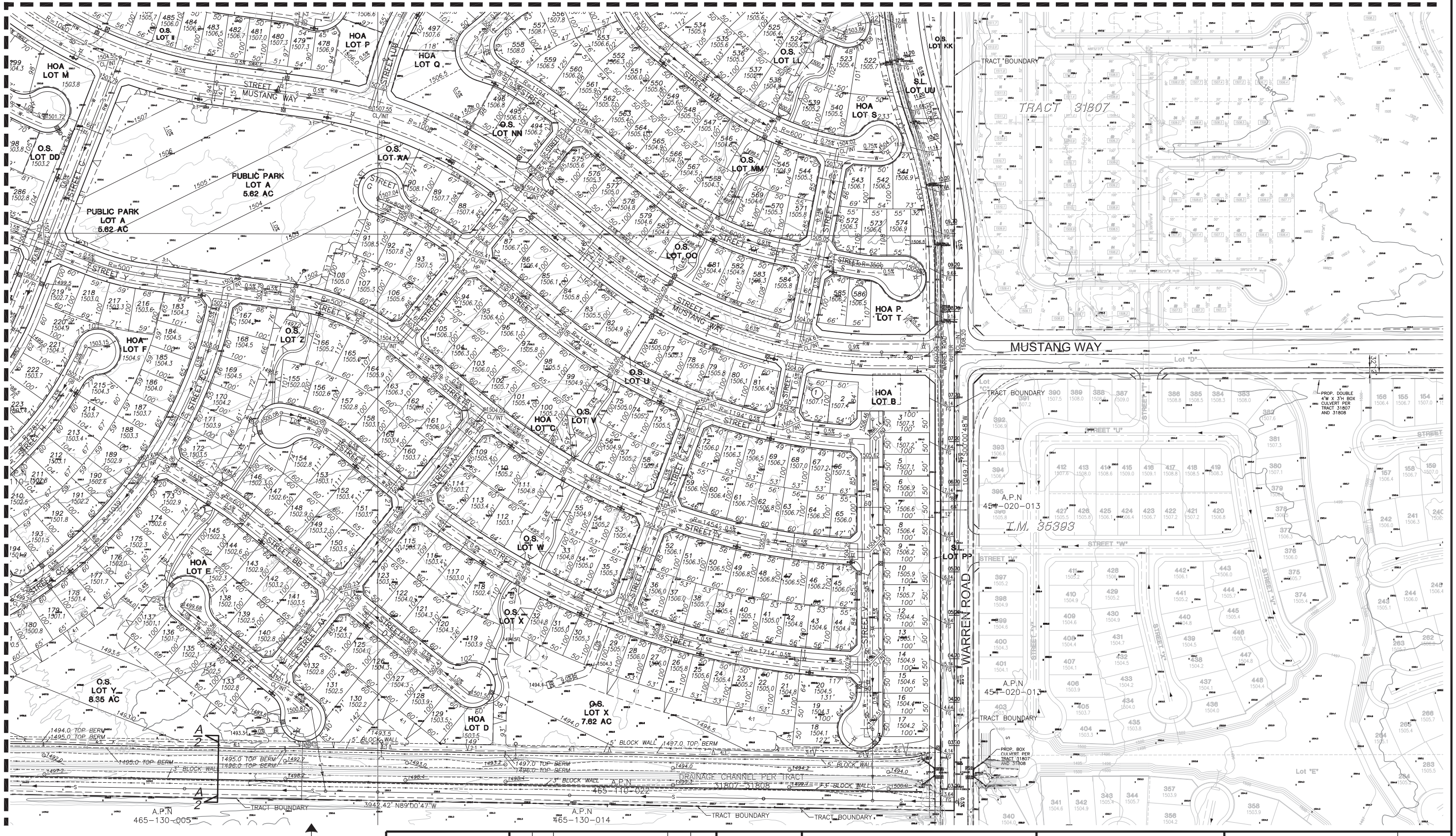
HRD INVESTMENTS, LLC	W.O.	FILE NO.

SHEET NO. 6 OF 8 SHTS.

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 726-4232

SEE SHEET 5

SEE SHEET 6



N

100 50 0 100 200

SCALE: 1" = 100'

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DATE	BY	REVISIONS	APPR.	DATE
ENGINEER			COUNTY	

REGISTERED PROFESSIONAL ENGINEER
RICHARD C. BRASHER
No. 43819
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PANGAEA
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2834 LA MIRADA DRIVE, SUITE H
T: 760-726-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21 DATE

CITY OF HEMET

APPROVED _____ 20 ____

BY: _____

IN THE CITY OF HEMET

RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841

SHEET NO. 7 OF 8 SHTS.

HRD INVESTMENTS, LLC FOR: | W.O. | FILE NO.

P:\Active Projects\Rancho Diamante TM 35394 - Expansion TM 2014-114\Drawing\TM\TM35394-7.dwg Nov 15, 2019 - 11:52am

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 728-4232

P:\Active Projects\Rancho Diamante TM 35394 Expansion TM 2014-114\Drawing\TM\TM35394-8.dwg Nov 15, 2019 - 11:54am

SEE SHEET 6

DRAINAGE CHANNEL PER TRACT 31807-31808

3942.42' N89°00'47"W

1494.0 TOP BERM

FIRST SAN DIEGO AQUEDUCT

TRACT BOUNDARY

RANCHO DIAMANTE, LLC
A.P.N
465-120-019

RANCHO DIAMANTE, LLC
A.P.N
465-120-021

BOTTOM WIDTH 20' SLOPES 4:1

BOTTOM WIDTH 13' SLOPES 2:1

105 LF CHANNEL TRANSITION BOTTOM WIDTH 20' TO 13' AND SIDE SLOPE 4:1 TO 2:1

MAINT. ROAD

LOT C

LOT B

LOT D

LOT A

METROPOLITAN WATER DISTRICT R/W

METROPOLITAN WATER DISTRICT
A.P.N
465-130-007

METROPOLITAN WATER DISTRICT
A.P.N
465-130-013

RIVERSIDE COUNTY FLOOD CONTROL
A.P.N
465-130-017

CHEN
A.P.N
465-130-016

A.P.N
465-140-034

A.P.N
465-140-035

SECOND SAN DIEGO AQUEDUCT CANAL

NEW BOX CULVERT EXT.

EXISTING BOX CULVERT

WARPED HEADWALL

SIMPSON ROAD

STA 24+07.85 LINE 78
= ? SIMPSON ROAD

PT = 44+83.87

PC = 44+08.21

1489.20 FL
1489.07 FL
1488.81 FL
1488.55 FL
1488.29 FL
1488.03 FL
1487.77 FL
1487.51 FL
1487.25 FL
1486.99 FL
1486.73 FL
1486.47 FL
1486.21 FL
1485.95 FL
1485.79 FL
1457.51 FL

OFFSITE DRAINAGE CHANNEL SECTION D-D

OFFSITE DRAINAGE CHANNEL SECTION C-C

SCALE: 1" = 100'

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227-2600
TWO WORKING DAYS BEFORE YOU DIG

DATE	BY	ENGINEER

REVISIONS

APPR.	DATE

COUNTY

REGISTERED PROFESSIONAL ENGINEER
RICHARD C. BRASHER
No. 43819
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PANGAEA
LAND CONSULTANTS, INC.
PANGAEA LAND CONSULTANTS, INC.
2934 LA MIRADA DRIVE, SUITE H
T: 760-726-4232
F: 760-727-1405

RICHARD C. BRASHER RCE 43819 EXP. 6-30-21 DATE

CITY OF HEMET

APPROVED _____ 20

BY: _____

IN THE CITY OF HEMET
RANCHO DIAMANTE
TENTATIVE TRACT MAP No. 36841

FOR: HRD INVESTMENTS, LLC

W.O.

FILE NO.

SHEET NO. 8

OF 8 SHTS.

ENGINEER'S NAME: PANGAEA LAND CONSULTANTS, INC. PHONE (760) 726-4232

CITY OF HEMET
Hemet, California

RESOLUTION NO. 2021-009

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADOPTING A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND A MITIGATION MONITORING PROGRAM PREPARED REGARDING THE RANCHO DIAMANTE SPECIFIC PLAN AMENDMENT (SPA NO. 15-001) ITS RELATED GENERAL PLAN AMENDMENT (GPA 16-001), AND MAP 15-008 (TTM NO. 36841)

WHEREAS, applications for Specific Plan Amendment No. 15-001, proposing to amend the Rancho Diamante Specific Plan (SP 06-004) for development of 245 ± acres, General Plan Amendment No. 15-002, and Map 15-008 (TTM No. 36841) have been duly filed by:

Applicant:	Rancho Diamante Investments, LLC
Project Location:	Southwesterly of Warren Rd. and Stetson Ave.
APN Numbers:	465-100-016 and 022, 465-110-020-023 and 027
Lot Area:	Approximately 245 +/- acres; and

WHEREAS, the proposed Specific Plan Amendment (SPA 15-001) and its related GPA 15-002, and Map 15-008 (TTM No. 36841) are considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"); and

WHEREAS, the City of Hemet, California, has reviewed SP 15-001, GPA 15-002, and Map 15-008 (TTM No. 36841) in accordance with the authority granted by the California Government Code Section 21080(d) and § 21082.2(d) and Hemet Municipal Code § 90-41; and

WHEREAS, after completion of an Initial Study, the Community Development Director determined that there was substantial evidence that SP 15-001, GPA 15-002, and Map 15-008 (TTM No. 36841) would have a significant effect on the environment. Therefore, staff has proposed a Subsequent Environmental Impact Report ("SEIR") and Mitigation Monitoring Program for the project under Public Resources Code § 21080(d) and § 21082.2(d); and

WHEREAS, the proposed Subsequent Environmental Impact Report consists of the following documents: Draft SEIR, Final SEIR, Mitigation Monitoring and Reporting Program, Notice of Preparation, Notice of Availability, Notice of Determination, and Technical Appendices; and,

WHEREAS, the City has consulted with, and requested comments from, members of the public and the agencies and persons referenced in CEQA Guidelines § 15083 and § 15086; and

WHEREAS, on February 13, 2021, using a method permitted under CEQA Guidelines § 15072(b), the City provided notice of its intent to adopt the proposed Subsequent Environmental Impact Report to the public, responsible agencies, trustee agencies, and the Riverside County Clerk; and

WHEREAS, the Draft SEIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on March 23, 2020 and closing on May 6, 2020 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received three (3) written comments; and

WHEREAS, on November 20, 2020, the City gave public notice by advertising in the Press Enterprise and by mailing to property owners, of the holding of a public hearing at which the project would be considered by the Planning Commission; and

WHEREAS, the Final SEIR consists of the following documents: Draft SEIR, Final SEIR, Mitigation Monitoring and Reporting Program, Notice of Preparation, Notice of Availability, Notice of Determination, and Technical Appendices; and

WHEREAS, this SEIR, as authorized under CEQA Guidelines §15150, incorporates by reference the City of Hemet General Plan, Zoning Ordinance, Page Ranch Planned Community Specific Plan, and the Final SEIR prepared for the Rancho Diamante Specific Plan; and,

WHEREAS, the Hemet Planning Commission conducted duly noticed public hearings on December 1, 2020 and January 19, 2020, at which it provided an opportunity for public testimony concerning the project and recommended that the City Council certify the Subsequent Environmental Impact Report and Mitigation Monitoring Program; and

WHEREAS, the Hemet City Council conducted a duly noticed public hearing on February 23, 2021, at which time it received public testimony concerning Specific Plan No. 15-001, General Plan Amendment No. 15-002, Map 15-008 (TTM No. 36841), the Subsequent Environmental Impact Report and the Mitigation Monitoring Program; and,

NOW, THEREFORE, the City Council of the City of Hemet does hereby resolve, determine, find and order as follows:

SECTION 1. FINDINGS

The City Council, in light of the whole record before it, including but not limited to, the Subsequent Environmental Impact Report, all documents incorporated by reference therein, any comments received and responses provided, the Mitigation Monitoring Program, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, hereby finds and determines that:

1. **Review Period of SEIR:** That the City has provided the public review period for the Subsequent Environmental Impact Report for the duration required under CEQA Guidelines Sections 15073 and 15105.

2. **Compliance with Law:** That the Subsequent Environmental Impact Report and Mitigation Monitoring program were prepared, processed, and noticed in accordance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.), and the CEQA Guidelines (14 California Code Regulations Section 1500 et. seq.), and the local CEQA Guidelines and Thresholds of Significance adopted by the City of Hemet.

3. **Independent Judgment:** That the Subsequent Environmental Impact Report reflects the independent judgement and analysis of the City.

4. **Mitigation Monitoring Program:** That the Mitigation Monitoring Program is designed to ensure compliance during project implementation in that changes to the project and/or mitigation measures have been incorporated into the project and are fully enforceable through permits conditions, agreements or other measures as required by Public Resources Code Section 21081.6.

5. **No Significant Effect:** The revisions made to the project and mitigations measures imposed as conditions of approval on the project, avoid or mitigate any potential significant effects on the environment identified in the Subsequent Environmental Impact Report to a point below the threshold of significance with the exception of the loss of agriculture, air quality impacts relating to nitrogen oxide, and cumulative traffic impacts. Furthermore, after taking into consideration the revisions to the project and the mitigation measures imposed, the Planning Commission finds that there is substantial evidence, in light of the whole record, from which it could be fairly argued that the project may have a significant effect on the environment and a Statement of Overriding Considerations is required.

SECTION 2. CITY COUNCIL ACTION

Based on the foregoing findings, and on substantial evidence in the whole of the record, the City Council hereby takes the following actions:

1. **Certify the Subsequent Environmental Impact Report:** The City Council certifies the Final Subsequent Environmental Impact Report, as shown as Exhibit "A", for SP 15-001, GPA 15-002, and Map 15-008 (TTM No. 36841).

2. **Adopt the Mitigation Monitoring and Reporting Program:** The City Council approves and adopts the Mitigation Monitoring Program for the Final Subsequent Environmental Impact Report, as shown as Exhibit "B".

3. **Notice of Determination:** The City Council in compliance with Public Resources Code § 21152 and CEQA Guidelines § 15094, directs the Community Development Director to prepare a Notice of Determination concerning certification of the Final Subsequent Environmental Impact Report and within five (5) days of project approval, file the Notice with the Riverside County Clerk for posting.

4. **Location:** The City Council directs that the Final Subsequent Environmental Impact Report and all documents incorporated therein and forming the record of decision therefore, be filed with the Hemet Planning Department at the Hemet City Hall, 445 E. Florida Avenue, Hemet, California, 92543 and be made available for public review upon request

PASSED, APPROVED AND ADOPTED this 23rd day of February, 2021.

Karlee Meyer, Mayor

ATTEST:

Daryl A. Betancur, MMC
Interim City Clerk

APPROVED AS TO FORM:

Steven Graham, Interim City Attorney

State of California)
County of Riverside)
City of Hemet)

I, Daryl A. Betancur, Interim City Clerk of the City of Hemet, do hereby certify that the foregoing Resolution is the actual Resolution adopted by the City Council of the City of Hemet and was passed at the regular meeting of the City Council on the 23rd day of February, 2021 by the following vote:

AYES: Council Member: Brown, Lilienthal, Males, and Mayor Meyer
NOES: Council Member: None
ABSTAIN: Council Member: None
ABSENT: Council Member: Krupa

Daryl A. Betancur, MMC
Interim City Clerk

DRAFT

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

SCH NO. 2016081013

RANCHO DIAMANTE PHASE II SPECIFIC PLAN AMENDMENT

CITY OF HEMET

RIVERSIDE COUNTY, CALIFORNIA

LSA

March 2020

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DRAFT

SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

SCH NO. 2016081013

RANCHO DIAMANTE PHASE II SPECIFIC PLAN AMENDMENT

CITY OF HEMET

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

City of Hemet
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Community Development Department
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(951) 781-9310

LSA Project No. HET1601

March 2020

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Appendix B2: *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis-Supplemental Assessment*. Urban Crossroads. November 20, 2019.

Appendix C1: *Biological Resources Technical Report, Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. Cadre Environmental. June 2018.

Appendix C2: *MSHCP Focused Burrowing Owl Surveys for the 245.07-Acre Rancho Diamante Project Site, City of Hemet, California*. Cadre Environmental. July 5, 2017.

Appendix C3: *MSHCP Sensitive Plant Surveys for the 245.07-Acre (16.70-acre offsite) Rancho Diamante Project Site, City of Hemet, California*. Cadre Environmental. July 5, 2017.

Appendix C4: *General MSHCP Habitat Assessment, Regulatory Constraints, and MSHCP Consistency Approach for the 245.07-Acre Rancho Diamante Project Site, City of Hemet, California*. Cadre Environmental. July 5, 2017.

Appendix C5: *MSHCP Determination of Biologically Equivalent or Superior Preservation/ Consistency Analysis. Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. Cadre Environmental. June 2018.

Appendix D: *Cultural Resources Assessment. Rancho Diamante Project, City of Hemet, Riverside County, California.* LSA Associates, Inc. September 2016, Updated December 2019.

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Appendix F3: *Airport Land Use Commission Notice of Airport in Vicinity.* County of Riverside Airport Land Use Commission. February 13, 2020.

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Appendix G1: *Preliminary Drainage Study for Tentative Tract Map No. 36841 (Rancho Diamante)*. Chang Consultants. January 20, 2019.

Appendix G2: *Project Specific Water Quality Management Plan. Rancho Diamante, Tentative Tract Map No. 36841*. Chang Consultants. October 5, 2015; Revised February 1, 2018, and January 20, 2019.

Appendix G3: *Draft Water Supply Assessment Report, Rancho Diamante*. Eastern Municipal Water District. June 19, 2018.

Appendix H: *Rancho Diamante, Noise Impact Analysis, City of Hemet*. Urban Crossroads. November 18, 2019.

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ACRONYMS AND ABBREVIATIONS

µg/m^3	Micrograms per Cubic Meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	Above Mean Sea Level
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor's Parcel Number
Approved Project	Page Ranch Planned Community Development Project
AQMP	Air Quality Management Plan
BACM	Best Available Control Measures
BASH	Bird Aircraft Strike Hazard
Basin	South Coast Air Basin
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
CAA	(Federal) Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal/OSHA	California Occupational Safety and Health Administration
Cal-EPA	California Environmental Protection Agency
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
cfs	cubic feet per second
CGP	Construction General Permit
CGS	California Geological Survey
CIP	Capital Improvement Plan

City	City of Hemet
CIWMB	California Integrated Waste Management Board
CNEL	Community Noise Equivalent Level
CPUC	California Public Utilities Commission
CSI	Community Services and Infrastructure
CWA	(Federal) Clean Water Act
dBA	A-weighted decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DIF	Development Impact Fee
DMA	Drainage Management Area
DOC	(California) Department of Conservation
DOE	(California) Department of Education
DOF	(California) Department of Finance
du/ac	dwelling unit/acre
EAP	Energy Action Plan
ECS	Environmental Constraints Sheet
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	(United States) Environmental Protection Agency
ERRP	Enhanced Recharge and Recovery Program
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FOF	Findings of Fact
FMMP	Farmland Mapping and Monitoring Program
GCC	Global Climate Change
GHG	Greenhouse Gas
GPA	General Plan Amendment
HANS	Habitat Acquisition and Negotiation Strategy
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HNL	Hourly Noise Level
HOA	Homeowners Association
HUD	(U.S. Department of) Housing and Urban Development
HUSD	Hemet Unified School District
Hz	Hertz
IIPP	Injury and Illness Prevention Program
IRRP	Integrated Recharge and Recovery Program
ITE	Institute of Transportation Engineers

JPR	Joint Project Review
LAFCO	Local Agency Formation Commission
L_{dn}	Day-night average noise level
LDR	Low Density Residential
L_{eq}	Equivalent continuous sound level
LESA	Land Evaluation and Site Assessment
LID	Low Impact Development
LIP	Local Implementation Plan
L_{max}	Maximum instantaneous noise level
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
Modified Project	Rancho Diamante Phase II Project
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
National Register	National Register of Historic Places
ND	Negative Declaration
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
Non-VHFHSZ	Non-Very High Fire Hazard Severity Zone
NOP	Notice of Preparation
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
O_3	Ozone
OES	Obstruction Evaluation Service
OES	(California) Office of Emergency Services
OHWM	Ordinary High Water Mark
OMB	White House Office of Management and Budget
PCD	Planned Community Development
PDF	Project Design Feature
PM	Particulate Matter
PM_{10}	Particulate Matter Less Than 10 Microns in Size
$PM_{2.5}$	Particulate Matter Less Than 2.5 Microns in Size

PPPs	Plans, Policies, or Programs
PPV	Peak Particle Velocity
PRC	Public Resources Code
PS	Public Safety
RCALUCP	Riverside County Airport Land Use Compatibility Plan
RCHCA	Riverside County Habitat Conservation Agency
RCP	Regional Comprehensive Plan
RCRA	(Federal) Resource Conservation and Recovery Act
RCWQMP	Riverside County Water Quality Management Plan
RHNA	Regional Housing Needs Assessment
RMS	Root Mean Square
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison Company
SCG	Southern California Gas Company
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SEIR	Subsequent Environmental Impact Report
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SKR-HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SMARA	Surface Mining and Reclamation Act
SO_2	Sulfur Dioxide
SOC	Statement of Overriding Considerations
SOx	Sulfur Oxides
SP	Specific Plan
SPA	Specific Plan Amendment
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCP	Traditional Cultural Place
TMDL	Total Maximum Daily Load
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code

USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WDR	Waste Discharge Requirement
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WSA	Water Supply Assessment
ZOI	Zone of Influence

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ES EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This Draft Supplemental Environmental Impact Report (SEIR) (State of California Clearinghouse No. 2016081013) has been prepared by LSA on behalf of the City of Hemet (City) to evaluate the potential change in environmental impacts associated with the proposed Rancho Diamante Phase II Project (Modified Project) in the City of Hemet (City) relative to the Page Ranch Planned Community Development (PCD) Project as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, and 2008 (Approved Project).

The proposed Modified Project encompasses approximately 245 acres of the approximately 1,621-acre PCD as well as 6.22 acres of off-site improvements. See Section 2.6 for a complete definition of the proposed Modified Project. The Page Ranch PCD was originally adopted in 1979 (PCD 79-93). Although approved as a planned community development, the Page Ranch PCD functions as a Specific Plan (SP). After the original approval in 1979, the Page Ranch PCD SP was amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, 2005, and most recently in 2008 with SEIR (SCH #2007091039) as part of Specific Plan Amendment (SPA) 06-004. The applicable land uses, land use regulations, and development standards pertaining to the land encompassed by the proposed Modified Project as contained in the Page Ranch PCD SP represent the Approved Project. See Section 2.5 for a complete definition of the Approved Project. In accordance with *CEQA Guidelines* (Sections 15162 and 15163), this SEIR to the Certified 1979 EIR and 2008 SEIR (Certified EIR) has been prepared in order to address the potential changes in the resulting environmental impacts from the proposed changes to the Approved Project.

As required pursuant to *CEQA Guidelines* (Section 15123), this section of the SEIR summarizes the proposed Modified Project; the environmental impacts and mitigation required to reduce or eliminate those impacts determined to be significant; areas of controversy known by the City including those raised by other agencies and the public; and the issues to be resolved.

In accordance with *State CEQA Guidelines* Section 15162, an SEIR need only address the portions of the previously certified EIR for the Approved Project that require changes to reflect the Modified Project. This includes new or revised mitigation measures or alternatives. Alternatives are discussed in the 1979 EIR for the *Specific Land Use Plan, Southwest Area*[1] and 2008 EIR[2] of the Approved Project. As indicated throughout Chapter 3.0 of this SEIR, no new alternatives have been identified that would substantially or further reduce environmental impacts of the Modified Project as proposed.

Although this Executive Summary provides an overview of these issues, more detail is provided in subsequent sections of this SEIR as follows:

- Project Description (Section 2.0).
- Environmental Impacts (Section 3.0).
- Other CEQA Topics (Section 4.0).

1 Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

2 Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. Section 7.0. SCH #2007091039. City of Hemet. May 2008.

ES.2 APPROVED PROJECT

The last Specific Plan Amendment to the Page Ranch PCD SP was in 2008, approved by the City as part of SPA 06-004. The SPA was subject to the environmental analysis contained in the Rancho Diamante Phase II Subsequent EIR (SCH #2007091039). It should be noted that the project approved in 2008 was also named Rancho Diamante Phase II. As stated in Chapter 1.0, references to Rancho Diamante Phase II in this SEIR refer to the proposed Modified Project, while the Page Ranch PCD Project as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, 2005, and 2008 are referred to as the Approved Project.

The Page Ranch PCD SP covers 1,621 acres and is mostly developed. The Approved Project consists of 99.4 acres exclusively within PA X. The proposed Modified Project adds land to the Approved Project footprint by merging PA IV and PA X, and modifying PA XIII to occupy 245.07 acres, or approximately 15 percent of the Page Ranch PCD SP Planning Area.

The Page Ranch PCD SP regulates land uses within its Planning Area. These regulations specify a variety of land uses governed by supporting master plan and development standards. The Page Ranch PCD SP also provides flexibility in terms of both land use and development standards so that a high quality development product is achieved. Land uses under the Page Ranch PCD SP include residential uses ranging from Low Density (1 dwelling unit per 2.5 acres) up to High Medium Density (17 dwelling units per acre), Open Space Preserve, Open Space Recreation, Commercial, Industrial, Fire Station, and Public School. The existing Land Use Plan for the Page Ranch PCD SP is illustrated in previously referenced Figure 2.3. Land uses within the Approved Project boundary include residential uses ranging from Low Density (1 dwelling unit per 2.5 acres) up to Low-Medium Density (5 dwelling units per acre).

ES.3 PROPOSED MODIFIED PROJECT

The proposed Modified Project site is bound by Warren Road to the east; the Second San Diego Aqueduct to the west; the Hemet Channel, the Burlington Northern Santa Fe (BNSF) railroad tracks, and new Stetson Avenue alignment to the north; and agricultural land to the south. The proposed Modified Project site and off-site improvements are approximately one-quarter mile southwest of the Hemet-Ryan Airport (Figure 2.4).

The proposed Modified Project analyzed in this SEIR includes the following four components:

1. Proposed changes to the Page Ranch PCD SP as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, 2005, and 2008 and analyzed in the previously approved Rancho Diamante Phase II SEIR (SCH #2007091039) certified in 2008 (Approved Project);
2. Proposed General Plan Amendment (GPA) GPA 15-002) to amend the City's General Plan Circulation Element to extend Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of Stetson Avenue (Figure 2.5) and to change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to Regional Commercial (RC).
3. Proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) to subdivide 245.07 acres into 586 single-family residential lots on approximately 160.51 acres, 1 lot of approximately 100,000 square feet of commercial uses on 19.67 acres, and 64.89 acres of public and private Homeowners Association (HOA) park and open space areas; and

4. The Modified Project also includes 6.2 acres of off-site improvements including construction of utilities in abutting rights-of-way, drainage conveyance features, and construction of the west half of Warren Road in the northeast part of the Modified Project including the intersection with "future" realigned Stetson Avenue and an interim transition back to the existing Warren Road alignment (Figure 2.4). Off-site drainage improvements include seven connections to the existing Hemet Channel north of the site and improvements to the existing drainage channel from the existing drainage basin in the southwest corner of the project site extending southerly to Simpson Road. From Simpson Road, the channel would continue to convey runoff south toward Salt Creek without further modifications. Temporary impacts for the channel assume a width of 20 feet for construction purposes on both sides of the ultimate channel and maintenance drive.

ES.3.1 Project Objectives

Rancho Diamante Investments, LLC, the project applicant, developed the following objectives for the proposed Modified Project. Additions to the Approved Project objectives made as part of the proposed Modified Project are underlined; text that has been removed from the Approved Project objectives is in strikeout:

- Provide diversity in housing types for ~~both senior housing and~~ family housing;
- Provide more compatible land uses for the existing development in the immediate area by elimination of industrial uses south of the new alignment of Stetson Avenue;
- Provide a logical extension of infrastructure in the project area;
- Provide for a variety of residential development types which are functionally compatible with surrounding neighborhoods (~~Proposed~~ General Plan Goals and Policies ~~Workbook Policies~~ LU-5.1);
- Provide for the attainment of quality housing within a satisfying living environment for households of all socioeconomic, age, and ethnic types in Hemet (General Plan Goals and Policies ~~Workbook Goal~~ H-1);
- Provide residential product type to meet forecast demand in the Specific Plan area;
- Contribute to the creation of a community identity for the City of Hemet through conformance with architectural and landscape standards; and
- Provide commercial use among residential uses to reduce the frequency and distance of automobile trips.
- ~~Eliminate conflicts between adjacent uses, and the provision of clear buffers and transitions between dissimilar uses (1992 Hemet General Plan Page 2).~~

ES.4 ISSUES ADDRESSED AND AREAS OF CONTROVERSY TO BE RESOLVED

When a City determines that an EIR will clearly be required for a project, *CEQA Guidelines* (Section 15060), states further initial review can be skipped and work directly on the EIR may commence. Based on its review of the Modified Project, the City has determined the potential impacts resulting from the construction and/or operation of the Modified Project, including cumulative impacts, require preparation of an EIR. Thus, an Initial Study is not required under CEQA and was not prepared for the Modified Project.

The Notice of Preparation (NOP) for the Modified Project was initially circulated on August 3, 2016, and was recirculated in April 2019 with a detail of the topics to be analyzed as an existing, in process, project. The City received no comments relative to the range of topics detailed in the NOP, and this SEIR is prepared in good faith based on the scope outlined in the recirculated NOP dated April 16,

2019. Therefore, the content of this SEIR is limited to the analytical topics addressed in the Certified EIR as follows:

- Aesthetics;
- Agricultural and Forestry Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Transportation and Traffic;
- Utilities and Service Systems.

The project's impact, the severity of any impact, and the mitigation measures required to reduce or eliminate the impacts relative to these environmental issues are addressed in Sections 3.1 through 3.17 and summarized in Table ES.D at the end of this section.

Issues of concern and/or controversy related to the Modified Project were further identified by the City through responses to the NOP, Public Scoping Meetings, and Native American Tribal Consultation.

ES.4.1 Notice of Preparation

The objective of distributing an NOP is to solicit public comment, ensuring the full and appropriate examination of issues of concern in the EIR. The NOP was distributed to the State Clearinghouse, as well as to the agencies, organizations, and persons considered likely to be interested in the project and its potential impacts. Comments received regarding the NOP have been used to identify impacts that could result from implementation of the Modified Project.

The Modified Project NOP dated August 3, 2016 was circulated for a 30-day review period from August 4 to September 3, 2016 (Appendix A1). Due to changes to the Modified Project as submitted by the project applicant subsequent to the distribution of the 2016 NOP, a recirculated NOP dated April 16, 2019, was circulated for a 30-day review period from April 19 to May 19, 2019 (Appendix A2). Table ES.A provides a general summary of NOP comments received by the City during the NOP review periods and identifies in which section of the SEIR each specific NOP comment has been addressed.

Table ES.A: Notice of Preparation Comments

Agency/ Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
Governor's Office of Planning and Research (OPR)	August 3, 2016	OPR provided a copy of the cover letter and documents sent to responsible agencies.	Not Applicable
South Coast Air Quality Management District (SCAQMD)	August 10, 2016 and again on May 14, 2019	The SCAQMD provided recommendations regarding the analysis and mitigation of potential air quality impacts, including the identification of source material and guidance documents and requests a copy of the SEIR and associated technical data be submitted to them during the public comment period.	3.3

Table ES.A: Notice of Preparation Comments

Agency/ Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
Metropolitan Water District of Southern California (MWD)	August 29, 2016	The MWD requested the developer submit project water plans to the MWD for review and approval; Requested consideration of MWD's existing San Diego Pipelines Nos. 1 and 2, San Diego Canal and Eastside Pipeline, and Diamond Valley Lake and property in the Modified Project design.	3.5, 3.8, and 3.16
California Department of Fish and Wildlife (CDFW)	August 30, 2016	The CDFW recommended the requirements for the assessment of biological resources within the project site; Stated that the direct, indirect and cumulative impact to biological resources be addressed in the SEIR; Identified mitigation strategies for potential biological resource impacts; and Detailed regulatory measures the proposed project may be subject to.	3.4
Valley-Wide Recreation and Park District (VWRPD)	August 31, 2016	The VWRPD provided recommendations for the provision of parks and recreation facilities, including annexation into VWRPD jurisdiction, compliance with the City Municipal Code regarding parkland, and compliance with the Quimby Act, including payment of in-lie fees.	3.14
Southern California Association of Governments (SCAG)	September 3, 2016 and again on May 15, 2019	SCAG recommended the discussion of transportation impacts include a consistency analysis of the proposed Modified Project in relation to the goals of the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy and requests a copy of the SEIR be submitted to their Los Angeles Office during the public comment period.	3.9, 3.12, and 3.15
California Department of Transportation (Caltrans)	September 9, 2016	Caltrans requested the applicant to submit a Traffic Impact Analysis (TIA) utilizing Highway Capacity Manual 2010 methodology for review and also consider bicycle, pedestrian, and transit modes for implementation. Furthermore, Caltrans recommends the applicant revise the project to increase residential density on site.	3.15
Agua Caliente Band of Cahuilla Indians	April 26, 2019	The Agua Caliente Band of Cahuilla Indians defers to Soboba and concludes consultation with the City.	3.5
Riverside County Airport Land Use Commission (ALUC)	April 23, 2019	The ALUC indicates the Modified Project is located within Compatibility Zone C and D of Hemet-Ryan Airport Influence Area and requests submittal of the Specific Plan Amendment and SEIR to the ALUC for review.	3.7
Riverside Transit Agency (RTA)	May 6, 2019	The RTA recommends the Modified Project include bus stops compliant with the Americans with Disabilities Act at several locations in proximity to the Modified Project site.	3.15

Source: Appendix A1 and Appendix A2

ES.4.2 Public Scoping Meeting

Pursuant to *CEQA Guidelines* (Section 15082(c)), the City conducted a public scoping meeting, which was held to further determine the scope and content of the environmental analysis contained in the EIR. The public scoping meeting was held on August 22 2016, at 10:00 a.m. at City of Hemet Mountain View Lodge (1645 Paseo Diamante, Hemet, CA 92545). Copies of the NOP (including a project description) and the Modified Project's conceptual site plan were available to the public for review. City staff, the project applicant, and the EIR consultant were present during this meeting to provide information regarding the Modified Project and collect public comments. Table ES.B provides a general summary of the comments received on the project. The scoping meeting materials are provided in in Appendix A1.

Table ES.B: Public Scoping Meeting Comments

Agency/ Organization/ Individual	Date	Comments	Addressed in Section(s) of the EIR
Betty Jeffries	August 22, 2016	Ms. Jeffries expressed concerns regarding increased traffic and associated roadway noise in the community.	3.11 and 3.15
Kathleen Clarkson	August 22, 2016	Ms. Clarkson expressed concerns regarding increased traffic in the community. Also, nearby agricultural activities generate dust and include use of potentially hazardous materials. Finally, the addition of residential uses would put further strain on the limited water resources in the region.	3.7, 3.8, and 3.15

Source: Appendix A1

ES.4.3 Native American Consultation (Senate Bill 18 and Assembly Bill 52)

The proposed development is a project under CEQA and includes a General Plan Amendment and Specific Plan Amendment; therefore, consultation pursuant to both Senate Bill 18 and Assembly Bill 52 is required. Table ES.C details the Native American governments contacted pursuant to this legislation.

Table ES.C: SB 18/AB 52 Consultation

California Native American Tribe	Initiation Letter Sent Date	Initiation Response Date	Remarks
Aqua Caliente Band of Cahuilla Indians	November 5, 2015	November 16, 2015	Agua Caliente Band of Cahuilla Indians (ACBCI) requested a copy of the Cultural Resources Assessment and associated records search and site data generated in connection with the proposed project prior to making informed comments and recommendations.
Pechanga Tribe - Temecula Band of Luiseño Indians	November 5, 2015	December 3, 2015	Pechanga Tribe requests formal consultation between the Pechanga Tribe and the Lead Agency. The Pechanga Tribe also requests inclusion in the distribution list for public notices and hearings, as well as circulation of all project documents, including environmental, archaeological, development and construction-related documents. Pechanga Tribe expects ongoing consultation until appropriate mitigation has been agreed upon for Tribal Cultural Resources that may be impacted by the project.

Table ES.C: SB 18/AB 52 Consultation

California Native American Tribe	Initiation Letter Sent Date	Initiation Response Date	Remarks
Rincon Band of Luiseño Indians	November 5, 2015	December 7, 2015	Rincon Band of Luiseño Indians (RBLI) claims the project site is not within Rincon's Historic Boundaries. RBLI defers to the Pechanga Tribe and/or the Soboba Band of Luiseño Indians for further consultation. No additional consultation with the RBLI is requested.
Soboba Band of Luiseño Indians	November 5, 2015	December 30, 2015	Soboba Band of Luiseño Indians (SBLI) requests formal consultation between the SBLI and the Lead Agency. The SBLI asserts the project site is located within the SBLI Tribal Traditional Use Areas and is culturally sensitive. SBLI requests Native American Monitor(s) from the SBLI Cultural Resources Department be present during all ground disturbing activities, including surveys and archaeological excavation. SBLI requests the developer and/or property owner relinquish all claims to Native American ceremonial items, items of cultural patrimony, and cultural artifacts and return said items to the SBLI within thirty (30) days of initial recovery. The SBLI would permit some artifacts to be subject to scientific analysis pending prior agreement. SBLI requests full compliance with California Health and Safety Code §7050.5, California Public Resources Code §5097.98, and California Government Code §6254 for the appropriate treatment of human remains. SBLI issued a Tribal Consultation close out letter dated February 28, 2018, that also includes requested mitigation measures to be implemented during project grading regarding unexpected discoveries of tribal cultural resources.

Source: City of Hemet 2016 and 2018.

Signed into law on September 29, 2004, Senate Bill 18 (SB 18) requires local governments to consult with Native American tribes prior to adoption and amendment of both General Plans and Specific Plans. Prior to the amendment or adoption of General or Specific Plans, local governments must notify the appropriate Native American representatives of the opportunity to conduct a consultation concerning the preservation and mitigation of impacts to sacred places located on land within the local governments' jurisdictions and affected by the adoption of amendment of General or Specific Plans. On November 5, 2015, the City notified Native American tribes who have requested to the City to be notified for CEQA actions subject to SB 18 and AB 52. Unless a shorter notification period is agreed to, Native American tribes contacted under provisions of SB 18 must respond within 90 days of notification and should indicate whether or not they want to consult with the notifying local government.

Assembly Bill 52 (AB 52) (effective July 1, 2015) amended CEQA to mandate consultation with California Native American tribes during the CEQA process. Recognizing that tribes may have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a project if they have requested notice of projects proposed within that area. Native American tribes have 30 days to request consultation upon notification pursuant to AB 52. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. Consultation must be conducted in good faith between the tribal government and the lead agency and is deemed concluded when either the parties agree to measures to mitigate

or avoid a significant effect on a tribal cultural resource (should a significant effect exists) or when a party concludes that mutual agreement cannot be reached.

ES.5 SUMMARY OF IMPACTS, MITIGATION, AND LEVEL OF IMPACTS

Table ES.D provides a summary of the proposed Modified Project impacts, proposed mitigation measures, and the level of significance of each impact following the application of identified mitigation measures. Deletions or deviations from the mitigation measures prescribed in the Certified EIR are identified in ~~strikeout~~ text, and underlined text is used to signify new additions.

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.1. Aesthetics			
3.1.7.1. Scenic Vista: Development under the proposed Modified Project will be similar in scale and massing as the existing surrounding land uses developed under the Approved Project. PDFs detailed in the Modified Project SPA 15-001 (refer to Section 3.1.6 above) will ensure residential and commercial building heights are commensurate with the existing developed uses surrounding the Modified Project site and shall not exceed 35 feet in height. Additionally, the comprehensive sign program includes design criteria for the proposed commercial use in Planning Area XIII that control the location, size, type, and number of signs permitted and which regulate and control all other matters pertaining to signs. The proposed Modified Project incorporates architectural elements that protect scenic vistas. The Planning Staff review process will ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan and Zoning Code. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to scenic vistas.	No	No mitigation is required.	No
3.1.7.2. Scenic Resources within State Scenic Highways: There are no State-Designated Scenic Highways in the City or near the City. SR-74 crossing through the center of the City in an east-west direction is an eligible State Scenic Highway, but it has not been officially designated. The nearest State Scenic Highway is SR 74 beginning approximately 3 miles east of the City limits and proceeding eastbound through Riverside County and into the San Bernardino National Forest.	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
"New" Warren Road, which abuts the eastern boundary of the Modified project site, is a designated City Scenic Highway. The Modified Project includes design criteria for development along new Warren Road, as well as for the proposed off-site improvements to new Warren Road north of the Modified Project site, which include building setbacks, a California Friendly Landscape Palette in accordance with General Plan Policy CD-3.7, and meandering bike/pedestrian paths in accordance with Chapter 90 (Zoning) and Article XXXII (Scenic Highway Setback Overlay Zone) of the City Municipal Code. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to scenic resources within a state scenic highway.			
3.1.7.3. Existing Visual Character: In accordance with General Plan Policy OS-2.2, the proposed TTM No. 36841 (MAP 15-008) will be subject to the City's development review process to conserve view corridors, rock outcroppings, ridgelines, and other landscape features, as specified in PPP 3.1-1, to ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan and Zoning Code. This review process will ensure the City's visual character is considered and appropriate design elements are incorporated into the Modified Project to protect the semi-rural character of the City. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
to visual character or quality of the site and its surroundings.			
3.1.7.4. Light and Glare: The amount and level of lighting would generally be similar to that which currently exists in the project vicinity. The Modified Project site is approximately 26.5 miles north of the Palomar Observatory, within Zone B of the Mount Palomar Lighting Policy Area. Accordingly, the Modified Project shall restrict the use of certain light fixtures emitting into the night sky undesirable light rays that have a detrimental effect on astronomical observation and research. Additionally, the Modified Project will minimize the amount of reflective surfaces used in new construction and implement lighting that reduces light pollution in new development areas and casts light downward to reduce spillover onto adjacent properties, pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to visual character or quality of the site and its surroundings.	No	No mitigation is required.	No
3.1.8. Cumulative Aesthetic Impacts: The Modified Project SPA 15-001 establishes development standards and design criteria to ensure development does not result in significant impacts to scenic resources or results in a substantial increase in lighting or glare. Cumulatively, the Modified Project in conjunction with development surrounding the Modified Project site would add more lighting and glare to the area. Although the proposed Modified Project SPA 15-001 cannot administer development standards outside of its jurisdiction, it would reduce its incremental contribution to cumulative aesthetic-related impacts from development to less than significant levels by implementing the various design guideline PDFs (refer to Section 3.1.6) related to	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
architecture, landscaping, building heights and setbacks, and a comprehensive sign program, as well as PPP 3.1-1 and PPP 3.1-2 to ensure compliance with local planning and design guidelines. Compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative aesthetic (visual or lighting) resources.			
3.2. Agriculture and Forestry Resources			
3.2.7.1. Farmland Conversion: Both the Approved Project and proposed Modified Project are located on land designated Farmland of Local Importance, and portions of the Modified Project's off-site improvements are proposed on Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Therefore, implementation of the Modified Project would convert farmland to non-agricultural use and impacts would be significant and unavoidable. When compared to the Approved Project, impacts associated with conversion of farmland to non-agricultural use would be the same (i.e., significant and unavoidable).	**Yes**	No feasible mitigation is available.	**Yes**
3.2.7.2. Existing Zoning and Williamson Act: There is no land zoned for Williamson Act contracts either on the Modified Project site or on any adjacent properties. Similar to the Approved Project, the Modified Project would have less than significant impacts associated with conflicts with agricultural zoning or Williamson Act contracts.	No	No mitigation is required.	No
3.2.7.3. Conversion of Farmland to Non-Agricultural Uses: Similar to the Approved Project, implementation of the Modified Project would convert Farmland to non-agricultural use. However, a significant portion of the Modified Project site (Planning Areas X and XIII) overlaps the Approved Project site analyzed under the Land Evaluation and Site Assessment (LESA) Model and the remaining portion of the Modified Project site (former Planning Area VI) is within the 2009 SPA agricultural	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
resources Zone of Influence (ZOI). The LESA Model's "Surrounding Agricultural Land" score was found to be "0" due to the negligible amount of active farming (16 percent of the ZOI) occurring on properties surrounding the Approved Project site. Off-site improvements would not obstruct or preclude the continued use of properties for farming. Therefore, although impacts from the conversion of farmland to non-agricultural use were found to be significant, neither the Approved Project nor the proposed Modified Project would result in other changes to the existing environment that would result in the indirect conversion of farmland to non-agricultural uses.			
3.2.8. Cumulative Agricultural and Forestry Resources: The 1980 Certified EIR concluded approximately 1,863 acres of prime agricultural land would be lost. Since implementation of the Modified Project would convert farmland to non-agricultural use, and project-specific impacts to agricultural resources would be the same as those identified for the Approved Project (i.e., significant and unavoidable), the Modified Project would incrementally decrease the availability of soils that have value for agricultural production. Therefore, in combination with other projects in the City's planning area, the Modified Project would result in a cumulatively considerable impact to agricultural resources, and cumulative impacts would be the same as those identified for the Approved Project (i.e., significant and unavoidable).	**Yes**	No feasible mitigation is available.	**Yes**
3.3. Air Quality			
3.3.7.1. Air Quality Management Plan Consistency: The Modified Project will result in operational emissions of nitrogen oxides (NOx) in excess of South Coast Air Quality Management District (SCAQMD) regional thresholds in the same manner as the Approved Project even with mitigation. No additional mitigation is feasible to reduce this significant impact and the related exceedances of NOx emissions. Therefore, the Modified Project has a	**Yes**	**MM 3.3.10.1:** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the	**Yes**

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
significant and unavoidable impact related to Air Quality Management Plan (AQMP) Consistency Criterion No. 1.		applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **1979 EIR Mitigation Measure 3:** Provide for convenient bus stop locations. **2008 Mitigation Measure AQ-01:** Prior to construction of the Project, the Project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of ~~two~~ three times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction. **2008 Mitigation Measure AQ-05**: Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones. This measure shall be implemented to the	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		satisfaction of the City of Hemet Planning and Public Works Departments. **2008 Mitigation Measure AQ-06:** Prior to issuance of building permits, t~~T~~he developer shall provide evidence to the City that ~~require~~ painting ~~to~~ will be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department. **2008 Mitigation Measure AQ-07:** Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **2008 Mitigation Measure AQ-08:** Prior to issuance of grading and building permits, the developer shall provide evidence to the City that o~~O~~n-site electrical hookups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department. **2008 Mitigation Measure AQ-09:** During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		2008 Mitigation Measure AQ-10: During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	
3.3.7.2. Air Quality Standards and Violations: Unmitigated air pollutant emissions estimated from construction and operation of the Modified Project will exceed regional thresholds for NOx. With implementation of Mitigation Measures air pollutant emissions resulting from construction of the Modified Project will not exceed regional thresholds, but emissions of NOx during operation would continue to exceed regional thresholds. When compared to the Approved Project, the proposed Modified Project would result in less severe but still significant and unavoidable impacts to regional air quality during project operations.	**Yes**	Refer to **Mitigation Measures MM 3.3.10.1, 1979 EIR Mitigation Measure 3, 2008 Mitigation Measure AQ-01,** and **2008 Mitigation Measures -05** through **-10.**	**Yes**
3.3.7.3. Cumulative Air Quality Impacts: Modified Project operational emissions would exceed the SCAQMD regional thresholds of significance for NOx. No feasible mitigation measures or project design features beyond those already identified exist that would reduce NOx emissions to levels that are less-than-significant. Individual health effects from exposure to NOx emission generated by the proposed Modified Project would be small and therefore speculative. Project operational NOx emissions, are considered significant and unavoidable in the same manner as the Approved Project.	**Yes**	Refer to **Mitigation Measures MM 3.3.10.1, 1979 EIR Mitigation Measure 3, 2008 Mitigation Measure AQ-01,** and **2008 Mitigation Measures -05** through **-10.**	**Yes**
3.3.7.4. Impacts to Sensitive Receptors: With implementation of Mitigation, construction of the Modified Project would not exceed any localized significance threshold (LST). The proposed Modified Project would result in less than significant construction LST impacts, less severe than the Approved Project.	**Yes**	Refer to **Mitigation Measure MM 3.3.10.1** and **2008 Mitigation Measures AQ-01, -09,** and **-10.**	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). However, the proposed Modified Project does not include such uses. Due to the lack of significant stationary source emissions, operational localized significance threshold analysis is not warranted and therefore was not conducted for the Modified Project.			
3.3.7.5. Odors: The project may generate some construction-related odors that will be temporary. Implementation of mitigation will reduce the impact to less than significant levels during construction. The project may generate odors from garbage and green waste but will cease after garbage and green waste collection trucks remove waste. Odors would be temporary and less than significant during operation.	**Yes**	Refer to **2008 Mitigation Measures AQ-01, -05, -06, -08, -09,** and **-10.**	No
3.3.8. Cumulative Air Quality Impacts: NOx impacts at the project level are considered cumulatively significant because NOx emissions are O_3 precursors and would therefore contribute considerably to existing O_3 non-attainment conditions within the Basin. This is a cumulatively significant impact persisting over the life of the Modified Project. The Approved Project was found not to have a cumulatively considerable impact to air quality The proposed Modified Project would have a significant and unavoidable cumulative impact to regional air quality from emissions of NOx during operation. This is a new impact in comparison to the Approved Project.	**Yes**	Refer to **Mitigation Measures MM 3.3.10.1, 1979 EIR Mitigation Measure 3, 2008 Mitigation Measure AQ-01,** and **2008 Mitigation Measures -05** through **-10.**	**Yes**
3.4. Biological Resources			
3.4.7.1. Candidate, Sensitive, or Special-Status Species: Incidental Multiple Species Habitat Conservation Plan (MSHCP) covered species documented during the Modified Project habitat assessment and/or focused survey efforts include the *California Species of Special Concern* white-tailed kite, California horned lark, and San Diego black-tailed	**Yes**	**MM 3.4.10.1:** Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
jackrabbit, as well as the non-listed loggerhead shrike, turkey vulture, and coyote. Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing Mitigation Measures. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to candidate, sensitive, or special status species.		than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department. **MM 3.4.10.3:** A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities. If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated. In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.4.10.4:** Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site. The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	
3.4.7.2. Riparian Habitat or Other Sensitive Natural Communities: Most of the Modified Project site consists of active agricultural land—field croplands. Portions of the	**Yes**	**MM 3.4.10.5:** To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
site support Disturbed Wetland, Herbaceous Wetland, Mule Fat Scrub, Southern Willow Scrub, Tamarisk Scrub, Seasonal Depression, and Unvegetated Streambed vegetation communities. The Modified Project site does not occur within a designated critical habitat for federally endangered or threatened species. Furthermore, no sensitive or undisturbed native habitats listed by California Department of Fish and Wildlife (CDFW) as sensitive were documented within the Modified Project site. One of the 15 MSHCP Criteria Area and Narrow Endemic plant species, smooth tarplant (a small population consisting of 191 individual plants), was detected during the focused survey program along the proposed off-site drainage channel improvement alignment between the Modified Project site and Simpson road to the south. Thirteen on-site seasonal depressions are inundated during high rainfall years, but not long enough to develop primary constituent elements of jurisdictional wetlands and waters. However, 5 of the 13 on-site seasonal depressions were determined to support two beneficial uses, Limited Warm Freshwater Habitat (LWRM) and Wildlife Habitat (WILD) due to the presence of the non-listed, common versatile fairy shrimp. Approximately 0.02 acre of permanent and 0.74 acre of temporary impact on riparian-vegetated streambed/basin, and 0.06 acre of permanent and 0.70 acre of temporary impact on unvegetated streambed would result from Modified Project execution. When compared to the Approved Project, the Modified Project would have similar [less than significant with mitigation] impacts to riparian habitat or sensitive natural communities.		Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation. **Off-Site Establishment/Reestablishment.** The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure. **On-Site Rehabilitation, Enhancement, and Preservation.** The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio. **On-Site Replacement and Enhancement of Beneficial Uses.** Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		[WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed. **MM 3.4.10.6:** Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Mitigation for permanent and/or temporary impacts shall be determined as specified in the Determination of Biologically Equivalent or Superior Preservation (DBESP) through consultation with the applicable regulatory agencies. Mitigation may include on-site and/or off-site replacement and/or restoration of USACE/RWQCB jurisdictional waters of the U.S./waters of the State, and/or CDFW jurisdictional streambed and associated riparian habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. This measure shall be implemented to the satisfaction of the City Development Services Department.	
3.4.7.3. Jurisdictional Waters/Wetlands: Thirteen on-site seasonal depressions are inundated during high rainfall years, but not long enough to develop primary constituent elements of jurisdictional wetlands and waters (Figure 3.4.2). As indicated in Table 3.4.B, 0.01 acre of permanent and 0.51 acre of temporary impacts to wetland and non-wetland waters would result from project execution (total of 0.52 acre of permanent/temporary impacts to jurisdictional resources.	**Yes**	Refer to **Mitigation Measures MM 3.4.10.5** and **3.4.10.6** above.	No
3.4.7.4. Wildlife Movement and Nesting/Migratory Birds: The Modified Project site is not recognized as a regional wildlife movement corridor. According to the MSHCP, the site is not located within an MSHCP designated core, extension of existing core, non-	**Yes**	**MM 3.4.10.7:** Prior to issuance of grading permits, the project applicant shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
contiguous habitat block, constrained linkage, or linkage area. The site provides minimal cover or food, and it contains no natural unrestricted water courses that would facilitate regional wildlife movement on site. Salt Creek would not be subject to adverse physical changes from construction or operation of the Modified Project. The adjacent Hemet Channel (Constrained Linkage B) is expected to be utilized by wildlife for local and regional movement. However, this linkage is constrained on its northern and southern edges by urban development, and proposed storm drain connections will not impede or conflict with the conservation value of channel as a drainage facility and wildlife movement corridor. Night lighting throughout the Modified Project site, including adjacent to the Hemet Channel (Public/Quasi-Public Conserved Land, MSHCP Constrained Linkage B), would be directed downward and away from off-site areas of the project to reduce potential indirect impacts to wildlife species. Project-related noise that could deter wildlife in the project vicinity will be attenuated to below residential, commercial, or mixed use noise standards established for Riverside County. The Modified Project will obtain and comply with waste discharge requirements (WDRs) and the National Pollutant Discharge Elimination System (NPDES) permit to treat all surface runoff from paved and developed areas through implementation of applicable Best Management Practices (BMPs) during construction and installation and proper maintenance of structural BMPs during operation. Implementation of Mitigation will reduce these impacts to less than significant. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to wildlife movement, corridors, and nursery sites.		with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.4.7.5. Adopted Policies and/or Ordinances: Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing Mitigation. The Modified Project does not include removal of any trees on public property but will be subject to development impact fees, a portion of which would be allocated to the City Capital Improvement Program for urban forestry. Furthermore, the Modified Project will incorporate California-friendly or City-approved trees within public parks and along public roadways abutting the project pursuant to the City's tree replacement ordinance (Chapter 2, Article IV, Division 4, Section 2-227). The Modified Project is designed to comply with the General Plan Policies requiring preservation of habitat, vernal pool hydration, maintenance of open space and wildlife movement corridors, and integration of biological resource planning through implementation of mitigation. When compared to the Approve Project, the Modified Project would have a similar [less than significant, albeit with mitigation] from conflict with local policies or ordinances protecting biological resources.	**Yes**	Refer to **Mitigation Measures MM 3.4.10.1** and **3.4.10.3** through **3.4.10.7** above.	No
3.4.7.6. Adopted Habitat Conservation Plans: The Modified Project will comply with the MSHCP through implementation of mitigation. When compared to the Approved Project, the Modified Project would result in the same [less than significant with mitigation] impact from conflict with local policies or ordinances protecting biological resources.	**Yes**	Refer to **Mitigation Measures MM 3.4.10.1** and **3.4.10.3** through **3.4.10.7** above. **MM 3.4.10.2:** The Modified Project Site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR Habitat Conservation Plan (HCP). Prior to issuance of grading permits, the project applicant shall pay the applicable fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	No
3.4.8. Cumulative Biological Resources Impacts: The project would not have potentially significant impacts related to local ordinances or regulations protecting	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
biological resources. In addition, although the project could have significant impacts to plant communities, sensitive wildlife species, wildlife movement, jurisdictional waters, and habitat conservation plans, the compliance with the above mitigation measures and payment of development impact fees would reduce project-specific impacts to less than significant levels. Since all development within the MSHCP area would be required to implement similar measures, development in compliance with the MSHCP furthers the stated regional conservation goals. Accordingly, cumulatively significant biological resource impacts would be less than significant.			
3.5. Cultural Resources			
3.5.7.1. Historical and Archaeological Resources: The Modified Project is not expected to adversely affect any known Historical Resources. However, the project has the potential to affect previously unrecorded archaeological material may be located subsurface within the project limits. With mitigation, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historical or archaeological resources compared to the Approved Project.	**Yes**	**MM 3.5.10.1A:** Prior to issuance of a grading permit, the applicant shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians (Soboba) to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba that may be uncovered or otherwise discovered during ground disturbing activities related to the project. The TDA may establish provisions for tribal monitors. In conjunction with the TDA, the City shall retain a qualified project archaeologist who shall prepare a Cultural Resources Monitoring and Treatment Plan (CRMTP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMTP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, participation by Soboba Native American Monitor(s), the treatment and Disposition (including possible significance testing) of inadvertent cultural resources finds, coordination with the County Coroner's Office, and Non-Disclosure of location(s) of archaeological materials and human remains. The qualified archaeologist and, if desired, Soboba shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMTP and to consult with and instruct them with respect to its implementation. The CRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		MM 3.5.10.1B: Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified archaeological monitor and appropriate Soboba Native American Monitor(s) shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all surface-level field work, mass grading, and trenching activities. The archaeological monitor shall be on site at all times during the initial phases of grubbing, rough grading, and other ground-disturbing activities to inspect cuts for cultural resources. If no cultural resources are encountered after approximately fifty percent of rough grading, the qualified project archaeologist shall have discretion to recommend to the City that cultural resources monitoring get scaled back to a part time or spot-check basis in accordance with the CRMTP. The City, in consultation with the qualified archaeologist, applicant, and Soboba Band of Luiseño Indians (Soboba), shall determine the appropriate level of subsequent monitoring, during which time Mitigation Measures 3.5.10.1A, 3.5.10.1C, and 3.5.10.1D shall still apply. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.5.10.1C:** If cultural resources are discovered during ground disturbing activities, the archaeological monitor shall record them on California Department of Parks and Recreation Forms (DPR 523). If any cultural resources are in danger of loss and/or destruction, the archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the archaeological monitor shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the encounter to allow recovery of resource remains in a timely manner. All cultural resources encountered shall be evaluated for significance pursuant to CEQA *Guidelines* Section 15064.5(a)(c) and managed accordingly. Should the qualified archaeologist determine through consultation with the Soboba Band of Luiseño Indians (Soboba) that the discovery is a resource pursuant to Section 15064.5, avoidance or	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		other mitigation will be required pursuant to and consistent with *CEQA Guidelines* Sections 15064.5 and 15126.4(b) and Public Resources Code Section 21083.2 Recovered cultural resources, along with copies of pertinent field notes, photographs, and maps, shall be treated and disposed with appropriate dignity in accordance with the Treatment and Disposition Agreement (TDA) and Cultural Resources Monitoring and Treatment Plan (CRMTP). If agreement as to the treatment and disposition of cultural resources is not reached between the applicant, landowner, Lead Agency, and Soboba, the landowner or his authorized representative shall rebury the cultural resources with appropriate dignity on the property in a location not subject to further subsurface disturbance. The qualified archaeologist shall document any reburial of cultural resources on DPR 523 forms in accordance with the CRMTP. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor and Soboba tribal monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.5.10.1D:** Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans: "If any suspected cultural resources are encountered during ground-disturbing activities and the archaeological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 50 feet of the find and call the project archaeologist/archaeological monitor to the site to assess the significance of the find."	
3.5.7.2. Paleontological Resources: Both the proposed Modified Project and the Approved Project are underlain by the same Holocene and Pleistocene alluvial sediment formations. Therefore, the proposed Modified Project and	**Yes**	**MM 3.5.10.2A**: Prior to issuance of a grading permit, the applicant shall retain a qualified project paleontologist who shall prepare a Paleontological Resources Monitoring and Treatment Plan (PRMTP) to be implemented during ground-disturbing activity on	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
the Approved Project have potential to disturb paleontological resources.		the project site. The PRMTP shall include the provision of a trained paleontological monitor, monitoring methods and discovery protocol, and treatment and disposition of unanticipated paleontological resources, including proof of a written repository agreement between the landowner and a professional, fully accredited museum repository with permanent retrievable storage. The qualified paleontologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the PRMTP and to consult with and instruct them with respect to its implementation. The PRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit. **MM 3.5.10.2B:** Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified paleontological monitor shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all mass grading and trenching activities. Paleontological monitoring shall commence once rough grading or any other ground disturbing activities reach five feet below grade based on coordination with the excavation contractor. If too few paleontological resources are encountered after approximately 50 percent of the remaining rough grading, the qualified project paleontologist shall have discretion to recommend to the City that paleontological resources monitoring get scaled back to a part time or spot-check basis in accordance with the PRMTP. The City, in consultation with the qualified paleontologist and applicant, shall determine the appropriate level of subsequent monitoring, during which time Mitigation Measures 3.5.10.2A, 3.5.10.2C, and 3.5.10.2D shall still apply. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.5.10.2C:** If paleontological resources are discovered during ground disturbing activities, the paleontological monitor shall	

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Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		recover them. In consultation with the qualified project paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant, it shall be quickly removed and the area cleared for the resumption of construction. In instances where recovery requires an extended salvage time, the paleontological monitor shall be allowed to temporarily direct, divert, or halt grading within 100 feet of the encounter to allow recovery of fossils or fossil-bearing sediments in a timely manner. If the specimen is determined to be significant (e.g., vertebrate fossil(s) or fossil-bearing sediments representing new or rare species, geologic (temporal) and/or geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa), the project paleontologist/paleontological monitor shall notify the applicant and the City of Hemet (City) immediately. Recovered paleontological specimens, along with copies of pertinent field notes, photographs, and maps, shall be treated and disposed in accordance with the PRMTP, including preparation to a point of identification and permanent preservation, and washing of sediments to recover small invertebrates and vertebrates. The recovered fossils shall be diagnosed and curated into a professional, fully accredited museum repository with permanent retrievable storage. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.5.10.2D:** Prior to the issuance of a grading permit, the City of Hemet (City) shall verify that the following note is included on the project's Grading Plans: "If any suspected paleontological resources are encountered during ground-disturbing activities and the paleontological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 100 feet of the find and call the project	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		paleontologist/ paleontological monitor to the site to assess the significance of the find."	
3.5.7.3. Human Remains: The project site contains no evidence it has been utilized in the past for human burials. If human remains are discovered during grading, the project will comply with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) and Public Resources Code § 5097.98 (PRC § 5097.98).	**Yes**	If human remains are determined to be Native American in origin, see referenced **Mitigation Measures MM 3.5.10.1A** through **3.5.10.1C** above.	No
3.5.8. Cumulative Cultural and Paleontological Resources: The cumulative area for cultural resources is the City of Hemet. Past, present, and reasonably foreseeable future projects in the City would similarly include ground-disturbing activities with the potential to destroy, damage, or displace surface or previously undiscovered subsurface archaeological and historical resources; therefore, the proposed Modified Project, in combination with the identified cumulative projects, has the potential to result in a significant cumulative impact. Every project would be required to implement mitigation where and when there is a potential to impact cultural and paleontological resources. Since mitigation prescribed for the Modified Project would reduce its incremental impact on cultural and paleontological resources to less than significant levels, its cumulative impact on these resources would not be considerable. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulatively considerable impacts to cultural or paleontological resources.	**Yes**	Refer to **Mitigation Measures MM 3.5.10.1A** through **3.5.10.1C** and **Mitigation Measures MM 3.5.10.2A** through **3.5.10.2D** above**.**	No
3.6. Geological Resources			
3.6.7.1. Fault Rupture: No known active or inactive faults traverse the Modified Project site, and no evidence of faulting was observed on site during the geotechnical investigation. When compared to the Approved Project,	No	No mitigation is required.	No

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Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
the proposed Modified Project would have similar (i.e., less than significant) impacts from fault rupture.			
3.6.7.2. Ground Shaking: The Modified Project site could be subjected to moderate to severe ground shaking from regional faults (e.g., San Jacinto Fault, Crafton Hills Fault, and/or San Andreas Fault) during the lifetime of the project. Design and construction in accordance with current California Building Code (CBC) requirements is anticipated to address the issues related to potential ground shaking. Grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation. Building design and construction shall occur in accordance with 2019 Title 24 Standards of the CBC. Detailed grading plans for each phase of development shall be prepared in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from seismic ground shaking. No mitigation is required.	No	No mitigation is required.	No
3.6.7.3. Seismic-Related Ground Failure: The Modified Project site could be subjected to moderate to severe ground shaking from regional faults (e.g., San Jacinto Fault, Crafton Hills Fault, and/or San Andreas Fault) during the lifetime of the project, and the potential for ground failure is significant and requires mitigation. Implementation of Mitigation Measure 3.6.10.1 will provide adequate protection for the proposed Modified Project to the extent required to reduce seismic risk to an "acceptable level." The "acceptable level" of risk is defined by the California Code of Regulations as "that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project" [Section 3721(a)]. Therefore, repair and remedial work of the proposed development may be required after a significant seismic	**Yes**	**MM 3.6.10.1:** Prior to the issuance of grading and building permits, the applicant shall provide to the City Engineering Division and City Building & Safety Department for review and approval detailed grading and construction plans that demonstrate the recommendations specified in project- and site-specific geotechnical investigation have been incorporated into the on-site earthworks and structures. The project applicant and all contractors shall follow the recommendations of the geotechnical investigation, which include but are not limited to 1) a geotechnical grading plan review by the project geotechnical engineer prior to construction of the proposed project, 2) preparation of the project site via removal of surface obstructions, vegetation, and debris, 3) removal of unsuitable fill materials previously utilized as backfill for prior on-site and off-site improvements, 4) overexcavation of surficial units, including artificial fill, colluvium, and topsoil to competent ground as	No

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Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
event. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from seismic-related ground failure.		evaluated by a qualified engineering geologist during grading to ensure all unsuitable fill is removed prior to replacing it with properly compacted fill, 5) maintenance of properly compacted fill to near optimum moisture content, 6) construction of stabilization fill keyways to ensure slope stability and prevention of landslides, 7) immediate landscaping, irrigation, and maintenance of engineered slopes, 8) acceptability of all removal bottoms reviewed by a qualified engineering geologist or geotechnical engineer and documented in the as-graded geotechnical report, 9) construction of post-tensioned slab-on-grade foundation or conventionally reinforced foundation designed to resist expansive soils and settlement, 10) maintaining appropriate drainage and infiltration throughout the project site in accordance with regulatory requirements and 11) review by the project geotechnical engineer of any updated rough or precise grading or conventional retaining wall or foundation plans to ensure implementation of the recommendations in the geotechnical investigation, and 12) geotechnical observation and/or testing at the following stages of construction: • During rough grading (removal/over-excavation bottoms, fill placement, etc.); • Geologic mapping of temporary backcuts; • During retaining wall backfill and compaction; • During utility trench backfill and compaction; • During precise grading; • After presoaking building pads and other concrete-flatwork subgrades, and prior to placement of aggregate base or concrete; • Preparation of pavement subgrade and placement of aggregate base; • After building and wall footing excavation and prior to placement of steel reinforcement and/or concrete; and	

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Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		• When any unusual soil conditions are encountered during any construction operation. This measure shall be implemented to the satisfaction of the City Engineering Division and City Building & Safety Department.	
3.6.7.4. Landslides: The Modified Project site is not located in an area susceptible to seismic slope instability. Additionally, the potential for lateral spreading due to the design earthquake event to affect the Modified Project site is considered very low or non-existent due to the lack of shallow groundwater. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts related to landslides and rockfalls.	No	No mitigation is required.	No
3.6.7.5. Soil Erosion: Grading for construction of the Modified Project would be subject to a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) which establish best management practices (BMPs) to prevent soil erosion. Preparation and adherence to the requirements of the SWPPP and WQMP are regulatory requirements for all projects anticipated to disturbed one or more acres in accordance with the National Pollutant Discharge Elimination System (NPDES) permit. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from soil erosion and loss of topsoil, albeit through compliance with regulatory policy rather than mitigation.	No	No mitigation is required.	No
3.6.7.6. Geologic Stability: Assuming that the loose, near-surface soils (topsoil and young alluvium) will be removed and recompacted in accordance with the recommendations of Section 5.0 of the project-specific geotechnical investigation, a total dynamic settlement of 1-inch and differential settlement of 0.5 inch in 40 feet horizontal distance is anticipated, and the potential for liquefaction, dynamic settlement, or collapsible soils to affect structures at the Modified Project site would be low.	**Yes**	Refer to **Mitigation Measure MM 3.6.10.1** above.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
However, the Modified Project site is susceptible to differential settlement from liquefaction and Mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from unstable geologic units.			
3.6.7.7. Expansive Soils: Limited laboratory testing indicated that soils encountered on the Modified Project site generally possess a very low expansion potential. However, localized deposits of low to medium expansive soils may be encountered during grading, particularly in the highly weathered older alluvium, if any. This impact is potentially significant, and Mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from unstable geologic units.	**Yes**	Refer to **Mitigation Measure MM 3.6.10.1** above.	No
3.6.7.8. Septic Tanks: The proposed Modified Project would connect to the existing wastewater collection system, and no septic systems are proposed. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., no impact) impacts from use of septic tanks.	No	No mitigation is required.	No
3.6.8 Cumulative Geological and Soil Impacts: All development within seismically active areas will be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by local agencies. Similar to the Approved Project, the Modified Project would not result in significant cumulative impacts regarding regional geology, seismicity, or soil constraints.	No	No mitigation is required.	No
3.7. Hazards and Hazardous Materials			
3.7.7.1. Routine Transport, Use, or Disposal of Hazardous Materials: Similar to the Approved Project, the Modified Project would not result in the storage, transportation, generation or disposal of large quantities of hazardous substances. However, the Modified Project	**Yes**	**Mitigation Measure HHM-1a:** If during construction activities, ~~on TTMs 35392, 35393 and 35394~~ the Modified Project site any discolored soil, soils with an unusual odor, or undocumented subsurface structures are encountered during future development on the site, a qualified soil investigation professional shall	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
site is located in an area that was historically used for agricultural uses, so there is potential that on-site soil may be contaminated with agricultural chemicals such as pesticides, and mitigation is required.		investigate the soil, and if necessary procure samples for testing. Any contamination shall be properly remediated to residential standards in conjunction with an oversight agency (either ~~Riverside County Fire Department~~ the Hemet Fire Department or the California Department of Toxic Substances Control). If abandoned septic tanks, pits, or leach lines are uncovered, the Riverside County Department of Public Health shall be contacted to coordinate the proper abandonment of these features.	
3.7.7.2. Upset and Accident Conditions: Overall, similar to the Approved Project, the uses associated with the Modified Project would not store or use enough hazardous chemicals that would result in a significant hazard to the public or environment through foreseeable upset and/or accident conditions. When compared to the Approved Project, impacts from the Modified Project associated would be the same (i.e., less than significant). Additional mitigation specific to the Modified Project is not required.	No	No mitigation is required.	No
3.7.7.3. Existing or Proposed School: The Modified Project site is approximately 0.90 mile west of Harmony Elementary School (located at 1500 S Cawston Avenue in Hemet); therefore, similar to the Approved Project, the Modified Project is not located within 0.25 mile of a school. The Hemet General Plan EIR (Exhibit 4.12-1) does show that a future school may be developed near the Modified Project site; however, the exact distance from the Modified Project site is not known at this time. When compared to the Approved Project, the Modified Project's impacts to school from the release of hazardous materials would be the same (i.e., less than significant). Additional mitigation specific to the Modified Project is not required.	No	No mitigation is required.	No
3.7.7.4. Located on a List of Hazardous Materials Sites: The project site itself is not listed in any of the searched regulatory databases provided by Environmental Data Resources (EDR) or the State Cortese List (California Government Code Section 65962.5). When compared to the Approved Project, impacts to the Modified Project associated with being	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
located on a site containing hazardous materials would be the same (i.e., less than significant). Additional mitigation specific to the Modified Project is not required.			
3.7.7.5. Within an Airport Land Use Plan: A portion of the Approved Project (TM 35394) was proposed within Airport Area II of the 1992 Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP), which prescribes a minimum residential lot of 2.5 acres. However, development of TM 35394 under the Approved Project included residential lots of 5,000 and 6,000 square feet. Accordingly, the 2008 EIR found the Approved Project would result in a potentially significant impact associated with the 1992 Hemet-Ryan ALUCP and prescribed mitigation. Even with implementation of mitigation, the Approved Project would not be consistent with the 1992 Hemet-Ryan ALUCP due to incompatible density allocation, and impacts were determined to be significant and unavoidable. In February 2017, the Riverside County Airport Land Use Commission (ALUC) adopted a new Hemet-Ryan ALUCP. the Modified Project is located in Zones C (32.02 acres of the Modified Project site) and D (213.05 acres of the Modified Project site) of the Hemet-Ryan ALUCP. The Modified Project will be developed to be consistent with Zone C and Zone D developmental requirements as prescribed by the Hemet-Ryan ALUCP. The Modified Project will be designed in accordance with the Federal Aviation Administration Obstruction Evaluation Service. Additionally, the Modified Project will be designed so that development on the site does not result in hazards to flight from potential Bird Aircraft Strike Hazards. With implementation of mitigation, impacts would be reduced to less than significant levels. As compared to the Approved Project, impacts associated with potential hazards from airport operations would be reduced (i.e., significant and unavoidable under the Approved Project versus less than significant under the Modified Project).	**Yes**	**MM 3.7.10.1:** Prior to issuance of building permits, the Modified Project's Applicant shall provide evidence to the City of Hemet that the following measures are in place: • **Avigation Easement.** The Project Proponent shall grant to the County of Riverside an easement for free and unobstructed passage of all aircraft in the airspace over, through, across, and adjacent to the Project site. The easement shall be in a form substantially consistent with that provided in the Hemet-Ryan Airport Land Use Compatibility Plan and shall be approved by the City Attorney for the City of Hemet and the County Counsel for the County of Riverside and shall be duly recorded with the County Clerk to run with the title to all subdivided lots. This easement, in addition to providing certain rights to the airport to assure it continued operation, will also serve as notice to all prospective buyers of the location and potential impacts of the airport. • **Notice of Airport in Vicinity**. The Riverside County Airport Land Use Commission *Notice of Airport in Vicinity* (Appendix F3) shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraints Sheet (ECS) of the final tract map, if an ECS is otherwise required. • **Seller Disclosure.** California Civil Code section 1102 "Disclosure Upon Transfer of Residential Real Estate" requires that a Real Estate Transfer Disclosure Statement (TDS) be completed by the Seller and acknowledged by the Buyer. The Project Proponent shall ensure that the TDS in Section 3: Easements and Section 11: Neighborhood Noise be completed to show the existence of the Avigation Easement	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		and the presence of potentially significant noise impact from aircraft using Hemet-Ryan Airport. • **Sales Material.** The Project Proponent shall ensure that all model homes, sales brochures, and other potential items include notice of the nearby location of the airport and the presence of potential noise and safety impacts. **MM 3.7.10.2:** The Modified Project applicant, the City of Hemet, and owners of the Hemet-Ryan Airport shall coordinate with each other prior to issuance of building permits to discuss and potentially implement measures that will help reduce airport operations above the Modified Project site without compromising airport operations. Examples of measures that would reduce potential airport hazards to people residing and working on the Modified Project site include, but are not limited to, the following: • **Extended Pattern and Raise Pattern altitude.** Many of the smaller aircraft using Runway (RW) 22 are able to turn soon after takeoff and fly the traffic pattern in locations very near the runway and at relatively low altitudes. (Less than 1,000 feet Above Ground Level [AGL]). By encouraging departing aircraft to maintain runway heading (straight out) until reaching the end of the runway or until reaching the end of airport property, they will achieve higher altitudes thus decreasing noise and potential safety hazards. Also, the pattern altitude is published at 1,000 feet AGL. Raising the published pattern altitude to 1,500 feet AGL will promote a similar effect. • **Business Jet Noise Abatement Departure.** Business jets have the greatest potential to create noise disturbance to ground population. A noise abatement departure procedure must be developed to have departing business jets maintain runway heading until reaching a certain altitude, e.g. 2,500 feet AGL. This will place flight tracks further from the project area, thus reducing noise; and it will place aircraft at higher altitudes before them being turning maneuvers that stress the aircraft, and thus decrease potential safety impacts.	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		As the Hemet-Ryan Airport is privately owned and operated and not part of the Modified Project, the owners of the Hemet-Ryan Airport would not be mandated to implement such measures. **MM 3.7.10.3:** Prior to issuance of grading permits, the Project Applicant shall provide evidence to the City that the following performance standards are applied to all ground-level or aboveground water detention basins or facilities, including water quality management basins detailed in Project Design Feature 3.8-2: • Maximum 48-hour detention period after the design storm and remain totally dry between rainfall events. • Vegetation around such facilities, such as red fescue (*Festuca rubra*), sedges (*Carex* sp.) and rushes (*Juncus* sp.), that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. • Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries. • Landscaping in the detention basins, if not rip-rap, shall be in accordance with the guidance provided in Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure, and the *Airports Wildlife and Stormwater Management* brochure available at www.rcaluc.org and Appendix F2, which lists acceptable plants from Riverside County Landscape Guide, or other alternative landscaping as may be recommended by a wildlife hazard biologist (refer to Appendix F2). • Slopes along portions of the basins designed to detain stormwater runoff shall be equal to or greater than 3:1. The Final Water Quality Management Plan detailed in Plan, Policy, or Program 3.6-4 shall specify maintenance intervals for the water quality management basins to ensure the required 48-hour drawdown time following the design storm is maintained. In addition, the Project Applicant shall ensure that the Homeowner's	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		Association (HOA) or similar entity prepare a Planting, Maintenance, and Management Plan for the water quality management basins prior to occupancy to eliminate seeding, shelter, and incompatible vegetation in accordance with the Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure and the *Airports Wildlife and Stormwater Management* brochure. **MM 3.7.10.4:** Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the Project Applicant shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level. **MM 3.7.10.5:** Prior to issuance of building permits, the Project Applicant shall provide evidence to the City that no buildings shall exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level. The Maximum height and top point elevation shall not be amended without further review by the Riverside County Airport Land Use Commission and the Federal Aviation Administration, provided, however, that reduction in structure height or elevation shall not require further review. Temporary construction equipment used during actual construction of the proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. **MM 3.7.10.6:** Within five days after construction of the proposed building evaluated pursuant to Federal Aviation Administration (FAA) Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project Applicant or his/her designee and electronically filed with the FAA	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		(go to https://oeaaa.faa.gov for instructions). This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the evaluated coordinate location. Although not required in accordance with FAA Aeronautical Study No. 2019-AWP-10893-OE, any marking and/or lighting installed voluntarily by the Project Applicant for aviation safety shall comply with *FAA Advisory Circular 70/7460-1 L Change 2* and shall be maintained in accordance therewith for the life of the Project. **MM 3.11.10.6:** Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events. • Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. • Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code. Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **2008 Mitigation Measure HHM-5g**: Any outdoor lighting installed on the Modified Project site shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. All lighting plans ~~should~~ shall be reviewed and approved by the Hemet-Ryan airport manager and the Riverside County Airport Land Use Commission prior to Modified Project approval. **2008 Mitigation Measure HHM-5i**: The following uses shall be prohibited from the Modified Project ~~project~~ site: • Hazardous material facilities; • Hazardous uses (e.g., aboveground storage tanks);	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		• Outdoor stadiums; • Any use which would direct a steady or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or ~~a straight final approach~~ toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator; • Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport; • Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; ~~and~~ • Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; and • Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and, in the Zone C portion of the property, all of the above, plus libraries, daycare centers, theaters, meeting halls and other assembly facilities, and stadiums.	
3.7.7.6. Vicinity of Private Airstrip: There are no private airstrips or helipads within the immediate vicinity of the Modified Project site, and there is no plan to develop such facilities in proximity to the Modified Project site. Accordingly, implementation of the Modified Project will not result in a safety hazard for people residing or working on the site due to operations at a private airstrip. Similar to the Approved Project, no impact would occur.	No	No mitigation is required.	No
3.7.7.7. Emergency Response or Evacuation Plans: The Modified Project will construct multiple access points along Stetson Avenue, New Warren Road, and Warren	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
Road, and it also will include improvements to the local roadway system with an extension of Mustang Way to the new alignment of new Stetson Avenue. The off-site road improvements would be consistent with road improvement standards prescribed by the City of Hemet. The internal circulation system (internal streets) of the Modified Project will be reviewed by the Hemet Fire Department to ensure that they are developed to City of Hemet roadway design standards to allow for the adequate movement of emergency response equipment. During construction of the Modified Project and off-site street improvements, temporary road closures or lane closures may be required; however, as a condition of approval, the applicant and construction contractor will be required to provide closure plans to local emergency service providers to ensure response routes are maintained and not compromised. Implementation of the Modified Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Similar to the Approved Project, Modified Project impacts would be less than significant.			
3.7.7.8. Wildlands Fire Risk: Similar to the Approved Project, the Modified Project is located in an urbanized portion of the City of Hemet. According to the CALFIRE Fire Hazard Severity Zone Map for the City of Hemet[1] the Modified Project site is located in a Local Responsibility Area (LRA) that is classified as Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ). The residential and commercial buildings that will be developed under the Modified Project will be designed to comply with the most current California Fire Code, which requires implementation of defensible space, automatic sprinkler systems in residential and commercial buildings, building material for different load occupancies, and additional design features. Implementation of standard building	No	No mitigation is required.	No

[1] CALFIRE, Fire Hazard Severity Zones Maps, website: https://osfm.fire.ca.gov/media/5914/hemet.pdf (accessed December 9, 2019).

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
design will reduce potential exposure of people and structures on the Modified Project site to risk or loss, injury, or death involving exposure to fires and wildland fires. Similar to the Approved Project, Modified Project impacts would be less than significant.			
3.7.8. Cumulative Hazards and Hazardous Materials Impact: Hazards and hazardous waste impacts at the project level are not considered cumulatively significant. Based on the safe use of common domestic source hazardous materials, policies established within the City of Hemet and the Airport Land Use Commission concerning land uses within the vicinity of the Hemet/Ryan Airport, and the evacuation rates for this area, the Modified Project (similar to the Approved Project) would not make a significant contribution to any cumulatively considerable impacts related to hazards. The Modified Project would be consistent with development standards for Zones C and D as prescribed under the Hemet-Ryan ALUCP. These development standards have been created to promote safety and to ensure land use development is implemented consistently to reduce potential hazards near an active airport. Implementation of mitigation would reduce safety hazard for people residing or working in the Modified Project area related to operational activities at Hemet-Ryan Airport. Related projects within the City of Hemet and unincorporated areas of Riverside County may result in similar impacts if locations of these projects were within restricted development areas of Hemet-Ryan Airport. However, each related project, similar to the Modified Project would be required to conduct project-specific impact analysis to determine the potential of exposing people to safety hazards from nearby airports. The Modified Project would not combine with other projects to result in a cumulatively considerable impact related to safety hazards from nearby airports as such analysis is considered on a project-by-project basis.	Yes	Refer to **Mitigation Measures MM 3.7.10.1** through **3.7.10.6, MM 3.11.10.6,** and **2008 Mitigation Measures HHM-5g** and **HHM-5i**	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.8. Hydrology and Water Quality			
3.8.7.1. Discharge Requirements: Compliance with the requirements of the NPDES Construction General Permit pursuant to the Clean Water Act (CWA), California's Porter-Cologne Act, and the NPDES municipal separate storm sewer system (MS4) Permit would require implementation of construction and operational BMPs to reduce pollutants of concern, Modified Project impacts related to violation of water quality standards, waste discharge requirements, and degradation of water quality would be less than significant. When compared to the Approved Project, the proposed Modified Project would result in similar (less than significant) impacts regarding water quality.	No	No mitigation is required.	No
3.8.7.2. Groundwater Supplies: No direct groundwater withdrawals would be required for the proposed Modified Project. According to the project-specific Water Supply Assessment (WSA), groundwater is not being proposed to serve the Modified Project, as Eastern Municipal Water District (EMWD) considers current groundwater production to be utilized completely by existing customers. Since the proposed Modified Project will not be served via groundwater, and development of the site will not preclude or obstruct on-site infiltration of storm water into the local groundwater aquifer, the proposed Modified Project will not deplete groundwater supplies or interfere with groundwater recharge. When compared to the Approved Project, the proposed Modified Project would have similar impacts (no impact) to groundwater supplies.	No	No mitigation is required.	No
3.8.7.3. Drainage Pattern and Erosion/Siltation: The NPDES Construction General Permit requires preparation of an SWPPP to identify construction BMPs that would be implemented to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Landscaping and slope maintenance will be conducted as soon as possible in order to reduce	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
erosion potential by minimizing exposure of soils to wind, water, and gravity. The Modified Project site is currently undeveloped, and conversion of pervious areas to impervious areas could increase peak flow of on-site storm water runoff and result in erosion of downstream waterbodies. storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's *Master Flood Control and Drainage Plan*. Stormwater runoff will be captured and discharged at rates and volumes mimicking the pre-developed condition. Improving the existing on-site east-west segment of Line 3B and detention basin, as well as the existing off-site north-south segment of Line 3B, would ensure the Modified Project would not alter the existing drainage pattern of the site or area. Furthermore, enhancing the capacity of the existing drainage facilities to convey storm water through the Modified Project site would minimize impacts related to off-site erosion and siltation. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts related to erosion and siltation.			
3.8.7.4. Drainage Pattern Flooding: the vast majority of the Modified Project site is located within Flood Zone X (other flood areas). A portion of Planning Area XIII where commercial uses are proposed and the area of proposed off-site improvements to Warren Road are within Flood Zone AE. Additionally, the northern boundary of the Modified Project site abuts Flood Zone AE along the Hemet Channel. The off-site drainage channel (north-south continuation of Line 3B) to be improved between the Modified Project Site and Simpson Road is located within Flood Zone A. The City's *Master Flood Control and Drainage Plan* identifies a 100-year total flow rate not to exceed 200 cubic	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
feet per second (cfs) entering the Hemet Channel from the Modified project site (from Line 3C). Therefore, storm water runoff generated by the Modified Project will not exceed the capacity of the Hemet Channel, and on-site and off-site flooding of the Hemet Channel as a result of the Modified Project is not expected to occur. Improving the existing on-site east-west segment of Line 3B and detention basin, as well as the existing off-site north-south segment of Line 3B, would ensure the Modified Project would not alter the existing drainage pattern of the site or area. Furthermore, enhancing the capacity of the existing drainage facilities to convey storm water through the Modified Project site would minimize impacts related to flooding on- or off-site. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts related to flooding.			
3.8.7.5. Drainage Capacity: The on-site runoff as well as the tributary off-site runoff from the east will be detained by an improved on-site detention basin appropriately sized to capture the site's minimum design capture volume (DCV) within the southwesterly portion of the Modified Project site. The 100-year flow released from the detention basin will be less than 345 cfs in accordance with the *Master Flood Control and Drainage Plan*. The maximum 100-year flow rate capacity of the northerly portion of this segment of Line 3B will be 365 cfs, which will be capable of conveying the anticipated 345 cfs (or less) of runoff from the on-site detention basin, in accordance with the *Master Flood Control and Drainage Plan*. The maximum 100-year flow rate capacity of the southerly portion of this segment of Line 3B will be 505 cfs in accordance with the *Master Flood Control and Drainage Plan*. Offsite drainage improvements include seven connections to the existing Hemet Channel, which will contribute storm	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
water runoff volume at approximately 180 cfs. The City's *Master Flood Control and Drainage Plan* identifies a 100-year total flow rate not to exceed 200 cfs entering the Hemet Channel from the Modified project site (from Line 3C). Therefore, storm water runoff generated by the Modified Project will not exceed the capacity of the Hemet Channel. release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream will be minimized through the construction of 13 bioretention basins. Each bioretention basin shall be designed with DCV sufficient retain all storm water runoff for treatment prior to conveyance off-site into the Hemet Channel and Salt Creek in accordance with the project- and site-specific WQMP. The 13 bioretention basins will provide water quality treatment during percolation with a pollutant removal efficiency rating of at least 80 percent in accordance with the California Toxics Rule. When compared to the Approved Project, the proposed Modified Project would have similar (less than significant) impacts related to drainage capacity.			
3.8.7.6. Water Quality: The proposed improvements to on-site and off-site drainage facilities will be adequately sized in accordance with the City's *Master Flood Control and Drainage Plan* to ensure Modified Project impacts to downstream waters remains less than significant. Landscaping and slope maintenance will be conducted as soon as possible in order to reduce erosion potential by minimizing exposure of soils to wind, water, and gravity. The Modified Project will incorporate a variety of drought-tolerant landscaped areas that will provide water quality treatment of on-site runoff before discharge to the Hemet Channel and Salt Creek. Because compliance with the requirements of the NPDES Construction General Permit pursuant to the CWA,	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
California's Porter-Cologne Act, and the NPDES MS4 Permit would require implementation of construction and operational BMPs to reduce pollutants of concern, Modified Project impacts related to substantial additional sources of polluted runoff would be less than significant. When compared to the Approved Project, the proposed Modified Project would result in similar (less than significant) impacts related to water quality.			
3.8.7.7. Housing in Flood Hazard Area: According to the most recent Flood Insurance Rate Map (FIRM), all housing proposed under the Modified Project will be located within Flood Zone X (other flood areas). The project-specific Drainage Study compared the contours of Flood Zone X with the proposed residential pad elevations and determined all residential pads are above the 100-year water surface with at least a foot of freeboard. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts regarding housing in flood hazard areas.	No	No mitigation is required.	No
3.8.7.8. Structures in Flood Hazard Area: A portion of Planning Area XIII where commercial uses are proposed and the area of proposed off-site improvements to Warren Road are within Flood Zone AE. Additionally, the northern boundary of the Modified Project site abuts Flood Zone AE along the Hemet Channel. The City plans to realign Stetson Avenue from its current east/west alignment to a northeast/southwest alignment adjacent to the south of the Hemet Channel and within the proposed TTM 36841. The City's realignment of Stetson Avenue is proposed independent of the Modified Project and, as indicated in the Certified EIR, would remove the 100-year flood zone (Flood Zone AE) designation from the south side of the Hemet Channel where commercial uses are proposed. The proposed construction of the westerly half of new Warren Road, including modifications to the Stetson Avenue intersection at the northeast corner of the Modified Project site and a realigned transition back to the	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
existing Warren Road alignment would occur within Flood Zone AE, and improvements to a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road, as indicated in PDF 3.8-4, are proposed within Flood Zone A. It should be noted that off-site improvements to the segment of Line 3B between the Modified Project site and Simpson Road will occur in accordance with the City's *Master Flood Control and Drainage Plan* for the purposes of safely conveying storm water runoff in order to prevent episodes of flooding. the Modified Project would be required to file a notice to the Federal Emergency Management Agency (FEMA) of final base flood elevations for development within Flood Zone A and incorporate drainage features and/or design elements to ensure construction within Flood Zone A and Flood Zone AE will not increase the upstream high-water elevation above a pre-established Base Flood Elevation (BFE) in accordance with National Flood Insurance Program (NFIP) Section 60.3. Additionally, NFIP Section 60.3(d) requires a FEMA permit for a Floodway Encroachment for construction in Flood Zone A and Flood Zone AE 100-year flood zones, and the lowest floor (including basement) must be built above a predetermined BFE for both Flood Zone A and Flood Zone AE. Prior to grading plan approval, the developer shall obtain a Conditional Letter of Map Revision based on Fill (CLOMR-F) from FEMA. Prior to issuance of the first building permit, the developer shall obtain a Letter of Map Revision based on Fill (LOMR-F) from FEMA. These actions are conditioned as project design features or required pursuant to regulation. Accordingly, when compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from construction of structures which would impede or redirect flood flows within a 100-year flood hazard area.			

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.8.7.9. Dam Inundation: The western portion (approximately 25 percent) of Modified Project is located within the dam inundation zone of the Diamond Valley Reservoir (Figure 3.8.1). Accordingly, the Modified Project will incorporate on-site drainage and anchoring methods to prevent floating structures, elevate buildings above flood levels, and flood proof, which requires buildings to be inspected and certified by a professional engineer, surveyor or building inspector. The proposed Modified Project will be conditioned to meet these requirements, including compliance with State Civil Code Section 1103 requiring notification to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. These requirements will be confirmed through the City's plan review process. Therefore, impacts from placing a structure within an area that would expose people or structures to a significant risk of loss, injury, or death as a result of the failure of a levee or dam will be less than significant. When compared to the Approved Project, impacts of the proposed Modified Project would be similar (i.e., less than significant) to those of the Approved Project.	No	No mitigation is required.	No
3.8.7.10. Seiche, Tsunami, or Mudflow: Tsunamis are large waves that occur in coastal areas. Since the City is not located in a coastal area, no impact from inundation by tsunami will occur. The proposed Modified Project site and its surroundings have generally flat topography. Therefore, impacts from mudflows are unlikely and less than significant. Diamond Valley Lake is a relatively large man-made waterbody located approximately 2 miles south of the Modified Project Site. As detailed in Sections 3.8.7.8 and 3.8.7.9, the Modified Project will incorporate on-site drainage, anchoring methods to prevent floating structures, elevation of buildings above flood levels, and flood proofing, which requires buildings to be inspected and certified by a professional engineer, surveyor or	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
building inspector. The proposed Modified Project will be conditioned to meet these requirements, including compliance with State Civil Code Section 1103 requiring notification to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. These requirements will be confirmed through the City's plan review process. Therefore, Modified Project impacts from seiches would be less than significant. When compared to the Approved Project, impacts of the proposed Modified Project would be similar (i.e., less than significant) to those of the Approved Project.			
3.8.8. Cumulative Hydrology and Water Quality Impacts: The cumulative area is the Santa Ana watershed. Cumulatively, development within the watershed will result in an increase in impervious surfaces, changes in the type and density of land use, and corresponding changes in the amount and characteristic of runoff characteristics. All future development in the City and throughout the Santa Ana Regional Water Quality Control Board (RWQCB) will be required to comply with the applicable requirements of the NPDES permit program and water quality standards defined by local, regional, State and federal agencies. Continued growth is anticipated to occur in the City and surrounding areas, and all new development and significant redevelopment will be required to minimize its individual impacts to water quality and pollutant transport through implementation of BMPs. As detailed throughout Section 3.8, the proposed Modified Project drainage plan sufficiently reduces project-specific drainage impacts. It is reasonable to conclude that drainage impacts associated with development of other sites in the project area will be equally required to provide drainage improvements sufficiently sized and located to address the unique site requirements. Furthermore, the proposed Modified Project would not be dependent on local groundwater and therefore would not contribute cumulatively to its depletion.	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.9. Land Use and Planning			
3.9.7.1. Physically Divide an Established Community: The Modified Project is contiguous to existing residential development, represents a logical extension of the existing development pattern in the area, and connects to surrounding development by a network of multi-modal facilities (streets, pedestrian-oriented parkways, and sidewalks). The Modified Project would not divide an established community and therefore no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to physically dividing an established community.	No	No mitigation is required.	No
3.9.7.2. Conflict with Applicable Land Use Plans, Policies, or Regulations: The proposed Modified Project site and surrounding area is residential in nature and lacks supporting retail/commercial services. The proposed commercial land use would generally address key issues and implements policies of the City General Plan and the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that reduce vehicle miles traveled (VMT) and associated air pollution emissions. This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses. Therefore, the proposed Modified Project is substantively consistent with the City General Plan and SCAG's 2016 RTP/SCS. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to conflicts with applicable land use plans, policies, or regulations.	No	No mitigation is required.	No
3.9.7.3. Conflict with Any Applicable Habitat or Natural Community Conservation Plan: The proposed Modified Project is within the boundaries of the MSHCP. The Modified Project's consistency with the MSHCP is analyzed in the biological resources chapter (3.4	**Yes**	Refer to **Mitigation Measures MM 3.4.10.1** through **3.4.10.7** above.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
Biological Resources) of this SEIR. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation] impacts related to conflicts with applicable habitat conservation plans or natural community conservation plans.			
3.9.8. Cumulative Land Use and Planning Impacts: The Modified Project represents a minor change to the underlying land use approvals envisioned by the City's General Plan and the Page Ranch Planned Community PCD 79-93. The changes can be characterized by a reduction in residential residences and an increase in neighborhood serving commercial (100,000 square feet). The anticipated growth associated with the Modified Project would not have cumulatively considerable impacts on the environment provided the growth occurs in accordance with the City General Plan and the Page Ranch Planned Community PCD 79-93 SP as revised by the proposed Modified Project. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] cumulative impacts on the environment.	No	No mitigation is required.	No
3.10. Mineral Resources			
3.10.7.1. Loss of Statewide or Regionally Important Mineral Resources: Historically, the primary mineral resources of value to the City and region were aggregate materials used for construction. Serpentine was mined in Diamond Valley in the general vicinity of the proposed Modified Project site. The proposed Modified Project site has been used for agricultural activities, primarily dry farming, and no evidence of mineral resource extraction is known for the site or immediate vicinity. Additionally, based on available data, the City does not consider aggregate material, such as serpentine, of significant economic value despite having the potential for local significance. When compared to the Approved Project, impacts associated with loss of statewide or regionally	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
important mineral resources from the Modified Project would be the same (i.e., no impact).			
3.10.7.2. Loss of Locally Important Mineral Resources: The zoning of properties surrounding the proposed Modified Project site include Heavy Manufacturing and Heavy Agricultural across the railroad track to the north, Page Ranch Planned Community Development to the east, Specific Plan-Low Density Residential and Specific Plan-Mixed Use to the south, and Open Space and Planned Community Development to the west. Mining would be an incompatible land use, especially with the existing residential neighborhoods to the east and proposed specific plan [residential] developments to the south, east, and west of the proposed Modified Project site. When compared to the Approved Project, impacts associated with loss of locally important mineral resources from the Modified Project would be the same (i.e., no impact).	No	No mitigation is required.	No
3.10.8. Cumulative Mineral Resources Impacts: Neither the Approved Project nor the proposed Modified Project site are identified as containing significant mineral resource extraction sites or the sites of an existing mining/mineral extraction operation. Additionally, since both the proposed Modified Project site and Approved Project site have been used historically for agricultural activities, primarily dry farming, and no evidence of mineral resource extraction is known for these sites or immediate vicinity, neither the proposed Modified Project nor the Approved Project will cumulatively decrease the local or regional availability of mineral resources. Accordingly, as compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulatively considerable impacts to mineral resources.	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.11. Noise			
3.11.7.1. Noise Levels in Excess of Standards: With implementation of mitigation, construction of the proposed Modified Project would not exceed noise level standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Operational noise from Modified Project stationary sources would be less than significant, and no mitigation is required. Additionally, operational noise from Modified Project vehicle traffic would be less than significant to off-site sensitive noise receivers, and no mitigation is required. However, mitigation is required to ensure implementation of the State Noise Insulation Standard and mitigate against potential on-site noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations. With implementation of a project design feature 6-foot-tall perimeter walls acting as noise barriers in conjunction with mitigation, on-site traffic noise impacts to Modified Project commercial and residential uses would be reduced to less than significant levels (refer to Figure 3.11.3). Finally, occupancy disclosure notices shall be required for all future homeowners in accordance with mitigation to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. With implementation of mitigation, noise levels from construction and operation of the proposed Modified Project would not exceed standards established in the local general plan or noise ordinance, or applicable standards of other agencies. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from construction and operational noise.	**Yes**	**MM 3.11.10.1:** Prior to approval of grading plans and/or issuance of building permits, construction plans shall include a note indicating that noise-generating Modified Project construction activities shall only occur between the permitted hours on Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays. The Modified Project construction supervisor shall ensure compliance with the note, and the City shall conduct periodic inspection at its discretion. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.11.10.2:** If receiver location R6 is an inhabited noise-sensitive residential home at the time of Modified Project construction, the installation of a temporary noise control barrier, as shown in Figure 3.11.1, at the Modified Project site boundaries when construction activities occur within 140 feet is required. The noise control barrier must present a solid face from top to bottom and be a minimum height of 6 feet. • The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, *Noise Barrier Design Handbook*). The noise barrier may be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts. • The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired. • The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.11.10.3:** During all Modified Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.11.10.4**: During all Modified Project site construction, the construction contractor shall locate equipment staging in areas that will create the greatest distance (i.e., at the center) between construction-related noise sources and noise-sensitive receivers nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.11.10.5**: The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays). The Project Applicant shall prepare a haul route exhibit to design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.11.10.6:** Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events. • Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. • Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code. Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
		noise will comply with the Countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department. **MM 3.11.10.7:** Prior to the issuance of occupancy permits, the Project Applicant shall provide the City of Hemet a copy of a *Railroad and Airport Proximity Disclosure* that will be presented to prospective buyers of real estate within the Modified Project site. The *Railroad and Airport Proximity Disclosure* shall convey information to prospective buyers about railroad- and airport-associated annoyances or inconveniences such as noise and/or vibration. The *Airport Proximity Disclosure* shall: 1. Contain the following language dictated by State law in conjunction with real estate transfer: *"NOTICE OF RAILROAD AND AIRPORT IN VICINITY: This property is presently located in the vicinity of a railroad and airport, and within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to railroad and airport operations (for example: noise and/or vibration). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what railroad and airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."* 2. Include signs declaring the *NOTICE OF RAILROAD AND AIRPORT IN VICINITY* and a map of the Airport Influence Area to be prominently posted in the real estate sales office and/or other key locations at the project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.11.7.2. Groundborne Vibration/Groundborne Noise Impacts: Construction vibration velocity levels are expected to approach a maximum of 66.0 velocity decibels (VdB) at a distance of 125 feet from the Modified Project site, which is below the City of Hemet General Plan EIR vibration threshold of 80 VdB. Construction vibration velocity levels are expected to approach a maximum of 0.01 inch per second (in/sec) peak particle velocity (PPV) at a distance of 125 feet from the Modified Project site, which is below the City of Hemet General Plan EIR vibration threshold of 0.2 in/sec PPV, Therefore, construction-related vibration impacts are considered less than significant. Reference vibration level at the nearest residential lot would range from 60 VdB for rapid transit or light rail to 72 VdB for locomotive powered passenger or freight rail. Therefore, vibration from railroad activities would not exceed the City of Hemet General Plan EIR vibration level threshold of 80 Vdb, and the proposed Modified Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels during operation. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from construction and operational vibration.	No	No mitigation is required.	No
3.11.7.3. Permanent Increase in Ambient Noise Levels: The Modified Project will not generate a daytime or nighttime operational noise level increase from stationary sources in excess of the criteria established by the Federal Interagency Committee on Noise (FICON) at any of the nearby sensitive receiver locations. The analysis in Section 3.11.7.1 indicates that the additional roadway traffic anticipated from Phase 1 and from buildout (Phase 1 and Phase 2) of the proposed Modified Project would generate an increase of between 0.5 A-weighted decibels (dBA) community noise equivalent level (CNEL) and 3 dBA CNEL along the 37 study area roadway	**Yes**	Refer to **Mitigation Measures MM 3.11.10.6** and **3.11.10.7,** above.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
segments. This increase in ambient noise is too low to be substantially discernable to adjacent off-site land uses. Therefore, permanent increases in off-site ambient noise levels from Modified Project vehicle traffic sources would be less than significant. To ensure implementation of the State Noise Insulation Standard and mitigate against potential noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, project design feature 6-foot-tall perimeter walls in conjunction with mitigation will reduce on-site traffic noise impacts to Modified Project commercial and residential uses to less than significant levels (refer to Figure 3.11.3). Finally, mitigation requiring occupancy disclosure notices for all future homeowners will ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. With implementation of project design features and mitigation, railroad noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from permanent increases in ambient noise levels.			
3.11.7.4. Temporary Increase in Ambient Noise Levels: Construction activities are expected to create temporary and intermittent high-level noise at receivers surrounding the Modified Project site when certain activities occur near the property line, and mitigation is required.	**Yes**	Refer to **Mitigation Measures MM 3.11.10.1** through **3.11.10.7,** above.	No
3.11.7.5. Public Airport Noise: Future 2031 Airport Noise Contours published in the *Hemet-Ryan Airport Master Plan Environmental Impact Report* are provided in Figure 3.11.4. The Modified Project site is located outside of the Hemet-Ryan Airport 60 dBA CNEL noise level contour boundary. New residential land uses outside the 60 dBA CNEL contour are normally acceptable. Additionally,	**Yes**	Refer to **Mitigation Measures MM 3.11.10.6** and **3.11.10.7,** above.	No

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Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
interior noise level limits are set at 45 dBA CNEL with windows closed for residential homes affected by aircraft-related noise. Accordingly, the Modified Project is considered normally acceptable, and slight interference with outdoor activities may occur, but conventional construction methods will eliminate most noise intrusions upon indoor activities. However, mitigation is required to ensure implementation of the State Noise Insulation Standard and mitigate against potential noise impacts associated with peak aircraft pass-by events. Finally, mitigation requiring occupancy disclosure notices for all future homeowners will ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from airport noise levels.			
3.11.7.6. Private Airport Noise: The proposed Modified Project is located approximately 4,500 feet (0.85 mile) north of the Hemet Model Masters-Simpson Field, a recreational airstrip for flying radio-controlled fixed wing and multi-rotor drone aircraft. Due to the substantial distance and scale of model aeronautics occurring at this facility, implementation of the proposed Modified project is not expected to expose people residing or working in the project area to excessive noise levels, particularly in comparison to the distance of the project site to Hemet-Ryan Airport. When compared to the Approved Project, the proposed Modified Project would have similar [no] impacts from private airstrip noise levels.	No	No mitigation is required.	No
3.11.8. Cumulative Noise Impacts: Only planned projects in the immediate vicinity of the proposed Modified Project are likely to contribute to cumulative noise effects. Based on the analysis presented in Section 3.11.7, all construction and operational noise effects could be reduced to less than significant levels with compliance	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
with regulations and implementation of project design features and mitigation. Additionally, the analysis in Section 3.11.7.1 indicates the additional roadway traffic anticipated from Phase 1 and from buildout (Phase 1 and Phase 2) of the proposed Modified Project would generate an increase of between 0.5 dBA CNEL and 3 dba CNEL along the 37 study area roadway segments. This increase in ambient noise would be barely discernable to adjacent off-site land uses from existing baseline conditions. Therefore, similar to the Approved Project, the proposed Modified Project would not contribute to a cumulative considerable increase in noise when considered in the context of reasonably foreseeable current and future projects. No additional mitigation is required.			
3.12. Population and Housing			
3.12.7.1. Population Growth: The proposed Modified Project will not induce population growth. The number of dwelling units is decreasing from 740 units as approved under the Certified EIR to 586 units, which would not result in substantially more population growth than that which was anticipated under the Approved Project. When compared to the Approved Project, impacts associated with induced population growth would be the same (i.e., less than significant).	No	No mitigation is required.	No
3.12.7.2. Displace Housing: The proposed Modified Project site is undeveloped and does not contain any residential units. Implementation of the Project will not displace substantial numbers of existing housing (as the site is vacant), and no impact to existing housing is anticipated. Impacts would be the same as the Approved Project (i.e., no impact).	No	No mitigation is required.	No
3.12.7.3. Displace People: The Modified Project site is currently vacant. Implementation of the project will not displace substantial numbers of people. When compared to the Approved Project, impacts associated with displacement of substantial numbers of people would be the same (i.e., no impact).	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.12.8. Cumulative Population and Housing Impacts: Land uses currently approved under the Page Ranch PCD would allow for the development of 744 residential units on the Modified Project site. The proposed Modified Project would reduce residential dwelling unit count from 744 to 586 units. Based on the acreages detailed in Table 2.B, the gross Modified Project density will be 2.60 dwelling units per acre as compared to the Approved Project density of 3.13 dwelling units per acre. According to the 2019 SCAG Local Profile Report for Hemet, the population per household is 2.7. Assuming the 586 dwelling units proposed under the Modified Project, the Modified Project would introduce approximately 1,582 persons to the City. Although the Modified Project would introduce additional permanent residents to the City, the intensity of the proposed residential uses is substantially less than that which was anticipated under the Approved Project. Therefore, similar to the Approved Project, the proposed Modified Project would not have a cumulatively considerable impact to population and housing.	No	No mitigation is required.	No
3.13. Public Services			
3.13.7.1. Fire Protection Services: The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. The provision of fire service personnel and emergency facilities has already been anticipated for buildout of the Page Ranch PCD SP, as evidenced by the construction of Fire Station No. 4 in 2005 approximately 1.5 miles northeast of the Modified Project site. Therefore, it is reasonable to conclude that development of TTM 36841 proposed as part of the Modified Project in accordance with current development codes that are generally more stringent than those under which the Approved Project was evaluated would not require new or physically altered fire protection or	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
emergency facilities beyond those which have been identified under the Approved Project. Therefore, impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar or a lesser impact on fire and emergency services.			
3.13.7.2. Police Protection: The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. Since the Modified Project would generate fewer residents than the Approved Project, the provision of police service personnel and facilities has already been anticipated for buildout of the Page Ranch PCD SP in order to meet the City's performance standard of 1.3 officers per 1,000 residents through buildout of the City's General Plan in 2030. Therefore, it is reasonable to conclude that development of TTM 36841 proposed as part of the Modified Project with fewer residents than what was evaluated under the Approved Project would maintain the City's police officer to resident performance standard (1.3 per 1,000 residents) and not require new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from an increased demand for police protection services but without mitigation.	No	No mitigation is required.	No
3.13.7.3. Schools: The proposed Modified Project shall pay the approved Alternate School Fee (Level 2) for new residential construction effective at the time building permits are pulled. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed…are hereby deemed to be full and complete mitigation of the impacts…on the	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
provision of adequate school facilities." The Modified Project will be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees in accordance with Government Code 65995 and Education Code 17620, no impacts related to school services would occur. When compared to the Approved Project, the proposed Modified Project would have similar [no] impacts from an increased demand for school services.			
3.13.7.4. Parks: The Modified Project must include at least 7.91 acres of public parkland to comply with the City's standard of 5 acres of parks per 1,000 residents pursuant to Section 70-282 of the Municipal Code. The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. Additionally, the Mitigation Fee Act governs the establishment and administration of development impact fees (DIFs) to fund public facilities such as parks needed to serve new development. As permitted under the City Municipal Code, the payment of the City's DIF for park development will offset any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed Modified Project. Construction of new or expansion of existing parks is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. The parkland proposed under the Modified Project is encompassed in the analyses throughout this SEIR, and physical impacts to the environment are mitigated accordingly. Therefore, no additional mitigation is required to comply with the Quimby Act or City Municipal Code pertaining to the provision of parkland. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
(i.e., less than significant) impacts from an increased demand for parks.			
3.13.8. Cumulative Public Services and Facilities Impacts: All development within the service areas of the City of Hemet Police and Fire Departments would be required to adhere to conditions established by these agencies and would be subject to applicable fees that will contribute to the maintenance of their facilities. The project would result in the development of uses that are typical of those currently present in the service area for the City of Hemet Police and Fire Departments and does not include any use or structure anticipated to disproportionally increase service demand beyond that which currently exists. With adherence to standard conditions and payment of required fees, no significant cumulative impact on law enforcement and fire services in the City would occur. The Hemet Unified School District (HUSD) requires the payment of development fees to provide for maintenance of existing and the expansion or construction of new facilities. All new development is required to provide school impact fees at the level identified by the HUSD, and it is anticipated that no cumulatively significant impact to school services would occur with implementation of the proposed project. The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. The payment of the City's DIF for park development will offset any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed Modified Project. As future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which will contribute to future recreational facilities.	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities.			
3.14. Recreation			
3.14.7.1. Increased Use of Existing Recreational Facilities: The Modified Project must include at least 7.91 acres of public parkland to comply with the City's standard of 5 acres of parks per 1,000 residents pursuant to Section 70-282 of the Municipal Code. The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. Additionally, the Mitigation Fee Act governs the establishment and administration of development impact fees (DIFs) to fund public facilities such as parks needed to serve new development. As permitted under the City Municipal Code, the payment of the City's DIF for park development will offset any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed Modified Project. Construction of new or expansion of existing parks is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. The parkland proposed under the Modified Project is encompassed in the analyses throughout this SEIR, and physical impacts to the environment are mitigated accordingly. Therefore, no additional mitigation is required to comply with the Quimby Act or City Municipal Code pertaining to the provision of parkland. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from an increased demand for parks.	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
3.14.7.2. New or Physically Altered Recreation and Park Facilities: The proposed Modified Project consists of 5.12 acres of private HOA parks, 5.62 acres of public parks, and 54.15 acres of open space areas (total of 64.89 acres), which is over 26 percent of the overall 245.07-acre Modified Project site. The Modified Project's private and public recreation facilities are included as part of proposed TM 36841; therefore, the environmental effects associated with the development of these facilities have been considered through the analysis of the Modified Project as a whole. The construction of these facilities would not result in adverse physical effects on the environment beyond those analyzed for the overall development of the Modified Project. The Modified Project will be required to pay applicable park and recreation fees in accordance with Section 70-284 (park development fee payment criteria) and Section 70-285 (standard for dedication of land in lieu of fees) of the City Municipal Code, which will be used in part to maintain existing park facilities and/or construct new park facilities at a time and place determined appropriate by the City. The construction of such new park and recreation facilities would be an action independent of the Modified Project. The CEQA review for such an action would occur at a time on a level commensurate with each specific City-sponsored park development project. Therefore, the Modified Project impacts from the construction of new or expansion of existing park or recreation facilities would be the same as those identified for the Approved Project (i.e., less than significant).	No	No mitigation is required.	No
3.14.8. Cumulative Recreation and Parks Impacts: As future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which will contribute to future recreational facilities. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
funding for new and/or renovated parks equipment and facilities.			
3.15. Transportation and Traffic			
3.15.7.1. Vehicle Miles Traveled: The Certified EIR in 1979 concluded the Approved Project would generate approximately 745,000 daily VMT, but the City had not established VMT-specific thresholds at the time of certification of the 1979 EIR. The Modified Project's commercial/retail component is anticipated to result in a net reduction of 7,251 VMT within the WRCOG region compared to without-Project conditions. Impacts from commercial/retail VMT would be less than significant, and mitigation is not required. If the proposed Modified Project achieved the maximum 10 percent VMT reduction through implementation of **PDF 3.3-1** through **3.3-3** and the proposed transportation infrastructure improvements described above, the Modified Project's reduced Home-Based VMT per capita would be approximately 27.58, which would still exceed the City-wide average of 25.4 Home-Based VMT per capita for Hemet. Because implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential, Modified Project impacts from residential VMT would be *significant and unavoidable*. No additional mitigation is feasible to reduce the impact further.	**Yes**	Refer to previously referenced **1979 [Air Quality] Mitigation Measure 3** and **2008 Mitigation Measure AQ-07** above**.** **1979 [Traffic] Mitigation Measure 10:** Establish land use patterns, intensities and relationships which would reduce vehicle trip making characteristics and promote the use of alternative modes of travel such as bicycles, walking and transit. For example, increased residential densities adjacent to the planned commercial activities and open spaces designed with integral bike paths and pedestrian ways.	**Yes**
3.15.7.2. Increase in Vehicle Trips or Volume-to-Capacity on Roads, or Congestion at Intersections: As shown in Table 3.15.B, deficiencies at four of the study area intersections (#2, #4, #24, and #28) occur in the Existing Without Project condition. The Modified Project's impacts to these intersections are considered to be cumulative in nature and mitigation is required. The	**Yes**	**MM 3.15.10.1: Payment of Fair-Share Costs**. The project applicant shall be responsible for payment of the project's Fair-Share Contribution for study area intersection improvements as shown on "Table 1-3: Summary of Intersection Improvements" contained in *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis*, City of Hemet, Urban Crossroads, April 2018.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
reduction in levels of service (LOS) at the Warren Road intersections at Esplanade Avenue (#22) and Auto Boulevard (#26) are caused by the Modified Project and are considered to be significant impacts and mitigation is required. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] intersection LOS impacts in the Existing condition. Roadway segment impacts are less than significant (i.e., no mitigation is required), while roadway intersection impacts are reduced to less than significant levels with implementation of mitigation. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] roadway LOS impacts in the Existing condition. As shown in Table 3.15.D, deficiencies at all but one of the study area intersections (#27) occur in the Opening Year Cumulative (2026) Without Project condition. However, the deficiency at the Warren Road/Whittier Avenue (#27) intersection is caused by the combination of cumulative traffic growth and the traffic additions from the Modified Project. The Modified Project's impacts to all of these intersections are therefore considered to be cumulative in nature. The Modified Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] intersection LOS impacts in the Opening Year Cumulative (2026) condition. A review of the detailed peak hour intersection analysis conducted previously reveals that the anticipated roadway segment deficiencies anticipated along all roadway segments operate at acceptable LOS with recommended intersection improvements. For this reason, roadway segment widening has not been recommended for the roadway segments. When compared to the Approved Project, the Modified Project would have reduced [less		**MM 3.15.10.2: Warren Road/Esplanade Avenue (#22).** The following improvement is necessary to reduce the Modified Project's project specific impact to less than significant: • The installation of a traffic signal. • Construction of a northbound left-turn lane, southbound left-turn lane, eastbound left-turn lane, and westbound left-turn lane. **2008 Mitigation Measure T-2a:** The developer shall construct the following on-site roadway improvements ~~as described on Exhibit 10-C of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007~~, as determined by the City Public Works Department: • Construct New Stetson Avenue at its ultimate half section width as an Urban Arterial ~~from New Warren Road to Old Warren Road~~ along the Modified Project frontage in conjunction with development. • Construct ~~New~~ Warren Road at its ultimate ~~half section~~ width as a Major Roadway from New Stetson Avenue to ~~the southerly project boundary~~ Warren Road in conjunction with development. • Construct Warren Road at its ultimate half section width as a Secondary Roadway from New Stetson Avenue to the southerly project boundary in conjunction with development. • ~~Install a traffic signal at the intersection of Warren Road and New Stetson Avenue when warranted.~~ • ~~Install a traffic signal at the intersection of New Warren Road and New Stetson Avenue when warranted.~~ • ~~Install a traffic signal at the intersection of Warren Road and Mustang Way when warranted.~~ • ~~Left turns out of Driveway #1 on New Warren Road shall be prevented in the future when the through volumes on New~~	

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
than significant] roadway LOS impacts in the Opening Year Cumulative (2026) condition. As shown in Table 3.15.F, deficiencies at all of the study area intersections occur in the General Plan Buildout (2040) Without Project condition. The Modified Project's impacts to all of these intersections are therefore considered to be cumulative in nature. The Modified Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] intersection LOS impacts in the General Plan Buildout (2040) condition. The anticipated roadway segment deficiencies anticipated along all roadway segments operate at acceptable LOS with recommended intersection improvements. For this reason, roadway segment widening has not been recommended for the roadway segments. When compared to the Approved Project, the Modified Project would have reduced [less than significant] roadway LOS impacts in the General Plan Buildout (2040) condition.		~~Warren Road have increased to the point where the City deems the restriction necessary.~~ • ~~Left turns out of Driveway #2 on New Stetson Avenue shall be prevented in the future when the through volumes on New Stetson Avenue have increased to the point where the City deems the restriction necessary.~~ • ~~On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.~~ • ~~Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.~~ • ~~Provide stop sign controls at the project driveway that intersect with public roadways that do not meet traffic signal warrants.~~	
3.15.7.3. Exceed CMP Level of Service: The Modified Project would meet the Riverside County Congestion Management Program (CMP) LOS standard as well as the standards of the affected local jurisdictions. Impacts are considered to be less than significant and no mitigation is required over and above that already prescribed in Section 3.15.7.1. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts associated with meeting the CMP LOS standard.	**Yes**	Refer to previously referenced **Mitigation Measures MM 3.15.10.1** and **3.15.10.2, 2008 Mitigation Measure T-2a.**	No
3.15.7.4. Air Traffic Patterns: As detailed in Section 3.7.7.5, the Modified Project is consistent with the 2017 Hemet-Ryan ALUP. Implementation of mitigation would promote on-site safety related to airport operations near the Modified Project site. As compared to the Approved Project, impacts associated with potential hazards from	**Yes**	Refer to **Mitigation Measures MM 3.7.10.1** and **3.7.10.2,** and **2008 Mitigation Measures HHM-5g** and **HHM-5i**, above.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
airport operations would be reduced (i.e., significant and unavoidable under the Approved Project versus less than significant under the Modified Project).			
3.15.7.5. Design Features or Incompatible Uses: Roadway improvements in and around the project site would be designed and constructed to satisfy all City requirements. With the installation of project improvements, full participation in the applicable fee programs, and adherence to applicable existing requirements of the City and other agencies, impacts associated with this issue would be reduced to a less than significant level. No mitigation required.	No	No mitigation is required.	No
3.15.7.6. Inadequate Emergency Access: Traffic associated with project construction may have a temporary effect on existing traffic circulation patterns. Therefore, it may also affect emergency access. The proposed project is not expected to cause significant impacts to roadways or intersections that may be used by emergency vehicles. With installation of project improvement, full participation in the applicable fee program, and adherence to applicable existing requirements of the City, the necessary long-term emergency access features required for the project site and the City in general will be installed and appropriately maintained.	No	No mitigation is required.	No
3.15.7.7. Alternative Transportation: The Modified Project includes 100,000 square feet of commercial development not included as part of the Approved Project. The surrounding area is residential in nature and lacks supporting retail/commercial services. The Modified Project would promote the reduction in VMT by bringing the proposed commercial uses closer to both project and non-project residents resulting in shorter trip lengths. The Modified Project provides pedestrian connections to surrounding areas consistent with General Plan Policy OS-7.2. The pedestrian access network internally links all uses and connects to all existing or planned external	**Yes**	**1979 [Traffic] EIR Mitigation Measure 4:** Promote ride-pooling (car-pools/van-pools) with regard to persons employed in any planned commercial and industrial activities. This would have the potential of reducing daily commuter traffic and onsite parking requirements. **1979 [Traffic] EIR Mitigation Measure 5:** Demand-responsive (dial-a-ride) public transit should be encouraged. Where practical small vans or busses should be used. Provision of. a public transit system will reduce potential auto travel, and provide mobility to those residents who are either too young to drive, do not drive, no longer drive, or are not capable of bicycling.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
streets and pedestrian facilities contiguous with the Modified Project site. Additionally, the proposed Modified Project would have access to a Class 2 (on road) bike lane on Warren Road. Through implementation of mitigation, the Modified Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise cause a decrease in the performance or safety of such facilities. When compared to the Approved Project, impacts of the Modified Project would be the same [less than significant with mitigation].		**1979 [Traffic] EIR Mitigation Measure 6**: The feasibility of expanding the Riverside Transit Agency's transportation service in the Hemet area should be considered. **1979 [Traffic] EIR Mitigation Measure 9:** Provide ~~separate~~ bicycle and pedestrian travelways ~~pathways~~ throughout the project as a means of promoting alternative forms of movement. ~~For safety, convenience and efficiency, these systems should be separated from the vehicular traffic system and from one another~~ Also refer to **1979 [Air Quality] Mitigation Measure 3**, and **2008 Mitigation Measure AQ-7,** above.	
3.15.8. Cumulative Traffic Impacts: With the project-specific mitigation previously identified, project-related short-term and long-term impacts to intersections would be reduced to less than significant levels for Existing With Project, Opening Year Cumulative (2016) With Project, and General Plan Buildout (2040) With Project conditions. As stated in Section 3.15.7.1, cumulative impacts related to local roadways and State highway facilities are less than significant with implementation of mitigation. Given the distance between the proposed project site and cumulative project sites, impacts associated with air traffic patterns, design hazards, emergency access, or conflicts with adopted policies, plans, or programs supporting alternative transportation would not comingle and create impacts over and above those associated with the Modified Project. Cumulative impacts are considered less than significant with mitigation. When compared to the Approved Project, cumulative impacts of the Modified Project would be the same (less than significant with mitigation).	**Yes**	Refer to previously referenced **Mitigation Measures MM 3.15.10.1** and **3.15.10.2.**	No
3.16. Utilities			
3.16.7.1. Wastewater Treatment Requirements: Compliance with condition or permit requirements established by the City, and waste discharge requirements at the EMWD would ensure that discharges	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
into the wastewater treatment facility system from the operation of the proposed project would not exceed applicable Regional Water Quality Control Board (RWQCB) wastewater treatment requirements. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts related to wastewater treatment requirements.			
3.16.7.2. Electricity, Natural Gas, Telephone, Water, or Wastewater Treatment Facilities: All proposed utility infrastructure, both on-site and off-site, would be installed simultaneously with finish grading activities and required roadway frontage improvements for the Modified Project site. As a result, interconnection to the existing utilities surrounding the site would not result in substantial disturbance of native habitat or soils, or existing roadways or utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the Modified Project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this SEIR. Therefore, with implementation of mitigation, significant environmental effects from the construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation incorporated] impacts related to construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities.	**Yes**	**2008 Mitigation Measure U-2b:** Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California, Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments. **2008 Mitigation Measure U-2c:** Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.	No
3.16.7.3. Storm Water Drainage Facilities: The proposed improvements to on-site and off-site drainage facilities will be adequately sized in accordance with the City's *Master Flood Control and Drainage Plan* and through coordination with the Riverside County Flood	**Yes**	Refer to **2008 Mitigation Measures MM U-2b** and **MM U-2c**, above.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
Control District. The proposed on-site and off-site drainage improvements are planned as part of the proposed Modified Project. Therefore, there would be no significant environmental effects specifically related to their construction and operation that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this SEIR. With implementation of mitigation, which would ensure coordination with the Riverside County Flood Control District, significant environmental effects from the construction of new on-site and off-site drainage facilities or expansion of existing facilities would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation incorporated] impacts related to construction of new on-site and off-site drainage facilities or expansion of existing facilities.			
3.16.7.4. Water Supplies: According to the project-specific Water Supply Assessment (WSA), the Modified Project will demand approximately 365 acre-feet (118.9 million gallons) of water per year. MWD concludes that it is able to meet projected demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD Water Supply Allocation Plan (WSAP) to preserve supplies in storage by requiring a reduction in demand by member agencies, including the EMWD, pursuant to SB 1168 and 1319, and AB 1739. Additionally, the Modified Project will construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site to further reduce impacts from the Modified Project's demand on water supplies.	**Yes**	Refer to **Mitigation Measures MM U-2b** and **MM U-2c**, above.	No

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Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
Since the EMWD and MWD have the ability to meet all of their existing entitlements and projected supplemental demand through 2040, even under a repeat of historic multiple-year drought scenarios, the proposed Modified Project will have sufficient water supplies available to serve the Project. In the event that the lead agency determines adequate water supply exists for the proposed Modified Project, the project proponent is required to meet with EMWD Development Services Staff to establish development design conditions. Accordingly, implementation of mitigation would ensure coordination with the EMWD to reduce significant environmental effects from the Modified Project's demand for water to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same (less than significant but with mitigation incorporated) impacts related to water supply and demand.			
3.16.7.5. Wastewater Treatment Capacity: As a worst case scenario, the proposed Modified Project would generate approximately 242,004 gallons of wastewater per day. Since the SJVRWRF treats approximately 7.0 million gallons per day (mgd) of wastewater and maintains approximately 7.0 mgd of surplus capacity, the proposed Modified Project would not exceed the capacity of the San Jacinto Valley Regional Water Reclamation Facility (SJVRWRF) to serve the project's projected demand in addition to the provider's existing commitments. EMWD's SJVRWRF also allows EMWD to transform wastewater into tertiary-level recycled water that is pumped through a separate distribution system and delivered to the region for non-potable reuse. The EMWD maintains a 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site. The Modified Project will construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline to	**Yes**	**Mitigation Measure U-2a:** <u>During construction and operation activities, the proposed Modified Project shall provide evidence to the City of Hemet that</u> ~~The proposed project~~ <u>it</u> will comply with all RWQCB wastewater treatment requirements. <u>This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.</u> Also refer to **Mitigation Measures MM U-2b** and **MM U-2c**, above.	No

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further reduce impacts from the Modified Project's demand on wastewater treatment supplies. In the event that the lead agency determines adequate wastewater supply exists for the proposed Modified Project, the project proponent is required to meet with EMWD Development Services Staff to establish development design conditions. Accordingly, implementation of mitigation will ensure compliance with all RWQCB wastewater treatment requirements, as well as coordination with the EMWD in order to reduce environmental effects from the Modified Project's demand for wastewater to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant but with mitigation incorporated] impacts related to wastewater treatment capacity.			
3.16.7.6. Landfill Capacity: The Modified Project is expected to generate approximately 11,631.2 pounds (5.82 tons or 21.55 cubic yards) of solid waste per day. This amount is equivalent to 0.11 percent of the daily surplus at the Lamb Canyon Landfill serving the project site. Therefore, the Lamb Canyon Landfill has adequate capacity to serve the proposed project, and impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have the same(less than significant) impacts related to solid waste disposal.	No	No mitigation is required.	No
3.16.7.7. Legal Compliance for Solid Waste: The proposed project would be required to coordinate with the waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. Additionally, the proposed project would be required to implement the City's waste reduction procedures and comply with applicable elements of AB 939, AB 341, and Chapter 61 (Solid Waste Management) of the City Municipal Code and other applicable local, State, and	No	No mitigation is required.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
federal solid waste disposal standards. Therefore, the Modified Project would not conflict with statutes and regulations related to solid waste. Impacts would be less than significant. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to compliance with solid waste regulations.			
3.16.8. Cumulative Impacts to Utility Services and Systems: Since utilities are generally provided on a citywide basis, the cumulative area for most utilities is the City of Hemet. Water supply, however, would expand the cumulative area under consideration to the Santa Ana River Watershed and its tributaries, including the San Jacinto River Watershed, which is where the Modified Project is located. As is the case for the Approved Project, construction and operation of the Modified Project would require expansion of utility infrastructure in order to serve the Modified Project site. All proposed utility infrastructure, both on-site and off-site, would be installed simultaneously with finish grading activities and required roadway frontage improvements for the Modified Project site. As a result, interconnection to the existing utilities surrounding the site would not result in substantial disturbance of native habitat or soils, or existing roadways or utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this SEIR. Through California Public Utilities Commission oversight, utility providers constantly monitor capacity to ensure that adequate utility services continue to be provided as individual development projects are proposed. Therefore, coordination with affected utility providers, as prescribed through mitigation, would reduce Modified Project-level	**Yes**	Refer to **Mitigation Measures MM U-2a** through **MM U-2c**, above.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
impacts related to the provision of utilities to less than significant levels and therefore would preclude the Modified Project's incremental demand for utilities to become cumulatively considerable. Furthermore, the proposed Modified Project would not depend on local groundwater and therefore would not contribute cumulatively to its depletion. MWD concludes that it is able to meet projected water demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD WSAP to preserve supplies in storage by requiring a reduction in demand by member agencies, including the EMWD, thus reducing impacts from cumulative demand on water supplies to less than significant levels. Accordingly, the proposed Modified Project, in conjunction with past, present, and reasonably foreseeable projects, would not make a significant contribution to cumulatively adverse effects to utility infrastructure. Therefore, no additional mitigation measures for cumulative impacts are required.			
3.17. Greenhouse Gas Emissions			
3.17.7.1. Consistency with an Applicable Plan, Policy, or Regulation to Reduce GHG Emissions: The City of Hemet Climate Action Plan (CAP) uses the Western Regional Council of Governments (WRCOG) subregion emissions reduction target of 15 percent below 2010 by 2020. If a project meets the emissions reduction target of 15 percent below 2010 emissions levels by 2020 it will have a less than significant impacts related to greenhouse gas emissions and global climate change. As shown in Table 3.17.C in Section 3.17.7.3, the proposed Modified Project's emissions for the baseline year 2010, would be 19,215.39 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year. After incorporating mitigation, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_2e$ per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is	**Yes**	**MM 3.3.10.1:** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2. Accordingly, impacts of the proposed Modified Project related to interference with the State's GHG emissions reduction goals outlined in AB 32 or conflict with an applicable plan, policy, or regulation (i.e., the City's CAP) adopted for the purpose of reducing GHG emissions would less than significant with mitigation incorporated in the same manner as the Approved Project.			
3.17.7.2. Impacts of Climate Change: Table 3.17.C in Section 3.17.7.3, indicates the proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_2e$ per year. After incorporating mitigation, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_2e$ per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP, meets the threshold specified in SCAQMD GHG Tier 2, and therefore does not exacerbate a GHG-related environmental hazard or condition that already exists. Accordingly, impacts of Climate Change resulting in significant impacts to the proposed Modified Project are not applicable when compared to the Approved Project, and no mitigation is required.	No	No mitigation is required.	No
3.17.7.3. Cumulative Contribution of Project GHG Emissions to Climate Change: In accordance with Section 15183.5(b) of the *CEQA Guidelines*, a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. The City has adopted a CAP that qualifies as a plan for the reduction of greenhouse gas emissions pursuant to the *CEQA Guidelines*. The proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_2e$ per year (Table 3.17.C). After incorporating mitigation, the Modified Project's 2020 emissions would be 16,026.65	**Yes**	Refer to **Mitigation Measure MM 3.3.10.1**, above.	No

Table ES.D: Rancho Diamante Phase II Specific Plan Amendment Project Environmental Impacts and Mitigation Measures

Issues/Impacts	Significant before Mitigation?	Mitigation Measure(s)	Significant after Mitigation?
$MTCO_2e$ per year (Table 3.17.C). This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2. Pursuant to Section 15183.5(b) of the *CEQA Guidelines*, incorporation of mitigation will ensure the proposed Modified Project's incremental contribution to a cumulative GHG effect is not cumulatively considerable. When compared to the Approved Project, for which a significance determination regarding cumulative GHG effects was not made, the proposed Modified Project is determined to have less than significant impacts with mitigation incorporated.			
3.17.8. Cumulative Effects: Refer to the discussion in Section 3.17.7.3, above.	**Yes**	Refer to **Mitigation Measure MM 3.3.10.1**, above.	No

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1.0 INTRODUCTION AND BACKGROUND

1.1 INTRODUCTION

This Subsequent Environmental Impact Report (SEIR) has been prepared to evaluate the potential change in environmental impacts associated with the proposed Rancho Diamante Phase II Project (Modified Project) in the City of Hemet (City) relative to existing approvals for the Approved Project. The City is the "public agency which has the principal responsibility for carrying out or approving the project" and as such is the "Lead Agency" for this project under the California Environmental Quality Act of 1970 (CEQA), (*State CEQA Guidelines* Section 15367). The City has determined that an SEIR would be prepared to evaluate the Modified Project's potential for creation of new impacts, increasing the severity of a previously identified impact, and/or the introduction of new information of substantial importance in accordance with *State CEQA Guidelines* Section 15162.

This SEIR relies and builds upon the analysis in the original Environmental Impact Report (EIR) certified by the City in 1979 (1979 EIR) for the Page Ranch Planned Community Development Project as amended in 2001, 2003, 2004, and 2008. The Page Ranch Planned Community Development document is considered to be a Specific Plan. The last Specific Plan Amendment (SPA) in 2008 was approved by the City as part of SPA 06-004 subject to the environmental analysis contained in the Rancho Diamante Phase II SEIR (SCH #2007091039). It should be noted that the project approved in 2008 was also named Rancho Diamante Phase II, and it encompassed 99.4 acres within the boundary of the proposed Modified Project area. To avoid confusion and therefore from this point forward, references to Rancho Diamante Phase II in this SEIR refer to the proposed Modified Project while the Page Ranch Planned Community Development Project as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, and 2008 will be referred to as the Approved Project. However, the analysis of environmental impacts for the Approved Project relies heavily on the most recent CEQA approval (i.e., the Rancho Diamante Phase II SEIR, SCH #2007091039, 2008).

This SEIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed Modified Project. CEQA requires the Lead Agency to consider the information contained in the SEIR prior to taking any discretionary action. The project approvals associated with the previously Approved Project and the currently proposed Modified Project are described in Section 2.0, Project Description, of this SEIR.

Per *State CEQA Guidelines* Section 15060(d), the City initiated the environmental process without completion of an Initial Study. The City determined that, due to the nature and size of the proposed Modified Project, all environmental topics warranted further environmental review in an SEIR. As a result, this SEIR has been prepared in accordance with CEQA, as amended (Public Resources Code [PRC] Section 21000, et seq.), the *State CEQA Guidelines for Implementation of CEQA* (California Code of Regulations, Title 14, Section 15000 et seq.). This SEIR also complies with the procedures and CEQA guidelines adopted by the City for the implementation of CEQA.

1.2 PROPOSED MODIFICATIONS TO THE APPROVED PROJECT

The project applicant, Rancho Diamante Investments, LLC, seeks to amend the Page Ranch Planned Community Development [Specific Plan] (Approved Project). The proposed SPA would result in a change in the land use patterns and densities in comparison to the Approved Project. Additionally, the project applicant proposes a General Plan Amendment and Tentative Tract Map. In total, these three requests represent the "proposed Modified Project" in this SEIR:

- Specific Plan Amendment 15-001;

- General Plan Amendment 15-002; and
- Tentative Tract Map No. 36841.

The changes proposed in the Modified Project compared to the Approved Project include revisions to the Specific Plan land use boundaries and planning areas, reconfiguration of roads and subsequent amendment to the General Plan Circulation Element, and a reduction in residential density and subsequent modification to Specific Plan land use designations. The proposed Modified Project also entails off-site improvements including construction of water and reclaimed water pipelines, drainage conveyance features, and engineering improvements to Warren Road.

1.3 SUBSEQUENT SEIR TO THE APPROVED SPECIFIC PLAN SEIR

The purpose of this document is to evaluate proposed changes to the Approved Project and to demonstrate that an SEIR is the appropriate document under CEQA in accordance with PRC Section 21000 et seq. and the *CEQA Guidelines* (14 California Code of Regulations [CCR] Section 1500 et seq.) to evaluate these changes.

The Approved Project was approved in part by the original EIR certification in 1979 for the Page Ranch Planned Community Development as well as the most recent SEIR (SCH #2007091039) covering 200 acres of the proposed Modified Project boundary that was certified in 2008. These documents are available for review at the Community Development Department of Hemet City Hall (445 East Florida Avenue, Hemet, California 92543). In accordance with *CEQA Guidelines* (Sections 15162 and 15163), this SEIR to the Certified 1979 EIR and 2008 SEIR (Certified EIR) has been prepared in order to address the potential changes in the resulting environmental impacts from the proposed changes to the Approved Project. To determine whether the proposed Modified Project is eligible for the preparation of an SEIR, one or more of the following criteria in Section 15162 governing preparation of Subsequent documents must be met:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (Section 15162);
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (Section 15162); or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following (Section 15162):
   (a) The project will have one or more significant effects not discussed in the previous EIR.
   (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
   (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
   (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As stated in Section 15163 of the *CEQA Guidelines*, the Lead Agency may choose to prepare a Supplemental EIR rather than a Subsequent EIR if:

1. Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR; and
2. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The City has determined CEQA requires preparation of a Subsequent EIR, rather than a Supplemental EIR, because substantial changes are proposed in the Modified Project that will require major revisions of the previously Certified EIRs due to the involvement of new significant environmental effects that would affect substantial portions of prior Certified EIRs and minor additions or changes to the Certified EIRs would not adequately address these changes.

A Subsequent EIR shall be given the same notice and public review as required under Section 15087 or Section 15072 and shall state where the previous document is available and can be reviewed. When the Lead Agency decides whether to approve the project, the decision-making body shall consider the previous SEIR as revised by the subject SEIR. A finding under Section 15091 must be made for each significant effect shown in the previous SEIR as revised in the subject SEIR.

1.4 TECHNICAL STUDIES AND RELATED DOCUMENTS INCORPORATED BY REFERENCE

This environmental analysis references several technical studies and reports prepared specifically for the proposed Modified Project. These documents are as follows:

- Urban Crossroads, *Rancho Diamante (Tentative Tract Map No, 36841), Air Quality Impact Analysis, City of Hemet*, February 26, 2016. (Appendix B1).
- Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis-Supplemental Assessment*, November 20, 2019 (Appendix B2).
- Cadre Environmental. *Biological Resources Technical Report, Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. June 2018 (Appendix C1).
- Cadre Environmental. *MSHCP Focused Burrowing Owl Surveys for the 245.07-Acre Rancho Diamante Project Site, City of Hemet, California*. July 5, 2017 (Appendix C2).
- Cadre Environmental. *MSHCP Sensitive Plant Surveys for the 245.07-Acre (16.70-acre offsite) Rancho Diamante Project Site, City of Hemet, California*. July 5, 2017 (Appendix C3).
- Cadre Environmental. *General MSHCP Habitat Assessment, Regulatory Constraints, and MSHCP Consistency Approach for the 245.07-Acre Rancho Diamante Project Site, City of Hemet, California*. July 5, 2017 (Appendix C4).
- Cadre Environmental. *MSHCP Determination of Biologically Equivalent or Superior Preservation/ Consistency Analysis. Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. June 2018 (Appendix C5).
- LSA Associates, Inc. *Cultural Resources Assessment. Rancho Diamante Project, City of Hemet, Riverside County, California.* September 2016, Updated December 2019 (Appendix D).
- Leighton and Associates, Inc. *Supplemental Geotechnical Exploration, Rancho Diamante Residential Development, Tentative Tract Map No. 36841, City of Hemet, California*. August 25, 2015 (Appendix E).

- IWS Environmental, Inc. *Phase I Environmental Site Assessment. Rancho Diamante Tract No. 36841, Hemet, California*. November 2016 (Appendix F1).
- LSA Associates, Inc. *Hazardous Wildlife Attractants Analysis of 13 Water Quality Control Basins for the Proposed Rancho Diamante Residential Development in Hemet, Riverside County, California.* February 4, 2020 (Appendix F2).
- County of Riverside, *Airport Land Use Commission Notice of Airport in Vicinity.* February 13, 2020 (Appendix F3).
- Chang Consultants. *Preliminary Drainage Study for Tentative Tract Map No. 36841 (Rancho Diamante)*. January 20, 2019 (Appendix G1).
- Chang Consultants. *Project Specific Water Quality Management Plan. Rancho Diamante, Tentative Tract Map No. 36841*. October 5, 2015; Revised February 1, 2018 and January 20, 2019 (Appendix G2).
- Eastern Municipal Water District. *Draft Water Supply Assessment Report, Rancho Diamante*. June 19, 2018 (Appendix G3).
- Urban Crossroads, *Rancho Diamante, Noise Impact Analysis, City of Hemet*. November 18, 2019 (Appendix H).
- Urban Crossroads, *Rancho Diamante, (TTM No. 36841), Traffic Impact Analysis, City of Hemet*. February 3, 2016 (Appendix I1).
- Urban Crossroads. *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis-Supplemental Assessment, City of Hemet*. November 2019 (Appendix I2).
- Urban Crossroads. *Rancho Diamante (TTM No. 36841) Vehicle Miles Travelled (VMT) Assessment*. March 4, 2020 (Appendix I3).
- Urban Crossroads, *Rancho Diamante (Tentative Tract Map No, 36841), Greenhouse Gas Analysis, City of Hemet*. February 26, 2016 (Appendix J).

This SEIR also incorporates and references several technical studies, analyses, and reports. Information from the documents that have been incorporated by reference pursuant to Section 15150 of the *State CEQA Guidelines* has been briefly summarized in the appropriate sections of this report.

Documents incorporated by reference include, but are not limited to:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report.* January 2012.
- City of Hemet, *General Plan 2030.* January 2012.
- County of Riverside Airport Land Use Commission. *Hemet-Ryan Airport Land Use Compatibility Plan*. Adopted February 9, 2017.
- Michael Brandman Associates, *Draft Environmental Impact Report for the Rancho Diamante Phase II Project (SCH #2007091039)*. May 16, 2008.
- South Coast Air Quality Management District, Brief for the South Coast Air Quality Management District as Amicus Curiae. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno and Friant Ranch, L.P.* After a Published Decision by the Court of Appeal filed May 27, 2014 (Fifth Appellate District Case No. F066798), Appeal from the Superior Court of California, County of Fresno (Case No. 11CECG00726). April 6, 2015.
- South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*. March 2016.

- Southern California Association of Governments, *Final 2016/2040 Regional Transportation Plan/ Sustainable Communities Strategy*. April, 2016
- Ultrasystems, Inc. Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

1.5 INTENDED USE OF THE SUBSEQUENT EIR

CEQA and the *CEQA Guidelines* establish the City of Hemet (City) as the Lead Agency, which is defined in *CEQA Guidelines* Section 15367 as "the public agency which has the principal responsibility for carrying out or approving a project." The Lead Agency decides whether an EIR, Mitigated Negative Declaration (MND), or Negative Declaration (ND) is required for the project and is responsible for preparing the appropriate environmental review document.

This SEIR has been prepared for the City in accordance with CEQA and the *CEQA Guidelines*. This SEIR will be used by the City, responsible agencies, and the public for the purpose of evaluating the environmental effects associated with proposed Page Ranch Planned Community Development Specific Plan Amendment (SPA 15-001) and associated General Plan Amendment (GPA 15-002) and Tentative Tract Map No. 36841 (MAP 15-008), together which represent the "proposed Modified Project" in this SEIR.

1.6 LEAD AGENCY CONTACT INFORMATION

The Lead Agency for the proposed project is the City of Hemet. The contact person for the Lead Agency is:

H.P. Kang, MBA, Principal Planner
City of Hemet
Community Development Department
445 East Florida Avenue
Hemet, California 92543
(951) 765-2456
hkang@cityofhemet.org

1.7 PUBLIC REVIEW PERIOD

This SEIR is being distributed to numerous public agencies and other interested parties for review and comment. The SEIR is also available at the following locations and on the City's website:

Hemet City Hall
Community Development Department
445 East Florida Avenue
Hemet, California 92543
(951) 765-2300
www.cityofhemet.org

Hemet Public Library
Circulation Desk
300 East Latham Avenue
Hemet, California 92543
(951) 765-2440
www.cityofhemet.org

All comments received from agencies and individuals on the Draft SEIR will be accepted during the public review period, which will not be less than 45 days, in compliance with CEQA. All comments on the Draft SEIR should be sent to the City contact person at the address listed above.

Following the close of the review period, the City will prepare responses to all comments on the Draft SEIR and will compile these comments and responses into a Final SEIR. All responses to comments submitted on the Draft SEIR by public agencies during the CEQA comment period will be provided to

those agencies at least 10 days prior to final action on the project. The City will make findings regarding the extent and nature of the impacts as presented in the Final SEIR. The Final SEIR will need to be certified as complete by the City Council prior to making a decision to approve or deny the proposed Modified Project (i.e., the General Plan Amendment, Specific Plan Amendment, and Tentative Tract Map). Public input is encouraged at all public hearings (e.g., Planning and Housing Commission and City Council) regarding the proposed Modified Project before the City.

1.8 FORMAT OF THIS SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

This report has been organized into seven chapters, as described below:

- **Chapter ES: Executive Summary.** Chapter ES sets forth the summary requirements of CEQA as required by Section 15123 of the *State CEQA Guidelines*. The section provides a summary of the proposed project; identifies potentially significant impacts, mitigation measures, and the level of significance of each impact following mitigation; and project alternatives.
- **Chapter 1.0 Introduction and Background.** Chapter 1.0 includes an introduction to this SEIR, a summary of the project changes constituting the proposed project and necessitating preparation of an SEIR, a discussion of why an SEIR is being prepared, documents incorporated by reference, intended use of the SEIR, definition of the City as Lead Agency and contact person, the expected public review, and the format of the SEIR.
- **Chapter 2.0: Modified Project Description.** Chapter 2.0 summarizes the proposed Modified Project, describes the location and setting of the proposed project site and project vicinity, describes in detail the major components of the proposed Modified Project requiring discretionary actions by the City, compares the proposed Modified Project to the Approved Project, lists the proposed Modified Project objectives, and defines the major discretionary actions, permits, and other necessary steps to carry out the proposed Modified Project.
- **Chapter 3.0: Evaluation of Environmental Impacts.** Chapter 3.0 addresses the proposed Modified Project's potential to have significant effects on the environment for every environmental topic in the certified SEIR and includes a comparison of those effects with effects analyzed in the Certified EIR for the Approved Project. Each subsection in Chapter 3.0 includes an existing setting discussion that describes the physical environmental conditions within the project site as they existed at the time the Notice of Preparation (NOP) was prepared; this is considered the baseline physical condition by which the City determines whether an effect is considered to be significant (Section 15125(a)(1)).[1] Significant effects determined to be more severe than those that were previously examined will be addressed in detail and mitigated to the extent reasonably feasible. Significant effects determined to be equal to or less severe than those that were previously examined will be addressed in accordance with the mitigation measures outlined in the Certified SEIR for the Approved Project as applicable.
- **Chapter 4.0: Other CEQA Topics.** Chapter 4.0 analyzes various mandatory topics required to be addressed by CEQA, including effects found not to be significant, unavoidable effects of the proposed Modified Project, and significant irreversible environmental changes. The proposed Modified Project's consistency with regional plans and potential to induce growth are summarized in this chapter.
- **Chapter 5.0: References.** Chapter 5.0 lists references used in the preparation of this SEIR.

[1] The Modified Project NOP dated August 3, 2016 was circulated for a 30-day review period from August 3 to September 1, 2016 (Appendix A1). Due to changes to the Modified Project as submitted by the project applicant subsequent to the distribution of the 2016 NOP, a recirculated NOP dated April 16, 2019, was circulated for a 30-day review period from April 19 to May 19, 2019 (Appendix A2).

- **Chapter 6.0: List of Preparers and Persons Contacted.** Chapter 6.0 lists the key individuals who participated in preparing this SEIR.

In accordance with *State CEQA Guidelines* Section 15162, an SEIR need only address the portions of the previously certified EIR for the Approved Project that require changes to reflect the Modified Project. This includes new or revised mitigation measures or alternatives. Alternatives are discussed in the 1979 EIR for the *Specific Land Use Plan, Southwest Area*[2] and 2008 EIR[3] of the Approved Project. As indicated throughout Chapter 3.0 of this SEIR, no new alternatives have been identified that would substantially or further reduce environmental impacts of the Modified Project as proposed. In addition, the NOP for the Modified Project was initially circulated on August 3, 2016, and was recirculated in April 2019 with a detail of the topics to be analyzed as an existing, in process, project. The City received no comments relative to the range of topics detailed in the NOP, and this SEIR is prepared in good faith based on the scope outlined in the recirculated NOP dated April 16, 2019. Therefore, the content of this SEIR is limited to the analytical topics addressed in the Certified EIR.

[2] Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

[3] Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. Section 7.0. SCH #2007091039. City of Hemet. May 2008.

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2.0 MODIFIED PROJECT DESCRIPTION

2.1 INTRODUCTION

The proposed Modified Project encompasses approximately 245 acres of the approximately 1,621-acre Page Ranch Planned Community Development (PCD) as well as 6.22 acres of off-site improvements. See Section 2.6 for a complete definition of the proposed Modified Project. The Page Ranch PCD was originally adopted in 1979 (PCD 79-93). Although approved as a planned community development, the Page Ranch PCD functions as a Specific Plan (SP). After the original approval in 1979, the Page Ranch PCD SP was amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, 2005, and most recently in 2008 as part of Specific Plan Amendment (SPA) 06-004. The applicable land uses, land use regulations, and development standards pertaining to the land encompassed by the proposed Modified Project as contained in the Page Ranch PCD SP represent the Approved Project. See Section 2.5 for a complete definition of the Approved Project.

The proposed Modified Project site, located in the west/southwest portion of the City of Hemet, Riverside County, California (Figure 2.1) is undeveloped and highly disturbed with ruderal vegetation (Figure 2.2). The City of San Jacinto is to the north, and unincorporated portions of Riverside County surround Hemet on the south, west, and east. Diamond Valley Lake and the Santa Rosa Hills lie south of the City. State Route (SR) 74 and SR-79 provide regional access to the project vicinity.

2.2 SITE HISTORY AND EXISTING SITE CONDITIONS

The proposed Modified Project is located in the southwestern portion of the City and comprises Assessor's Parcel Numbers (APNs) 465-100-016, 465-100-022, 465-110-020, 465-110-021, 465-110-022, 465-110-023, and 465-110-027. The Modified Project includes off-site improvements in the form of a new drainage channel to the south connecting to an existing channel at Simpson Road, seven new drainage connections to Hemet Channel to the north, and construction of the intersection of Warren Road with "future" realigned Stetson Avenue.

The majority of the site is covered by sparse non-native plants and is regularly plowed for weed abatement. The site has been used for growing crops, primarily oat and wheat dry farming, dating back to at least the 1930s. A farmhouse and barn occupied the eastern portion of the site near the existing intersection of Warren Road and Mustang Way from 1949 (possibly earlier) to approximately 1990, with portions of the concrete footings from the structures and a grouping of approximately 10 eucalyptus trees, still present.

The Second San Diego Aqueduct abuts the western boundary of the site as an aboveground canal in a north-to-south direction. The First San Diego Aqueduct traverses the site belowground in northeasterly-to-southwesterly direction within a 150-foot-wide easement adjacent and parallel to two Eastern Municipal Water District (EMWD) easements (20-foot and 40-foot) for public utilities. The First and Second San Diego Aqueducts are owned and operated by Metropolitan Water District (MWD) of Southern California.

A drainage channel and a detention basin are located along the southern border of the proposed Modified Project site. The drainage channel and basin were constructed as part of Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. A drainage channel conveys runoff from the existing drainage basin south to the existing channel at Simpson Road. This channel will be improved as part of the Modified Project. The Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment and will not be modified.

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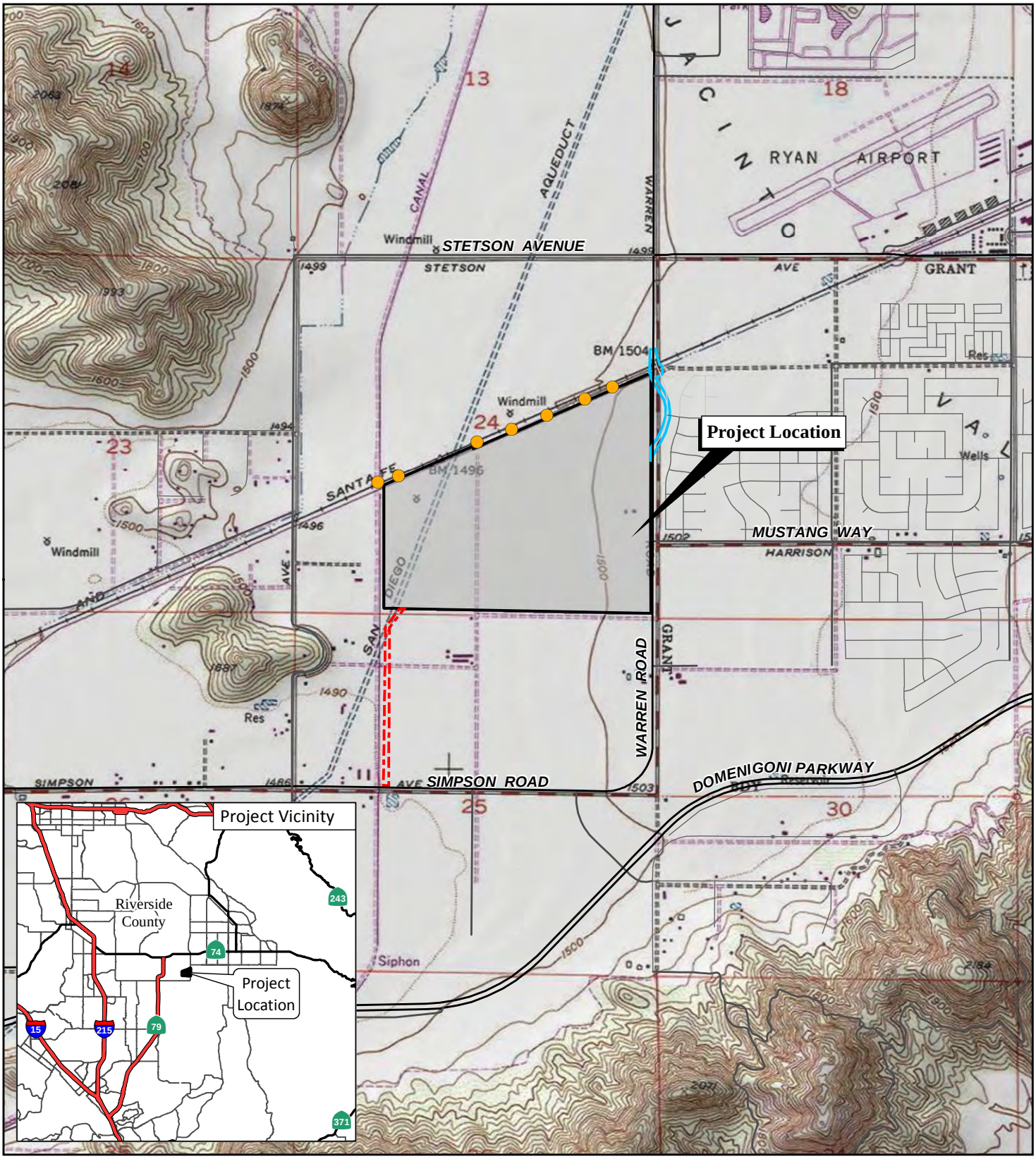

LSA

LEGEND

Project Boundary

Offsite Improvements

Warren Rd Improvements

Drainage Channel

Offsite Drainage Connections to the Hemet Channel

N

0 1000 2000

FEET

FIGURE 2.1

Rancho Diamanté Phase II
Subsequent Environmental Impact Report

Regional and Project Location

SOURCE: USGS 7.5' Quad: Winchester (79), CA; Riverside County, 2015.

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LSA

LEGEND

Project Boundary

Offsite Improvements

Warren Rd Improvements

Drainage Channel

Offsite Drainage Connections to the Hemet Channel

N

0 600 1200

FEET

SOURCE: Google (2018)

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FIGURE 2.2

Rancho Diamanté Phase II
Subsequent Environmental Impact Report

Aerial View

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The proposed Modified Project site is generally flat and ranges in elevation from approximately 1,510 feet above mean sea level (AMSL) in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. Site soils include artificial fills, topsoils, young alluvial-valley deposits, and older alluvium. The artificial fill soils were encountered where construction work has been performed on the site in the past associated with the drainage channel and detention basin, old Warren Road, and the Hemet Channel.

2.3 ADJACENT LAND USES

The proposed Modified Project site is surrounded by primarily undeveloped land to the north, south, and west. Two rural residences are located to the west across the Second San Diego Aqueduct canal, and another rural residence is located to the south. A residential subdivision, Solera Diamond Valley, is located across Warren Road to the east. Table 2.A provides a summary of on-site and adjacent current land uses.

Table 2.A: Existing Land Uses and Existing General Plan Land Use Designations

Location	Current Land Uses	General Plan Land Use Designations	Zoning
On-site	Vacant/fallow	Low Density Residential (LDR)	Planned Community Development (Page Ranch Planned Community Development; PCD 79-93)
North	Vacant/fallow and Agricultural	Industrial (I)	Heavy Manufacturing and Heavy Agricultural (M-2 and A-2-C-10)
South	Agricultural	Low Density Residential and Mixed Use (LDR and MU)	Specific Plan-Low Density Residential and Specific Plan-Mixed Use (SP-LDR, and SP-Mixed Use)
East	Residential Subdivision	Low Density Residential (LDR)	Planned Community Development (Page Ranch Planned Community Development; PCD 79-93)
West	Agricultural	Open Space and Low Density Residential (OS and LDR)	Open Space and Planned Community Development (OS and SP-LDR)

Source: City of Hemet General Plan Land Use Map, last updated April 11, 2017. City of Hemet Zoning Map, last amended August 22, 2017.

The General Plan designates the areas directly north of the proposed Modified Project site across the railroad track for Industrial uses, to the east and west for Low Density Residential (LDR) uses, and to the south for LDR and Mixed Use. The zoning of properties surrounding the site include Heavy Manufacturing and Heavy Agricultural across the railroad track to the north; Page Ranch Planned Community Development to the east; Specific Plan-Low Density Residential and Specific Plan-Mixed Use to the south; and Open Space and Specific Plan-Low Density Residential to the west.

2.4 GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

The General Plan land use designation for the Approved Project site is LDR [2.1 - 5.0 dwelling units/acre (du/ac)] (see Table 2.A). The existing zoning is Planned Community Development (PCD 79-93), specifically Page Ranch Planned Community Development Specific Plan. According to the Page Ranch Planned Community Development Specific Plan, the Specific Plan land use designations for the Approved Project site are Low Density Residential R-1 (one du/2.5 acres) and Low-Medium Density R-5 (5 du/1 acre) (Figure 2.3).

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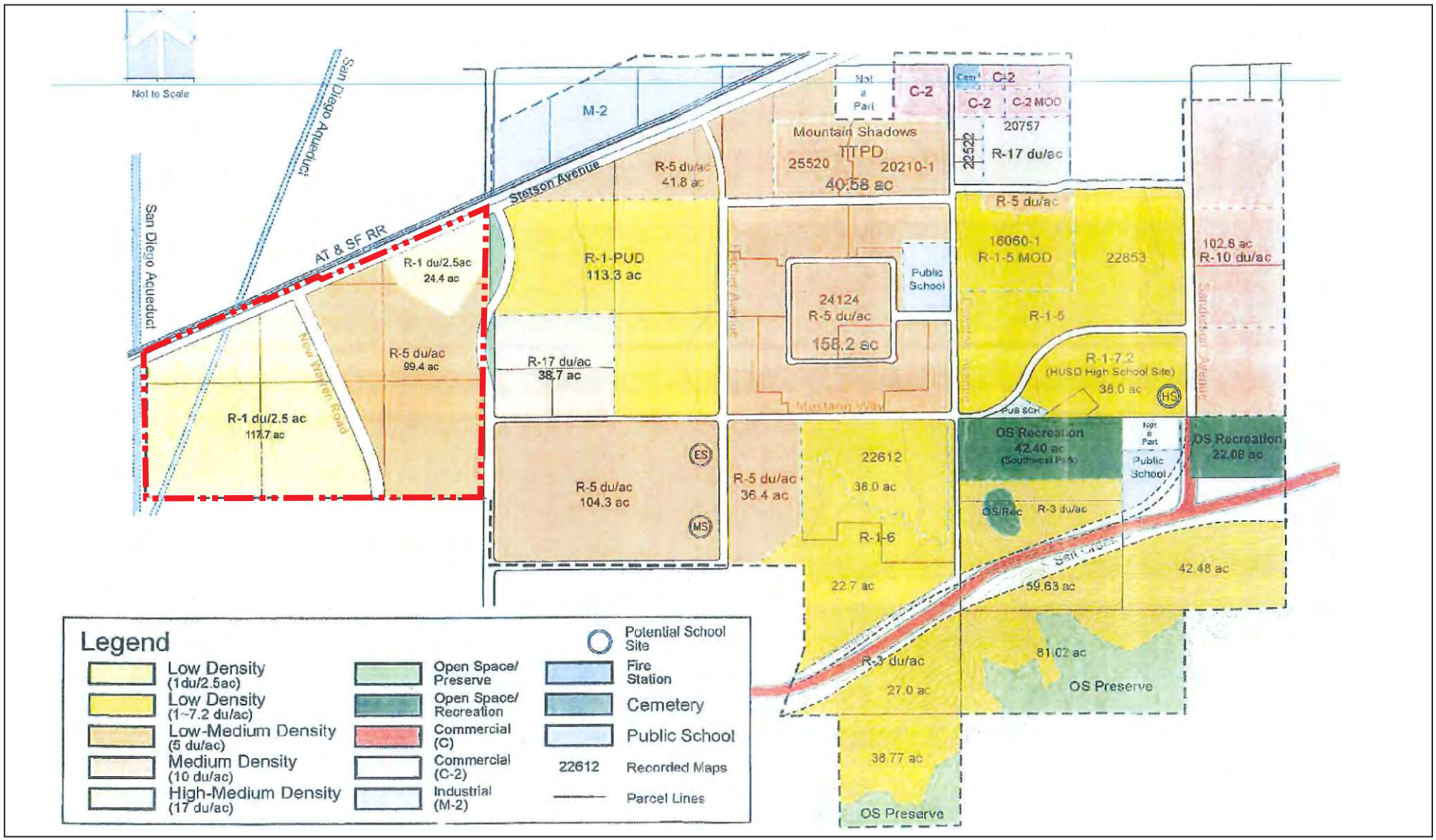

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Project Boundary

FIGURE 2.3

Rancho Diamanté Phase II
Subsequent Environmental Impact Report

SOURCE: Stantec

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Existing Page Ranch Community Development Land Use Plan

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2.5 APPROVED PROJECT

The last Specific Plan Amendment to the Page Ranch PCD SP was in 2009, approved by the City as part of SPA 06-004. The SPA was subject to the environmental analysis contained in the Rancho Diamante Phase II Subsequent EIR (SCH #2007091039). It should be noted that the project approved in 2009 was also named Rancho Diamante Phase II. As stated in Chapter 1.0, references to Rancho Diamante Phase II in this SEIR refer to the proposed Modified Project, while the Page Ranch PCD Project as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, 2005, 2008, and 2009 are referred to as the Approved Project.

The Page Ranch PCD SP covers 1,621 acres and is mostly developed. The Approved Project consists of 99.4 acres exclusively within PA X. The proposed Modified Project adds land to the Approved Project footprint by merging PA IV and PA X, and modifying PA XIII to occupy 245.07 acres, or approximately 15 percent of the Page Ranch PCD SP Planning Area.

The Page Ranch PCD SP regulates land uses within its Planning Area. These regulations specify a variety of land uses governed by supporting master plan and development standards. The Page Ranch PCD SP also provides flexibility in terms of both land use and development standards so that a high quality development product is achieved. Land uses under the Page Ranch PCD SP include residential uses ranging from Low Density (1 dwelling unit per 2.5 acres) up to High Medium Density (17 dwelling units per acre), Open Space Preserve, Open Space Recreation, Commercial, Industrial, Fire Station, and Public School. The existing Land Use Plan for the Page Ranch PCD SP is illustrated in previously referenced Figure 2.3. Land uses within the Approved Project boundary include residential uses ranging from Low Density (1 dwelling unit per 2.5 acres) up to Low-Medium Density (5 dwelling units per acre).

2.6 PROPOSED MODIFIED PROJECT

The proposed Modified Project site is bound by Warren Road to the east; the Second San Diego Aqueduct to the west; the Hemet Channel, the Burlington Northern Santa Fe (BNSF) railroad tracks, and new Stetson Avenue alignment to the north; and agricultural land to the south. The proposed Modified Project site and off-site improvements are approximately one-quarter mile southwest of the Hemet-Ryan Airport (Figure 2.4).

The proposed Modified Project analyzed in this SEIR includes the following four components:

1. Proposed changes to the Page Ranch PCD SP as amended in 1984, 1987, 1990, 1997, 1998, 2001, 2003, 2004, 2005, 2008, and 2009 and analyzed in the previously approved Rancho Diamante Phase II SEIR (SCH #2007091039) certified in 2009 (Approved Project);
2. Proposed General Plan Amendment (GPA) GPA 15-002) to amend the City's General Plan Circulation Element by adding an extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of Stetson Avenue (Figure 2.5);
3. Proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) to subdivide 245.07 acres into 586 single-family residential lots on approximately 160.51 acres, 1 lot of approximately 100,000 square feet of commercial uses on 19.67 acres, and 64.89 acres of public and private Homeowners Association (HOA) park and open space areas; and
4. The Modified Project also includes 6.2 acres of off-site improvements including construction of utilities in abutting rights-of-way, drainage conveyance features, and construction of the west half

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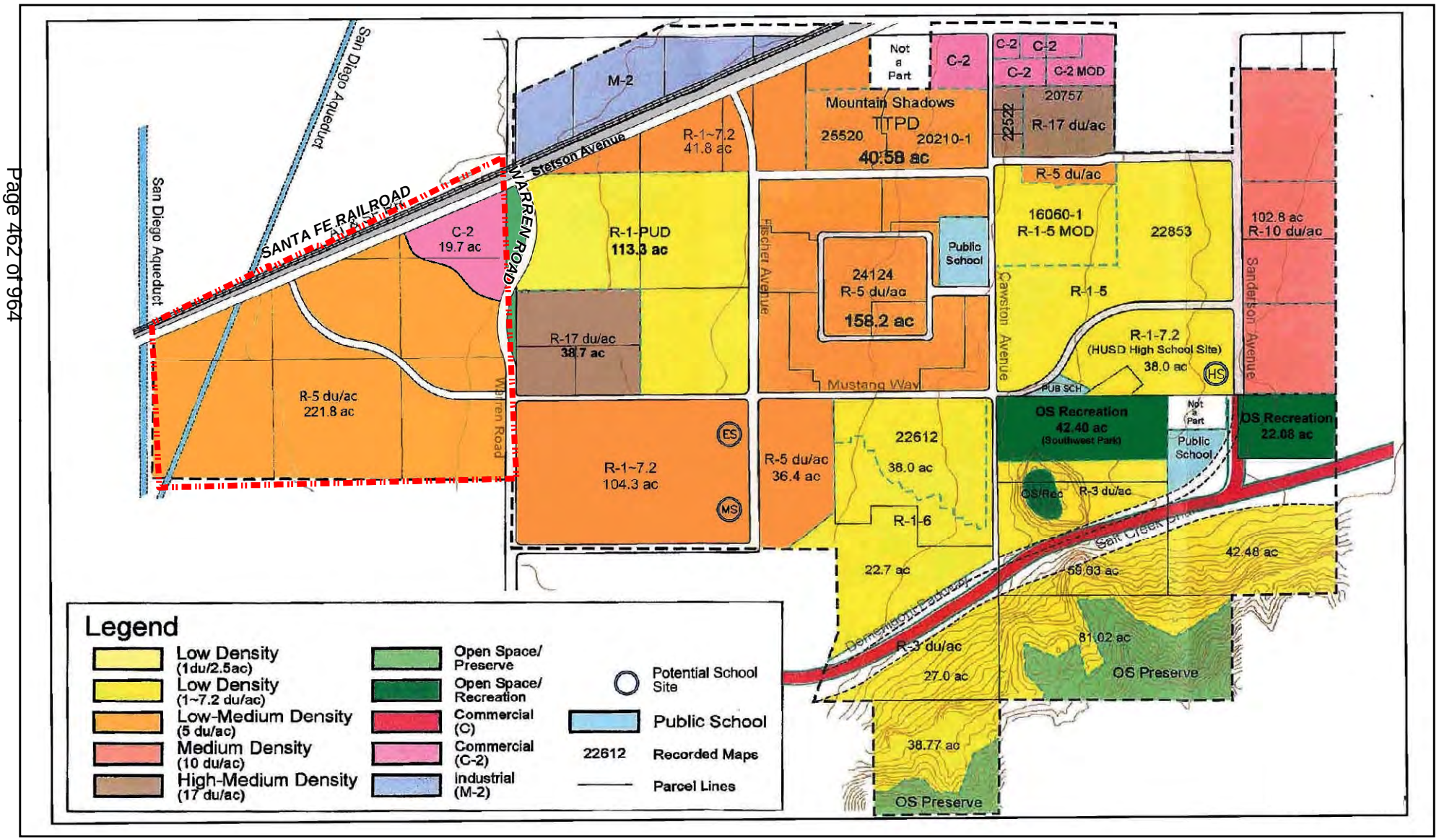

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FIGURE 2.4

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SOURCE: Stantec and Page Ranch Planned Community Development

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Proposed Page Ranch Community Development Land Use Plan

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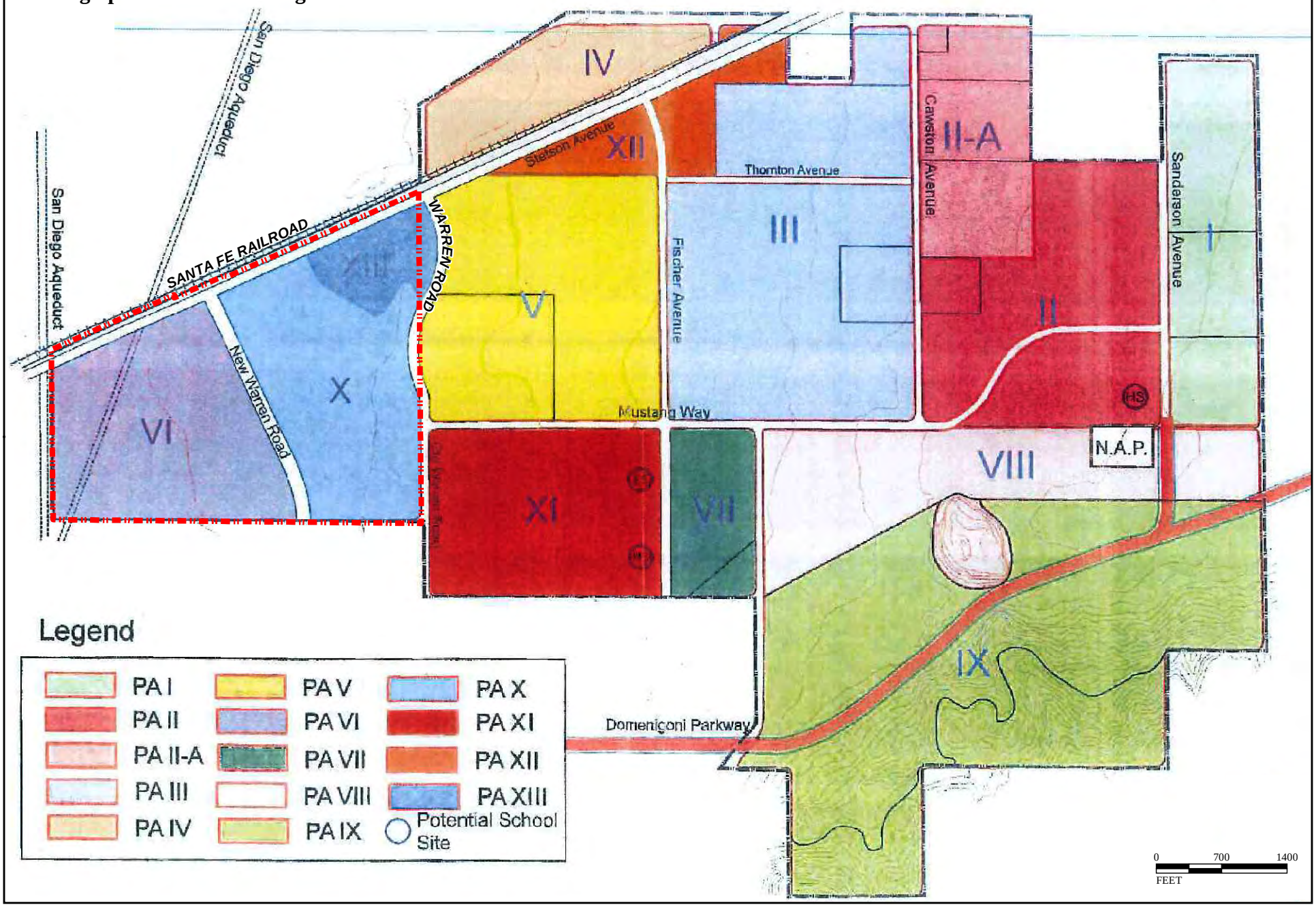
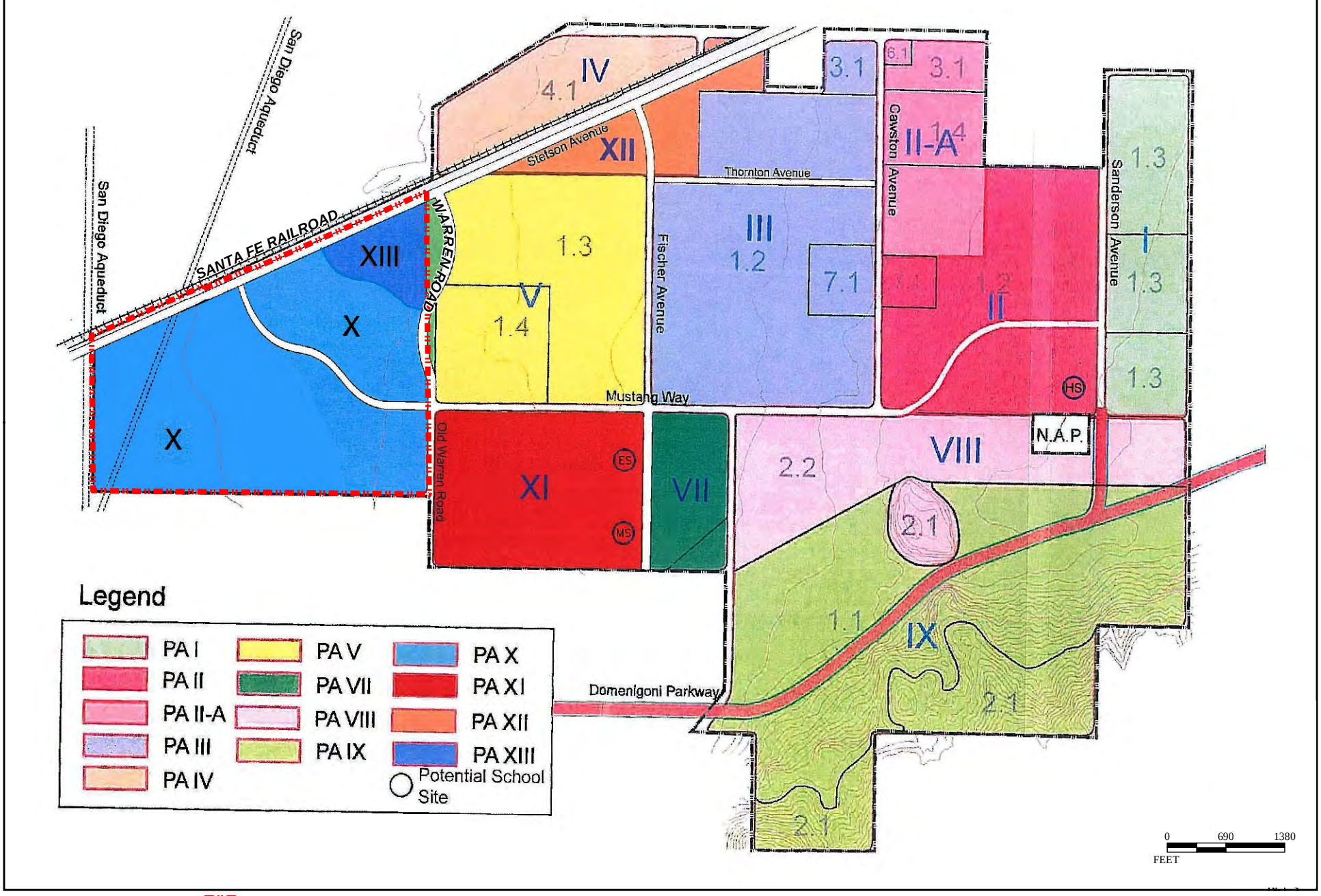
Existing Specific Plan Planning Areas



Proposed Specific Plan Planning Areas



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Project Boundary

FIGURE 2.5

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Rancho Diamanté Phase II
Subsequent Environmental Impact Report

Existing and Proposed Specific Plan Planning Areas

SOURCE: Stantec and Page Ranch Planned Community Development

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of Warren Road in the northeast part of the Modified Project including the intersection with "future" realigned Stetson Avenue and an interim transition back to the existing Warren Road alignment (Figure 2.4). Off-site drainage improvements include seven connections to the existing Hemet Channel north of the site and improvements to the existing drainage channel from the existing drainage basin in the southwest corner of the project site extending southerly to Simpson Road. From Simpson Road, the channel would continue to convey runoff south toward Salt Creek without further modifications. Temporary impacts for the channel assume a width of 20 feet for construction purposes on both sides of the ultimate channel and maintenance drive.

2.6.1 Specific Plan Amendment

The proposed SPA (SPA 15-001) would amend the adopted Page Ranch PCD 79-93/SP within Planning Areas VI, X, and XIII. Planning Areas VI and X are currently separated by the location of new Warren Road, and Planning Area XIII is located in the northeast corner of the Modified Project site. The proposed SPA would revise land use boundaries and planning areas, extend Mustang Way from its current terminus at Warren Road westward and northward through the proposed Modified Project site to the realignment of Stetson Avenue (on the south side and parallel to the railroad tracks), and reduce residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units. The SPA will merge Planning Areas VI and X into Planning Area X due to the extension of Mustang Way and convert the land use designation of former Planning Area VI from Low Density Residential to that of Planning Area X: Low Medium Density Residential. Lastly, the SPA will modify the boundary between Planning Areas X and XIII and change the Specific Plan designation for Planning Area XIII from Low Density Residential to C-2 General Commercial Zone.[1] The SPA also includes associated text changes.

2.6.2 General Plan Amendment

The proposed GPA (GPA 15-002) would amend the City's General Plan Circulation Element to extend Mustang Way from Warren Road westward and northward to realigned Stetson Avenue (Figure 2.5) and to change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to Regional Commercial (RC)[2] in Planning Area XIII located at the southwest corner of Warren Road/realigned Stetson Avenue.

2.6.3 Tentative Tract Map No. 36841

The proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) would subdivide 245.07 acres into 586 single-family residential lots on approximately 160.51 acres,[3] one lot of approximately 100,000 square feet of commercial uses on 19.67 acres, and 64.89 acres of public parks and private HOA parks and open space areas. The new community will contain a mix of residential lot sizes, with the smallest lot having a minimum of 5,000 square feet and the largest lot having approximately 10,990 square feet, with an average lot size of 6,434 square feet. Paseos are proposed for dispersed open space, pedestrian pathways, and the conveyance of drainage and other water quality benefits throughout the community. Drainage will be conveyed north to the Hemet Channel or south to the existing drainage channel and basin serving TTM 31807 and 31808, then south in the new drainage channel to Simpson

[1] Pursuant to Hemet Municipal Code Article XXVI, Section 90-892. – Zones Established, the C-2 General Commercial Zone is intended to provide appropriate areas for the development of commercial districts having a wide range of offices, services, retail stores, recreation, and transient accommosdations.

[2] Regional Commercial designation provides for intensive and broadly mixed retail concentrations. The representative form is a retail center, anchored by one or more major tenants other than a supermarket, and which draws from a regional rather than local market.

[3] 160.51 acres comprising 86.56 acres of single-family homes, 2.58 acres of street landscape, and 71.37 acres of public streets.

Road. Improvements also will be made flanking the existing channel along the southern boundary with a wall or berm a maximum of 3 feet high to ensure its intended function and capacity to accommodate a 100-year storm event, while preserving the vegetation that has occurred within the existing channel.

Proposed TTM No. 36841 establishes the locations of legal lots that would be ultimately sold to merchant home builders who will then subdivide the "for sale" residential lots. The proposed TTM replaces and expands previously approved TTM No. 35394 (Planning Areas VI, X and XIII) of the Approved Project and is being processed concurrently with the other two discretionary actions associated with the proposed Modified Project. Figure 2.6 shows the revised TTM [No. 36841].

2.6.4 Off-site Improvements

Off-site improvements to be implemented under the proposed Modified Project include construction of water and reclaimed water pipelines in the abutting roads, drainage conveyance features, and the construction of the westerly half of Warren Road along the eastern frontage of the Modified Project site. The Warren Road improvements also include modifications to the Stetson Avenue intersection at the northeast corner of the Modified Project site including a realigned transition back to the existing Warren Road alignment (2.05 acres of permanent impacts) (Figure 2.2). Proposed utility lines will be constructed to the extent they are required within the rights-of-way of the abutting roads. Off-site utility pipelines will be constructed by others during future off-site road construction. Off-site drainage improvements include connections to the existing Hemet Channel north of the site (0.05 acre of temporary impacts for the installation of seven drainage connections) and improvements to an existing drainage channel from the existing drainage basin in the southwest corner of the Modified Project site extending southerly to Simpson Road (4.17 acres of permanent impacts and 2.42 acres of temporary impacts). From Simpson Road, the channel would continue to convey runoff south toward Salt Creek without further modifications. Temporary impacts for the channel assume a width of 20 feet for construction purposes on both sides of the ultimate channel and maintenance drive. Modified Project permanent impacts for off-site improvements total 6.22 acres and temporary impacts total 2.47 acres.

2.7 COMPARISON OF PROPOSED MODIFIED PROJECT TO APPROVED PROJECT

The proposed Modified Project entails the westernmost 245.07 acres of the [Approved Project] 1,621-acre Page Ranch PCD SP (Figure 2.4). The application for new Tentative Tract Map 36841 encompasses former Planning Areas VI, X, and XIII of the Page Ranch PCD SP (i.e., the Approved Project). Approximately 99.4 acres of the 245.07-acre proposed Modified Project were encompassed as Planning Area X (TTM 35394) of the Approved Project. Planning Areas VI and X will be consolidated and merged into a single Planning Area X as part of the Modified Project (Table 2.B and Figure 2.5). Planning Area XIII will remain, but with a slightly modified acreage. The SPA will also change the land use for Planning Area XIII from Low Density Residential to C-2 General Commercial. Lastly, the SPA will modify the land use designation for Planning Area X from Low Density Residential to Low-Medium Density Residential and Open Space Recreation.

TTM 36841 proposed as part of the Modified Project will replace and expand TTM 35394 (Planning Area X) of the Approved Project, extend Mustang Way from its current terminus at Warren Road westward and northward through the proposed Modified Project site to the realignment of Stetson Avenue (on the south side and parallel to the railroad tracks), reduce the residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units, and include 19.67 acres of commercial uses in Planning Area XIII. Based on the acreages detailed in Table 2.B, the gross Modified Project density will be 2.60 dwelling units per acre as compared to the Approved Project density of 3.13 dwelling units per acre.

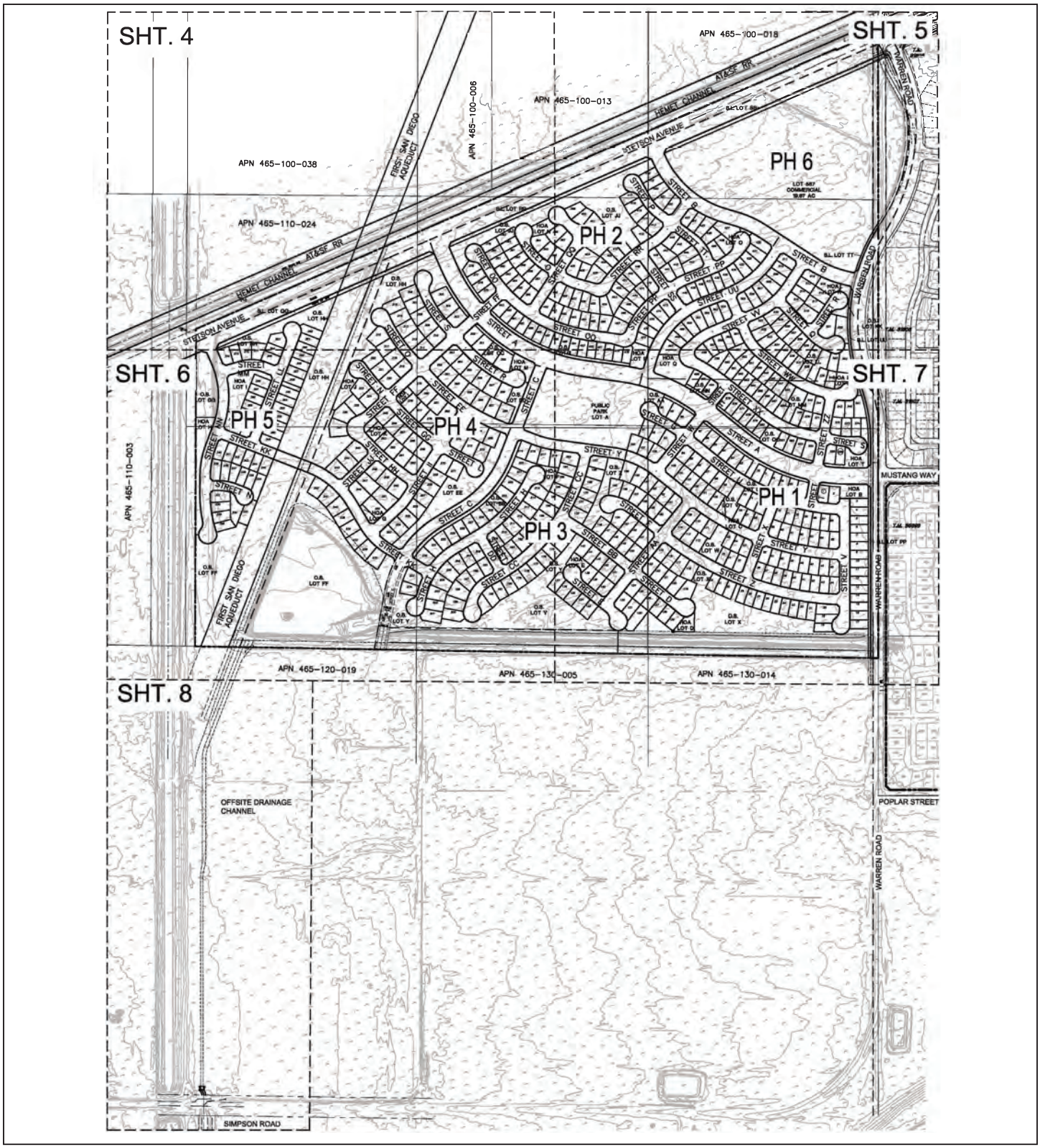

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FIGURE 2.6

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SOURCE: Pangaea

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Rancho Diamanté Phase II
Subsequent Environmental Impact Report

Proposed Tentative Tract Map No. 36841

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Table 2.B: Approved Project and Proposed Modified Project On-Site Land Use Designations and Quantities

Land Use	Page Ranch Planned Community Development	Proposed Modified Project
Planning Area VI (Low Density Residential)	117.7 acres	See Planning Area X[1]
Planning Area X (Low-Medium Density Residential)	99.4 acres	225.4 acres[2]
Planning Area XIII (Low Density Residential)	24.4 acres	19.67 acres[3]
TOTAL	**241.5 acres**	**245.07 acres**

[1] Planning Area VI will be incorporated into Planning Area X and be referred to as Planning Area X.
[2] The 225.4 acres of Planning Area X will include 86.56 acres of single-family homes, 2.58 acres of street landscape, 71.37 acres of public streets, 5.12 acres of private HOA parks, 5.62 acres of public parks, and 54.15 acres of open space areas.
[3] The 19.67 acres of Planning Area XIII will include approximately 100,000 square feet of commercial uses.

Sources:
Page Ranch Planned Community PCD 79-93 Proposed Amendment (SPA 15-001), September 2019, Amended from the previously approved version March 2009.
City of Hemet Tentative Tract Map No. 36841, Pangaea Land Consultants, Inc., November 2019.
Page Ranch Planned Community PCD 79-93 Master Plan and Development Standards Amendment (SPA 06-004), AEI-CASC, Revised March 2009.
Draft Environmental Impact Report: Rancho Diamante Phase II (SCH#2007091039), Michael Brandman Associates, May 2008.

Previously, "new" Warren Road was aligned to serve as the western boundary of an existing active adult community and to divert traffic from existing Warren Road to "new" Warren Road so the areas flanking existing Warren Road could function as a cohesive community. However, due to changing market conditions, the intent to expand the existing age-restricted community has changed, and the proposed Modified Project instead will create a larger community with broader market appeal. The previous alignment of "New" Warren Road was deleted at the western boundary of the Modified Project under the Hemet General Plan 2030, and a non-age-restricted community is envisioned in proposed Planning Area X/TTM 36841. Figure 2.3 illustrates the existing land uses of the Approved Project, and Figure 2.4 illustrates the proposed land uses of the proposed Modified Project. The westward extension of Mustang Way, and change in the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and new Stetson Avenue requires an amendment to the General Plan Circulation Element. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to Regional Commercial (RC).

2.8 MODIFIED PROJECT OBJECTIVES

The *State CEQA Guidelines* require that an EIR Project Description include "a statement of objectives sought by the proposed project." Rancho Diamante Investments, LLC, the project applicant, developed the following objectives for the proposed Modified Project. Additions to the Approved Project objectives made as part of the proposed Modified Project are underlined; text that has been removed from the Approved Project objectives is in strikeout:

- Provide diversity in housing types for ~~both senior housing and~~ family housing;
- Provide more compatible land uses for the existing development in the immediate area by elimination of industrial uses ~~south~~ north of the new alignment of Stetson Avenue;
- Provide a logical extension of infrastructure in the project area;

- Provide for a variety of residential development types which are functionally compatible with surrounding neighborhoods (~~Proposed~~ General Plan Goals and Policies ~~Workbook Policies~~ LU-5.1);
- Provide for the attainment of quality housing within a satisfying living environment for households of all socioeconomic, age, and ethnic types in Hemet (General Plan Goals and Policies ~~Workbook Goal~~ H-1);
- Provide residential product type to meet forecast demand in the Specific Plan area;
- Contribute to the creation of a community identity for the City of Hemet through conformance with architectural and landscape standards; and
- Provide commercial use among residential uses to reduce the frequency and distance of automobile trips.
- ~~Eliminate conflicts between adjacent uses, and the provision of clear buffers and transitions between dissimilar uses (1992 Hemet General Plan Page 2).~~

2.9 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the Lead Agency for the proposed Modified Project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed Modified Project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by the proposed Modified Project.

The legislative and discretionary actions to be considered by the City as part of the proposed Modified Project include:

- **Approval of a Specific Plan Amendment (SPA 15-001):** To revise the Page Ranch Planned Community Development Specific Plan land use boundaries and planning areas, extend Mustang Way to realigned Stetson Avenue, and reduce the residential density resulting in a corresponding reduction in the unit count from 744 to 586 units.
- **Approval of a General Plan Amendment (GPA 15-002):** To amend the City's General Plan Circulation Element to include the extension of Mustang Way from Warren Road westward to the future realignment of Stetson Avenue, and to change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. In addition, the Modified Project would amend the General Plan Land Use Designation for 19.67 acres of the site from Low Density Residential (LDR) to Regional Commercial (RC).
- **Approval of a Tentative Tract Map (TTM 36841):** To subdivide the 245.07-acre Modified Project site into 586 residential lots, 1 commercial lot, and 64.89 acres of public parks and private HOA parks and open space areas to implement the proposed Modified Project (i.e., tentative and final maps).
- **Approval of a Subsequent Environmental Impact Report (SEIR):** The City of Hemet has determined an SEIR to the Certified SEIR (SCH #2007091039) is required to analyze the potential environmental impacts of the proposed Modified Project. The SEIR to the Certified SEIR (SCH #2007091039) will include mitigation measures, as appropriate, to reduce potential environmental impacts and will be prepared in accordance with CEQA. The City of Hemet will consider certification of the SEIR prior to taking action on the requested approvals. In conjunction with Certification of the SEIR and approval of the proposed Modified Project, the City will adopt a Mitigation Monitoring and Reporting Program (MMRP), which will ensure implementation of the measures and conditions

of project approval that were adopted to mitigate or avoid potentially significant effects on the environment.

- **Encroachment Permits:** To excavate or otherwise encroach within the City of Hemet's public road right-of-way and for connections to the existing Hemet Channel for drainage purposes.
- **Any Other Discretionary Approvals:** As required by applicable laws or regulations to implement the proposed Modified Project.

2.10 SUBSEQUENT ACTIONS AND APPROVALS

Following certification of the SEIR and adoption of the discretionary actions listed in Section 3.9, additional actions and approvals will be required by the City and other agencies. Key approvals include:

- **Review and Approval of All On-site and Off-site Grading and Infrastructure Plans:** These include street and utility improvements pursuant to the proposed Modified Project conditions of approval.
- **Approval of a Preliminary Water Quality Management Plan (WQMP):** To mitigate post-construction runoff flows pursuant to the proposed Modified Project conditions of approval.
- **Building Permits:** Pursuant to the proposed Modified Project conditions of approval.
- **Any Other Non-discretionary Actions:** Consistent with the conditions of approval to implement the proposed Modified Project.
- Other City, regional, and State departments/agencies also may use the Subsequent EIR in conjunction with other required permits and approvals, including (but not limited to) the following:
  - Santa Ana Regional Water Quality Control Board.
  - California Department of Fish and Wildlife.
  - U.S. Fish and Wildlife Service.
  - Western Riverside County Regional Conservation Authority [Habitat Acquisition and Negotiation Strategy (HANS) and Joint Project Review (JPR) processes].
  - Riverside County Airport Land Use Commission.
  - Metropolitan Water District of Southern California.
  - Eastern Municipal Water District.
  - Riverside County Flood Control and Water Conservation District.

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3.0 EVALUATION OF ENVIRONMENTAL IMPACTS

Chapter 3.0 addresses the proposed Modified Project's potential to have significant effects on the environment for every environmental topic in the certified SEIR and includes a comparison of those effects with effects analyzed in the Certified EIR for the Approved Project. Each subsection in Chapter 3.0 includes an existing setting discussion that describes the physical environmental conditions within the project site as they existed at the time the Notice of Preparation (NOP) was prepared; this is considered the baseline physical condition by which the City determines whether an effect is considered to be significant (Section 15125(a)(1)).[1] Significant effects determined to be more severe than those that were previously examined will be addressed in detail and mitigated to the extent reasonably feasible. Significant effects determined to be equal to or less severe than those that were previously examined will be addressed in accordance with the mitigation measures outlined in the Certified SEIR for the Approved Project as applicable.

[1] The Modified Project NOP dated August 3, 2016, was circulated for a 30-day review period from August 3 to September 1, 2016 (Appendix A1). Due to changes to the Modified Project as submitted by the project applicant subsequent to the distribution of the 2016 NOP, a recirculated NOP dated April 16, 2019, was circulated for a 30-day review period from April 19 to May 19, 2019 (Appendix A2).

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3.1 AESTHETICS

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to aesthetics as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California.* SCH #2007091039. City of Hemet. May 2008.
- Douglas Kent + Associates. *California Friendly® Maintenance Guide for Landscapers, Gardeners, and Land Managers.* March 2017.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Pangaea Land Consultants, Inc. *Page Ranch Planned Community, PCD 79-93.* Appendix A, Master Plan and Development Standards Amendment Design Guidelines*.* March 2019.

Scoping Process/NOP Comments: Potential impacts related to aesthetics were not identified during the public scoping meeting held August 2016 for the proposed Modified Project.

No written comment letters were received in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts regarding aesthetics. Similarly, no written comment letters were received in response to the recirculated Notice of Preparation (NOP) issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts regarding aesthetics.

3.1.1 Regulatory Setting

3.1.1.1 Federal Regulations

There are no federal regulations regarding aesthetics that are applicable to the proposed Modified Project.

3.1.1.2 State Regulations

California Scenic Highway Program. The California Scenic Highway Program was established in 1963 to "preserve and protect scenic highway corridors from change which would diminish any aesthetic value of lands adjacent to highways." The state laws governing the scenic highway program are found in the California Streets and Highways Code Section 260 et seq. The California Scenic Highway System includes a list of highways that either have already been designated as scenic highways or that are eligible for designation as scenic highways.

California Public Utilities Code Section 21676 (Airport Land Use Commission). Projects located within zones administered by airport land use compatibility plans must comply with project-specific conditions imposed by the Airport Land Use Commission with jurisdiction over such airports.

3.1.1.3 Local Regulations

Mount Palomar Lighting Policy Area. The Palomar Observatory is located on Palomar Mountain in north San Diego County. The continued urbanization of the areas surrounding this observatory, including southwestern Riverside County, contributes to reducing the nighttime usefulness of this facility due to lighting from streetlights, automobiles, residences, and businesses. In order for the night sky to be viewed clearly for astronomical research purposes from this observatory, unique nighttime lighting standards are required for development within the Mount Palomar Lighting Policy Area. The Mount Palomar Lighting Policy Area consists of two zones; Zone A, which includes property within a 15-mile radius of the observatory, and Zone B, which includes property within a 45-mile radius of the observatory. Because the Modified Project site is approximately 26.5 miles north of the observatory, it is within Zone B of the Mount Palomar Lighting Policy Area.

Hemet General Plan. Scenic vistas in Hemet generally include publicly accessible views of the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains, as well as views of the Domenigoni Mountains at Diamond Valley Lake, Santa Rosa Hills, Lakeview Mountains, Tres Cerritos Hills, Park Hill, Bautista Canyon, and Reinhardt Canyon. The character of new development facilitated under the General Plan is expected to be similar to the existing urban landscape. Nevertheless, a substantial change in the character of the landscape would occur when open space, agricultural, and vacant land is developed into urban land uses.

Compliance with the applicable policies outlined in the City's General Plan would maintain and enhance scenic vistas and the quality of the visual character in and around the City. General Plan Policy OS-2.2 requires all development to be subject to the City's development review process to conserve view corridors, rock outcroppings, ridgelines, and other landscape features. The City's Scenic Highway Setback Overlay Zone requires a minimum 25-foot landscaped area for yards adjoining a City-designated scenic highway, such as Warren Road. The landscaped area is to include a mixture of "California-friendly"[1] trees, shrubs and ground cover. Additionally, General Plan Policy 13.15 requires reductions in the amount of reflective surfaces used in new construction, implementation of lighting that reduces light pollution in new development areas, and new lighting to cast light downward and reduce spillover onto adjacent properties.

Page Ranch Planned Community Development Specific Plan. With regards to scenic vistas and visual resources and character, the Page Ranch Planned Community Development Specific Plan (PCD SP) incorporates Open Space/Preservation Regulations "to preserve hillside areas where slopes exceed 25 feet or more in vertical height." By design and intent, the Page Ranch PCD SP establishes a framework to guide development of the planning area in accordance with the City General Plan, which, as stated previously, requires reductions in the amount of reflective surfaces used in new construction, implementation of lighting that reduces light pollution in new development areas, and new lighting to cast light downward and reduce spillover onto adjacent properties in accordance with General Plan Policy 13.15.

City of Hemet Municipal Code. Through implementation of the City's Zoning Ordinance, new development would be subject to restrictions designed to preserve the character of the City's natural open space, considerations for the maintenance of specific view corridors and "dark sky" conditions, and standards for hillside development and building heights. Pursuant to Section 90-386 (Site

[1] A California Friendly® Landscape is defined as one which is drought-tolerant, aesthetically pleasing, and sustainable in accordance with the *California Friendly® Maintenance Guide for Landscapers, Gardeners, and Land Managers.* Douglas Kent + Associates. March 2017.

Development Requirements) of the City Municipal Code, all on-site lighting shall be shielded to prevent off-site glare.

(1) All outdoor lighting shall be designed to illuminate uses, while minimizing light trespass into neighboring areas.

(2) The candlepower of outdoor lighting shall be the minimum required for safety purposes.

(3) Light for safety purposes shall be provided at entryways, along walkways, between buildings, and within parking areas.

(4) All lights shall be directed, oriented, and shielded downward to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct drivers' vision.

(5) Light sources shall not be located in required buffer areas, except those required to illuminate pedestrian walkways.

Additionally, Chapter 90 (Zoning), Article XXXII (Scenic Highway Setback Overlay Zone) of the City Municipal Code establishes the Scenic Highway Setback Overlay Zone, which requires a minimum 25-foot landscaped area for yards adjoining a City-designated scenic highway, such as Warren Road. The landscaped area is to include a mixture of "California-friendly" trees, shrubs and ground cover.

3.1.2 Certified EIR Findings

The 1979 EIR for the *Specific Land Use Plan, Southwest Area* did not address aesthetics specifically, but it did require the preservation of steep hillside slopes as a scenic resource in accordance with the Hemet Open Space and Conservation Element of the General Plan. The 2008 EIR for the 2009 SPA to the overall Page Ranch PCD SP indicates the 2009 SPA is consistent with the existing residential development to the east of the site. Impacts to scenic vistas and visual character of the site and its surroundings would not be significant since the project is proposed at relatively the same elevation as surrounding development and is similar in scale and bulk compared to surrounding developed uses. Furthermore, no significant trees, rock outcroppings, or surface historical resources are known to occur on-site, and there are no state scenic highways in proximity, so the project would not damage scenic resources along a state scenic highway. Finally, the incremental addition of nighttime lighting would not be substantial or significant due to the minimalist nature of residential lighting when installed in accordance with City standards, and construction of residential dwelling units is not expected to include materials known to generate substantial amounts of glare. Therefore, aesthetic-related impacts of the Approved Project were found to be less than significant.

3.1.3 Existing Environmental Setting

The Modified Project Site's overall visual character is a mix of suburban and rural residential land uses within the San Jacinto Valley. A group of eucalyptus trees stands are located in the eastern portion of the site just north of the Warren Road/Mustang Way intersection. The Second San Diego Aqueduct abuts the western boundary of the site as a canal in a north to south direction. The First San Diego Aqueduct traverses the site beneath the surface in northeasterly to southwesterly direction within a 150-foot-wide easement adjacent and parallel to two Eastern Municipal Water District easements (20-foot and 40-foot) for public utilities.

The Modified Project site is generally flat and ranges in elevation from approximately 1,510 feet AMSL in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. The site is undeveloped and highly disturbed with ruderal vegetation. The site has been regularly disked for the purposes of weed abatement for at least the past

twenty years. Surrounding land uses consist primarily of single-family residential uses to the east, and agricultural and undeveloped land to the north, south, and west, which contribute to open views toward the surrounding mountains and hillsides.

There are no State-Designated Scenic Highways in the City or near the Modified Project Site. State Route (SR) 74 crossing through the center of the City in an east-west direction approximately 1.25 mile north of the Modified Project site is an eligible State Scenic Highway, but it has not been officially designated. Warren Road, which abuts the eastern boundary of the Modified Project site, is a designated City Scenic Highway.

3.1.4 Methodology

Any evaluation of visual impacts is subjective; however, community aesthetic values can be used to evaluate changes in views within a particular community. These values are found in General [and Specific] Plan policies and zoning ordinances. Where specific policies are absent, general design theory and visual analysis methods can be incorporated to evaluate aesthetic impacts. In accordance with *CEQA Guidelines* 15162(c), this Subsequent EIR analyzes only changes in environmental impacts between the Approved Project and proposed Modified Project and will focus on changes in the visual character of the Modified Project site that would result from implementation of the proposed SPA 15-001, including the visual compatibility of on-site and adjacent uses, changes in vistas and viewsheds where visual changes would be evident, and the introduction of sources of light and glare.

The Riverside County Airport Land Use Commission (ALUC) reviewed the proposed Modified Project TTM 36841 and indicated the site is located in Zones C (32.02 acres of the Modified Project site) and D (213.05 acres of the Modified Project site) of the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) (refer to Figure 3.7.1). The Zones of the ALUCP were established in accordance with the *California Airport Land Use Planning Handbook* and are designated to guide development near the Hemet-Ryan ALUCP with airport hazards (i.e., airplane crashes) taken into consideration. Accordingly, the ALUC prescribed several conditions of project approval, some of which include restrictions on outdoor lighting and potential for glare. A detailed discussion of the ALUC conditions prescribed to the proposed Modified Project is provided in Section 3.7, *Hazards and Hazardous Materials*, of this SEIR.

3.1.5 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, the proposed Modified Project would result in a significant impact to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features: Project Design Features **(**PDFs) include features proposed by the Modified Project that are already incorporated into the project's design as appended in the Modified Project SPA 15-001 and are specifically intended to reduce or avoid impacts to aesthetic resources. The proposed Modified Project SPA 15-001 provides regulations and development standards to guide development of the proposed residential and commercial uses. These regulations and standards are codified in the

Page Ranch Planned Community, PCD 79-93 Master Plan and Development Standards Amendment Design Guidelines and establish development and design criteria to ensure a cohesive and aesthetically pleasing community that is not only architecturally compatible with surrounding land uses but also complements the existing development in proximity to the site.

Architectural design will be cohesive throughout the Modified Project Site and consider the relationship and compatibility of the proposed residential and commercial uses in Planning Areas X and XIII, respectively, with the existing developed uses of the Approved Project. Landscape design will be implemented to achieve unification of a community identity while respecting the separation between the public commercial from the private residential domains, as well as between the individual residential lots themselves, through the use of appropriate structural setbacks, hardscape materials, plant materials, and planting character arranged in various scales and intensities. Fence and wall design will be compatible with and consist of materials and color schemes similar to those of the existing developed uses of the Approved Project. Additionally, the fence and wall concept is important to provide security, privacy, and a sense of enclosure and ownership. Open space design includes a network of landscaped areas and lawns, paseos, a water detention basin, and parks of varying sizes and for a variety of purposes. Throughout the Modified Project site, the open space design elements will ensure a park-like setting is achieved. Lighting will be designed in accordance with City standards (see PPP 3.1-2), resulting in warm, subdued lighting geared to the semi-rural character of the City, while a comprehensive sign program will promote commerce, traffic safety, and community identity, while also promoting and enhancing the quality of the visual environment of the area.

Plans, Policies, or Programs: Plans, Policies, or Programs **(**PPPs) are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to aesthetic resources.

PPP 3.1-1 To ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan pursuant to Section 65450 et seq. of the California Government Code, the proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) must undergo Planning Staff review and approval in accordance with Section VI (Site Plan Requirements) of the SPA 15-001 prior to permit issuance.

PPP 3.1-2 Pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code, all on-site lighting shall be shielded to prevent off-site glare.

(1) All outdoor lighting shall be designed to illuminate uses, while minimizing light trespass into neighboring areas.

(2) The candlepower of outdoor lighting shall be the minimum required for safety purposes.

(3) Light for safety purposes shall be provided at entryways, along walkways, between buildings, and within parking areas.

(4) All lights shall be directed, oriented, and shielded downward to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct drivers' vision.

(5) Light sources shall not be located in required buffer areas, except those required to illuminate pedestrian walkways.

3.1.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.1.7.1 Substantial Adverse Change on a Scenic Vista

Threshold:	Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas in Hemet generally include publicly accessible views of the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains, as well as views of the Domenigoni Mountains at Diamond Valley Lake, Santa Rosa Hills, Lakeview Mountains, Tres Cerritos Hills, Park Hill, Bautista Canyon, and Reinhardt Canyon.

The Certified EIR of the Approved Project concluded unobstructed views of open fields and mountains in the distance will be partially blocked depending on a person's viewpoint. With residential development, different factors (location and height of residential structures, topography, trees) can have a direct bearing on views. Since development under the Approved Project would be of similar scale and height and at relatively similar elevation as the surrounding developed uses to the east, the Approved Project will not have a significant adverse effect on scenic vistas.

Development under the proposed Modified Project will be similar in scale and massing as the existing surrounding land uses developed under the Approved Project. PDFs detailed in the Modified Project SPA 15-001 (refer to Section 3.1.6 above) will ensure residential and commercial building heights are commensurate with the existing developed uses surrounding the Modified Project site and shall not exceed 35 feet in height. Additionally, the comprehensive sign program includes design criteria for the proposed commercial use in Planning Area XIII that control the location, size, type, and number of signs permitted and which regulate and control all other matters pertaining to signs.

As specified in **PPP 3.1-1,** Section 65450 et seq. of the California Government Code authorizes cities to prepare, adopt, and administer Specific Plans for portions of their jurisdictions as a means of implementing the City's General Plan. To ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan and Zoning Code, the proposed Tentative Tract Map (TTM) No. 36841 (MAP 15-008) must undergo Planning Staff review and approval in accordance with Section VI (Site Plan Requirements) of the SPA 15-001 prior to permit issuance. This review process will ensure the proposed Modified Project incorporates architectural elements that protect scenic vistas. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to scenic vistas. No mitigation is required.

3.1.7.2 Substantially Damage Scenic Resources within a State Scenic Highway

Threshold:	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

There are no State-Designated Scenic Highways in the City or near the City. SR-74 crossing through the center of the City in an east-west direction is an eligible State Scenic Highway, but it has not been officially designated. The nearest State Scenic Highway is SR 74 beginning approximately 3 miles east of the City limits and proceeding eastbound through Riverside County and into the San Bernardino National Forest.

The Certified EIR of the Approved Project concluded the designated City Scenic Highway Warren Road occurs along the western property boundary. The Approved Project included improvements to this road along the west boundary of TTM 35394, but it would require a 25-foot setback with landscaped parkways and meandering bike/pedestrian paths (as part of the Paseo system from the Page Ranch

PCD SP) along the project boundary. Since there are no historic buildings, significant trees, or rock outcroppings on-site, impacts would be less than significant.

Warren Road, which abuts the eastern boundary of the Modified project site, is a designated City Scenic Highway. The Page Ranch PCD SP and proposed SPA 15-001 establish design criteria for development along Warren Road, as well as for the proposed off-site improvements to Warren Road north of the Modified Project site, which include building setbacks, a California Friendly Landscape Palette in accordance with General Plan Policy CD-3.7,[2] and meandering bike/pedestrian paths in accordance with Chapter 90 (Zoning) and Article XXXII (Scenic Highway Setback Overlay Zone) of the City Municipal Code. Landscaping in the detention basins, if not riprap, shall be in accordance with the guidance provided in Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure, and the *Airports Wildlife and Stormwater Management* brochure available at www.rcaluc.org and Appendix F2 (refer to **Mitigation Measure 3.7.10.3**). Implementation of **PPP 3.1-1** requires development of the proposed Modified Project to include Planning Staff review and approval to ensure all appropriate measures to minimize adverse visual impacts and enhance the public's aesthetic enjoyment of the scenic highway corridors are implemented. Therefore impacts to the [City Scenic] Warren Road would be less than significant.

SR 74 crossing through the center of the City in an east-west direction approximately 1.25 mile north of the Modified Project site is an eligible State Scenic Highway, but it has not been officially designated.[3] Nevertheless, the Modified Project site is at too great a distance from the SR 74 to have any impact to scenic resources along the SR 74 roadway. Therefore, no impact to scenic resources within a state scenic highway would occur. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to scenic resources within a state scenic highway. No mitigation is required.

3.1.7.3 Substantially Degrade Existing Visual Character or Quality

Threshold:	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The City's overall visual character is a mix of urban, suburban, and rural residential land uses, as large undeveloped parcels are distributed throughout the planning area and contribute to open views toward the surrounding mountains and hillsides. The Certified EIR of the Approved Project concluded the project could generate short-term visual impacts during construction through the use of heavy construction equipment and machinery during grading and eventually the construction of new single family residential units. Temporary impact to views would be most prominent from the existing residential development located on the east side of the proposed site. However, construction activity would be temporary and would be replaced with a cohesive and aesthetically pleasing community that is not only architecturally compatible with surrounding land uses but also complements the existing development in proximity to the site.

Operation of the Approved Project would alter the visual character of the site and its surroundings through conversion of open space and agricultural lands into suburban landscapes. However, the Approved Project site is generally flat, and development of the site would result in only a slight modification of the natural contours to create a series of housing pads and streets. Therefore, views of

[2] A California Friendly® Landscape is defined as one which is drought-tolerant, aesthetically pleasing, and sustainable in accordance with the *California Friendly® Maintenance Guide for Landscapers, Gardeners, and Land Managers.* Douglas Kent + Associates. March 2017.

[3] *California Scenic Highway Mapping System, Riverside County.* California Department of Transportation. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ (accessed March 14, 2019).

the site and its surroundings would appear similar to those of the neighborhoods east of Fisher Street, and the change of the visual character of the area would not substantially degrade the quality of the site and its surroundings.

Development under the proposed Modified Project will be similar in scale and massing as the existing surrounding land uses developed under the Approved Project. Design guidelines appended in the Modified Project SPA 15-001 will ensure residential and commercial building heights are commensurate with the existing developed uses surrounding the Modified Project site and shall not exceed 35 feet in height. Additionally, the comprehensive sign program includes design criteria for the proposed commercial use in Planning Area XIII that control the location, size, type, and number of signs permitted and which regulate and control all other matters pertaining to signs.

In accordance with General Plan Policy OS-2.2, the proposed TTM No. 36841 (MAP 15-008) will be subject to the City's development review process to conserve view corridors, rock outcroppings, ridgelines, and other landscape features, as specified in **PPP 3.1-1,** to ensure conformance with development standards set forth in the Planned Community Regulations and Policy Guidelines of the SPA 15-001, as well as the City General Plan and Zoning Code. This review process will ensure the City's visual character is considered and appropriate design elements are incorporated into the Modified Project to protect the semi-rural character of the City. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to visual character or quality of the site and its surroundings. No mitigation is required.

3.1.7.4 Substantial Light or Glare

Threshold:	Would the project create a new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area?

The mix of suburban, rural residential, and airport land uses in the vicinity of the Modified Project site contain few major sources of substantial light and glare. The Certified EIR of the Approved Project concluded the proposed uses would require a variety of lighting at night, including street lights and residential lighting that would create a new light source in the community and contribute to an increase in lighting in the area. Glare would increase minimally with the addition of windows on the proposed structures, as windows are not the primary material of single-family homes and therefore would not generate a substantial amount of glare.

The Modified Project site is located in an area that is developed with commercial and residential uses. The amount and level of lighting would generally be similar to that which currently exists in the project vicinity. Development under the proposed Modified Project will be similar to the Approved Project and include 586 residential dwelling units, approximately 100,000 square feet of regional commercial uses, and 64.89 acres of private HOA and public parks and open space areas. The Modified Project site is approximately 26.5 miles north of the Palomar Observatory, within Zone B of the Mount Palomar Lighting Policy Area. Accordingly, the Modified Project shall restrict the use of certain light fixtures emitting into the night sky undesirable light rays that have a detrimental effect on astronomical observation and research. The proposed Modified Project will implement **PPP 3.1-2,** which requires reductions in the amount of reflective surfaces used in new construction, implementation of lighting that reduces light pollution in new development areas, and new lighting to cast light downward and reduce spillover onto adjacent properties, pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code. Additionally, the proposed TTM No. 36841 (MAP 15-008) will be subject to the City's development review process to ensure consistency with the applicable Zoning Ordinances and General Plan Policies, as specified in **PPP 3.1-1**. Through implementation of **PPP 3.1-1** and **PPP 3.1-2,** construction and operation of the proposed Modified Project would not involve new significant

environmental effects or a substantial increase in the severity of previously identified significant effects related to new sources of substantial light or glare. Light and glare impacts from the proposed Modified Project would be the same as those identified for the Approved Project (i.e., less than significant). No mitigation is required.

3.1.8 Cumulative Impacts

3.1.8.1 Proposed Modified Project Compared to Approved Project Impact Analysis

The cumulative “universe” for impacts to aesthetic (visual or lighting) resources relative to the proposed Modified Project would be the City of Hemet, which includes views of hills and ridgelines such as the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains, as well as views of the Domenigoni Mountains at Diamond Valley Lake, Santa Rosa Hills, Lakeview Mountains, Tres Cerritos Hills, Park Hill, Bautista Canyon, and Reinhardt Canyon. Projects included in this "universe" include the Page Ranch PCD SP and other projects outside of the Page Ranch PCD SP within approximately 3 miles of the project site. Many of these projects will be built at suburban densities. Continued development of the Page Ranch PCD SP and other development within the project area would incrementally increase ambient light and glare, and incrementally degrade "dark skies" conditions.

The Certified EIR of the Approved Project concluded that as long as new development, including the proposed project, is similar in appearance and scale to existing development, and meets local planning and design guidelines, neither it nor they would contribute to cumulatively considerable aesthetic impacts.

By its very nature, the proposed Modified Project SPA 15-001 establishes development standards and design criteria to ensure development does not result in significant impacts to scenic resources or results in a substantial increase in lighting or glare. Cumulatively, construction of 586 residential dwelling units and approximately 100,000 square feet of regional commercial uses, as well as development surrounding the Modified Project site, would add more lighting and glare to the area. Although the proposed Modified Project SPA 15-001 cannot administer development standards outside of its jurisdiction, it would reduce its incremental contribution to cumulative aesthetic-related impacts from development to less than significant levels by implementing the various design guideline PDFs (refer to Section 3.1.6 above) related to architecture, landscaping, building heights and setbacks, and a comprehensive sign program, as well as **PPP 3.1-1** and **PPP 3.1-2** to ensure compliance with local planning and design guidelines. Compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulative aesthetic (visual or lighting) resources. No mitigation is required.

3.1.9 Level of Significance before Mitigation

Neither the Approved Project nor the proposed Modified Project is determined to result in significant impacts to aesthetic (visual or lighting) resources. With the incorporation of various design guideline PDFs (refer to Section 3.1.6 above) related to architecture, landscaping, building heights and setbacks, and a comprehensive sign program, as well as **PPP 3.1-1** and **PPP 3.1-2** to ensure compliance with local planning and design guidelines, the proposed Modified Project is concluded to have substantially the same [less than significant] impacts as the Approved Project with regard aesthetic (visual or lighting) resources.

3.1.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

Mitigation measures to reduce impacts to aesthetic (visual or lighting) resources to less than significant levels are not required for either the Approved Project or the proposed Modified Project.

3.1.11 Level of Significance after Mitigation

Neither the Approved Project nor the proposed Modified Project are determined to result in significant impacts to aesthetic (visual or lighting) resources. With the incorporation of various design guideline PDFs related to architecture, landscaping, building heights and setbacks, and a comprehensive sign program, as well as **PPP 3.1-1** and **PPP 3.1-2** to ensure compliance with local planning and design guidelines, the proposed Modified Project is concluded to have substantially the same [less than significant] impacts as the Approved Project with regard aesthetic (visual or lighting) resources.

In summary, no new mitigation or alternatives have been identified that would substantially or further reduce any aesthetics impacts of the Modified Project.

3.2 AGRICULTURAL RESOURCES

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to agricultural resources as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California.* SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

Scoping Process/NOP Comments: Potential impacts to agricultural resources were not identified during the public scoping meeting held in August 2016 for the proposed Modified Project. However, one comment regarding current farming activity on the adjacent parcel to the south of the Modified Project site was received that expressed concerns related to vector control, dust, odors, and flies from the adjacent agricultural property. This issue is addressed in Section 3.3, Air Quality of this SEIR.

The City received no comments in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to agricultural resources. Furthermore, no additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to agricultural resources.

3.2.1 Regulatory Setting

3.2.1.1 Federal Regulations

There are no federal regulations regarding agricultural resources that are applicable to the proposed Modified Project.

3.2.1.2 State Regulations

The California Government Code (Section 65570) requires the collection and reporting of agricultural land use acreage and conversion by June 30 of each even-numbered year. Utilizing data from the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information, the California Department of Conservation (DOC), and Farmland Mapping and Monitoring Program (FMMP)[1] compiles important farmland maps for each county within the State. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. These maps delineate land use in eight mapping categories (and one overlay category) and represent an inventory of agricultural soil

[1] *A Guide to the Farmland Mapping and Monitoring Program*, California Department of Conservation, Division of Land Resources Protection, 2004 Edition.

resources within Riverside County. Through the FMMP, agricultural resources are separated into the following categories:[2]

- **Prime Farmland:** Lands with the best combination of physical and chemical features and able to sustain long-term production of agricultural crops. This land must have been used to produce irrigated crops within the last three years in order to be so designated.
- **Farmland of Statewide Importance:** Land similar to Prime Farmland but with relative shortcomings, such as greater slopes or less ability to store soil moisture. This land must have been used to produce irrigated crops within the last three years in order to be so designated.
- **Unique Farmland:** Land which does not meet the above criteria for Prime or Statewide Importance, but which is currently used for the production of specific high-value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality and high yields of specific crops. Examples of such crops include oranges, olives, avocado, rice, grapes, and cut flowers.
- **Farmland of Local Importance:** Non-irrigated land that is either currently producing crops or has the capacity of production. This land includes dry land grain, dairies, and other agricultural-zoned land not included in the above categories. This land may be important to the local economy due to its productivity.

For purposes of reporting changes in land use as required for FMMP's biennial farmland conversion report, the DOC also categorizes land as Urban and Built-Up Land or Other Land, which are defined as:

- **Urban and Built-Up Land:** Lands occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land:** Lands not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act) of 1965 is a non-mandated State program administered by counties and cities for the preservation of agricultural land. This program enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive much lower property tax assessments than normal because the assessments are based upon farming and open space uses rather than full market value.

3.2.1.3 Local Regulations

Hemet General Plan. The City's General Plan outlines several General Plan policies pertaining to agricultural resources throughout the City. General Plan Policies OS-P-12, OS-P-13, and LU-P-48 are designed to conserve agricultural lands within the City's planning area by supporting the use of

[2] Section 4.2-Agricultural Resources, *City of Hemet General Plan 2030 Environmental Impact Report*. Pages 4.2-2. City of Hemet. January 2012.

conservation easements to protect agricultural uses and by creating agricultural buffer zones between various land uses.

3.2.2 Certified EIR Findings

The 1979 EIR concluded the Approved Project would require zone changes in portions of the City's Residential Agriculture zone to allow for the increased residential densities proposed at an average of 5.4 dwelling units per acre. Over 2,643 acres of agricultural and open space land, including portions of land identified as agricultural preserve and Prime Farmland, would be converted to residential, commercial, and industrial land uses. The loss of this agricultural land is considered irreversible, and mitigation was proposed that encouraged participation in the Williamson Act Preservation Program and suggested providing additional incentives to agricultural landowners not eligible for preservation status.

The 2008 EIR concluded the Approved Project would convert approximately 213.8 acres of land designated by the FMMP as Farmland of Local Importance to non-agricultural use. Mitigation to reduce the impact of this land conversion was determined to be infeasible since the City had already committed the land to residential use through the adoption of the Page Ranch PCD SP. Impacts from the conversion of farmland to non-agricultural use would be significant and unavoidable. The 2008 EIR also concluded the Approved Project would not conflict with any Williamson Act contract, nor would it conflict with existing agricultural zoning, and mitigation was therefore not required. The EIR concluded the Approved Project would not result in other changes to the existing environment that would result in the indirect conversion of farmland to non-agricultural use.

3.2.3 Existing Environmental Setting

The Modified Project site is a former agricultural property that is currently uncultivated. The site is highly disturbed with ruderal vegetation and has been regularly disked for the purposes of weed abatement for at least the past 20 years. Surrounding land uses consist primarily of single-family residential uses to the east, and agricultural and undeveloped land to the north, south, and west.

According to the FMMP, the 245.07-acre Modified Project site and 2.05 acres off site to the north (i.e., proposed realignment of Warren Road) are designated Farmland of Local Importance. Additionally, approximately 50 percent of the 4.17 acres off site to the south (i.e., proposed storm water channel to Simpson Road) are located within Farmland of Statewide Importance, with the other 50 percent located within Unique Farmland.[3]

The project site is not under a Williamson Act contract and the nearest properties under Williamson Act contract are over 3.5 miles to the west and southwest.[4]

3.2.4 Methodology

The FMMP was referenced to determine if the Modified Project site is located in Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. These maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.

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[3] *Riverside County Important Farmland 2016, Sheet 1 of 3.* California Department of Conservation. https://www.conservation.ca.gov/dlrp/fmmp/Pages/Riverside.aspx (accessed March 19, 2019).

[4] *Riverside County Williamson Act FY 2015/2016, Sheet 1 of 3.* California Department of Conservation. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/ (accessed March 19, 2019).

The Approved Project utilizes the California Agricultural Land Evaluation and Site Assessment (LESA) Model prepared by the DOC to provide essential information on determining whether impacts to agricultural resources are significant environmental effects. In accordance with *CEQA Guidelines* 15162(c), this SEIR analyzes only changes in environmental impacts between the Approved Project and proposed Modified Project, as discussed below.

3.2.5 Thresholds of Significance

Appendix G of the *CEQA Guidelines* (14 CCR 15000 et seq.) provides guidance for evaluating whether a project may result in significant impacts. Based on Appendix G, the proposed project could have a significant impact on agricultural resources if it would:

- 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 uses;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract; and/or
- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use.

3.2.6 Proposed Modified Project Design Features and Compliance Measures

The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project will amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with inclusion of 19.67 acres of commercial uses on site. Since neither the Approved Project nor proposed Modified Project includes any proposed agricultural uses, there are no project design features or compliance measures related to agricultural resources that would apply to the Modified Project.

3.2.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.2.7.1 Conversion of Farmland to Non-Agricultural Use

Threshold:	Would the project 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 uses?

Implementation of the Modified Project would convert approximately 245.07 acres on site plus off-site acreage dedicated for the proposed realignment of Warren Road from Farmland of Local Importance to a non-agricultural uses such as residential, park, commercial, and infrastructure (e.g., drainage and roadways). Additionally, approximately 50 percent of the off-site acreage dedicated for improving the existing pilot channel that conveys storm water runoff from the existing on-site drainage basin south to the existing channel at Simpson Road would be converted from Farmland of Statewide Importance to non-agricultural use, while the remaining 50 percent would be converted from Unique Farmland to non-agricultural use.[5]

The 1979 Certified EIR concluded zone changes would be required in portions of the City's Residential Agriculture zone to allow for the increased residential densities proposed at an average of 5.4 dwelling

[5] *Riverside County Important Farmland 2016, Sheet 1 of 3.* California Department of Conservation. https://www.conservation.ca.gov/dlrp/fmmp/Pages/Riverside.aspx (accessed March 19, 2019).

units per acre. Over 2,643 acres of agricultural and open space land, including portions of land identified as agricultural preserve and Prime Farmland, would be converted to residential, commercial, and industrial land uses. The loss of this agricultural land would be irreversible, and mitigation was proposed that encouraged participation in the Williamson Act Preservation Program and suggested providing additional incentives to agricultural landowners not eligible for preservation status.

The 2008 EIR included evaluation of Planning Areas XIII, XII, XI, and former Planning Area X totaling 213.8 acres designated by the FMMP as Farmland of Local Importance. Using the LESA Model, the EIR concluded the Approved Project would have a significant impact on agricultural resources through the conversion of 213.8 acres of Farmland of Local Importance to non-agricultural use. Furthermore, no feasible mitigation is available to reduce this impact since the Approved Project site had already been rezoned for residential uses under the 1979 EIR, so impacts would remain significant and unavoidable.

Approximately 99.4 acres of the 245.07-acre proposed Modified Project overlap TTM 35394 (Planning Area X) of the Approved Project, and the remaining 145.67 acres of the proposed Modified Project entail portions of Planning Areas VI and XIII of the Approved Project (Figure 2.5). Both the Approved Project and proposed Modified Project are located on land designated Farmland of Local Importance, and portions of the Modified Project's off-site improvements are proposed on Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Therefore, implementation of the Modified Project would convert farmland to non-agricultural use and impacts would be **significant and unavoidable**. When compared to the Approved Project, impacts associated with conversion of farmland to non-agricultural use would be the same (i.e., significant and unavoidable).

3.2.7.2 Conflict with Existing Zoning or Williamson Act Contract

Threshold:	Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

According to the City General Plan, there are no Williamson Act contract lands within the City limits. The Modified Project site is not under a Williamson Act contract and the nearest properties under Williamson Act contract are over 3.5 miles to the west and southwest.[6] The City has already committed the Modified Project site for residential use through the adoption of the Page Ranch PCD SP. Construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to zoning for agricultural use or a Williamson Act Contract. No mitigation is required. As compared to the Approved Project, impacts associated with conflicts with agricultural zoning or Williamson Act contracts would be the same (i.e., **less than significant**).

3.2.7.3 Other Changes Resulting in Farmland Conversion to Non-Agricultural Use

Threshold:	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?

The analysis in the 2008 Certified EIR included implementation of the LESA Model on Planning Areas XIII, XII, XI, and X of the Approved Project, which identified the SPA Zone of Influence (ZOI) to encompass 2,137 acres of surrounding parcels, of which approximately 335 acres, 16 percent, of the ZOI were under agricultural use as of 2009. Although the Certified EIR concluded the Approved Project

[6] *Riverside County Williamson Act FY 2015/2016, Sheet 1 of 3.* California Department of Conservation. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/ (Accessed March 19, 2019).

would have a significant impact on agricultural resources through the conversion of 213.8 acres of Farmland of Local Importance to non-agricultural use, the LESA Model's "Surrounding Agricultural Land" score was found to be "0" due to the negligible amount of active farming (16 percent of the ZOI) occurring on properties surrounding the Approved Project site. Therefore, although impacts from the conversion of farmland to non-agricultural use were found to be significant under the Approved Project, the Certified EIR concluded that the Approved Project would not result in other changes to the existing environment that would result in the indirect conversion of farmland to non-agricultural uses.

Both the Approved Project and proposed Modified Project are located on land designated Farmland of Local Importance, and portions of the Modified Project's off-site improvements are proposed on Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Therefore, similar to the Approved Project, implementation of the Modified Project would convert Farmland to non-agricultural use. However, a significant portion of the Modified Project site (Planning Areas X and XIII) overlaps the Approved Project site analyzed under the LESA Model and the remaining portion of the Modified Project site (former Planning Area VI) is within the 2009 SPA agricultural resources ZOI.

The current land uses surrounding the Modified Project site are substantially similar to those which were analyzed under the LESA Model for the Approved Project, including the unincorporated properties engaged in active farming adjacent to the south of the Modified Project site. Off-site improvements for the proposed Modified Project in this portion of the Approved Project's ZOI include improving the existing pilot channel that conveys storm water runoff from the existing on-site drainage basin south to the existing channel at Simpson Road. Approximately 50 percent of the off-site acreage dedicated for channel improvement is located within Farmland of Statewide Importance, while the other 50 percent is located within Unique Farmland.[7] However, the proposed improvements to the existing pilot channel would encompass a negligible amount of farmland property, as they would require permanent easements between 55 feet and 84 feet wide for approximately 2,250 feet along the far western boundary of the existing farmland, and therefore would not obstruct or preclude the continued use of the property for farming. Similar to the Approved Project, changes in the environment that could result in the conversion of farmland to non-agricultural use through implementation of the Modified Project would be the same as those identified for the Approved Project (i.e., less than significant), and no mitigation is required.

3.2.8 Cumulative Impacts

3.2.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

Similar to the Approved Project, the cumulative "universe" for impacts to agricultural resources under the Modified Project is the current agricultural uses within the City limits and sphere of influence (City planning area). Projects included in this "universe" include the Page Ranch PCD SP and other projects outside of the Page Ranch PCD SP within Hemet, as well as the neighboring jurisdictions of San Jacinto and the County of Riverside (refer to Exhibit 4-11 in Appendix I1). Many of these projects could be built on land currently in use for agricultural purposes or having potential to be utilized for agriculture.

As detailed in Section 3.2.7 above, the Certified EIR of the Approved Project concluded that impacts to agricultural resources from the conversion of farmland to non-agricultural use would be **significant and unavoidable**, and no feasible mitigation is available since the Page Ranch PCD SP is already approved for non-agricultural uses. This finding also applies to the Modified Project, as it is encompassed within the Page Ranch PCD SP and will convert farmland to non-agricultural uses.

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[7] *Riverside County Important Farmland 2016, Sheet 1 of 3.* California Department of Conservation. https://www.conservation.ca.gov/dlrp/fmmp/Pages/Riverside.aspx (accessed March 19, 2019).

The City General Plan adopted Policies OS-3.1, OS-3.2, OS-3.3, and OS-3.4 designed to conserve agricultural lands within the City's planning area by supporting the use of conservation easements to protect agricultural uses and by creating agricultural buffer zones between various land uses. According to the FMMP, the City's planning area includes approximately 2,750 acres of Prime Farmland, 468 acres of Farmland of Statewide Importance, and 1,561 acres of Unique Farmland (total of 4,779 acres). The General Plan designates approximately 2,614 acres of farmland for agriculture or open space within the planning area, with the balance of farmland designated for urban uses, including implementation of the approved Page Ranch PCD SP. Even with City-adopted Policies, implementation of the General Plan would result in the loss of approximately 2,165 acres of farmland in the City planning area due to urban development, and impacts would be significant and unavoidable with no feasible mitigation available to reduce this impact to a less than significant level.

The 1979 Certified EIR concluded approximately 1,863 acres of prime agricultural land would be lost. Since implementation of the Modified Project would convert farmland to non-agricultural use, and project-specific impacts to agricultural resources would be the same as those identified for the Approved Project (i.e., significant and unavoidable), the Modified Project would incrementally decrease the availability of soils that have value for agricultural production. Therefore, in combination with other projects in the City's planning area, the Modified Project would result in a cumulatively considerable impact to agricultural resources, and cumulative impacts would be the same as those identified for the Approved Project (i.e., **significant and unavoidable**).

3.2.9 Level of Significance before Mitigation

Development of both the Approved Project and the proposed Modified Project would convert farmland to non-agricultural use, and impacts of the proposed Modified Project would be the same as those identified for the Approved Project (i.e., significant and unavoidable).

3.2.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

Mitigation measures identified in the 1979 Certified EIR encouraged participation in the Williamson Act Preservation Program and suggested providing additional incentives to agricultural landowners not eligible for preservation status. However, through adoption of the *Specific Land Use Plan, Southwest Area* and associated amendments, up to and including the 2008 EIR, the City has already committed the Approved Project site and therefore the proposed Modified Project site to non-agricultural use. Therefore, participation in the Williamson Act Preservation Program and provision of incentives for agricultural landowners not eligible for preservation status were deemed infeasible in the 2008 EIR, and likewise would not apply to the Modified Project. No mitigation measures were identified in the 2008 Certified EIR.

3.2.10.1 Agricultural Resources Mitigation for the Proposed Modified Project

Since mitigation for the conversion of farmland to non-agricultural use is infeasible on land already approved for residential development, no mitigation measures are applicable for the Modified Project with regard to farmland.

3.2.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and <u>underlined text</u> is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure as follows:

As stated previously, the 1979 EIR's mitigation measure to encourage participation in the Williamson Act Preservation Program and provision of incentives for agricultural landowners not eligible for preservation status is infeasible for the 2009 SPA to the Page Ranch PCD SP, and likewise would not apply to the Modified Project, because the City has already committed the Approved Project site and therefore the proposed Modified Project site to non-agricultural use through adoption of the *Specific Land Use Plan, Southwest Area* and associated amendments, up to and including the 2009 SPA to the Page Ranch PCD SP.

~~**1979 EIR Mitigation Measure:** Policies should be formulated to encourage participation in the Williamson Act Preservation program, granting tax relief to owners of agricultural property who agrees not to develop their land for a minimum of 10 years. Additional incentives should be provided for agricultural land owners holding less than 100 acres who are not eligible for preservation status and the economic security it provides.~~

3.2.11 Level of Significance after Mitigation

Mitigation measures identified in the 1979 Certified EIR encouraging participation in the Williamson Act Preservation Program and suggesting provision of additional incentives to agricultural landowners not eligible for preservation status have been deemed infeasible, and no mitigation measures were identified in the 2008 Certified EIR. Since mitigation for the conversion of farmland to non-agricultural use is infeasible on land already approved for non-agricultural use, no new mitigation measures are applicable for the Modified Project with regard to farmland. Accordingly, impacts of the proposed Modified Project would be the same as those identified for the Approved Project (i.e., **significant and unavoidable**).

In summary, no new mitigation or alternatives have been identified that would substantially or further reduce any agricultural resources impacts of the Modified Project.

3.3 AIR QUALITY

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to air quality as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- South Coast Air Quality Management District, *Brief for the South Coast Air Quality Management District as Amicus Curiae*. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno and Friant Ranch, L.P. After a Published Decision by the Court of Appeal filed May 27, 2014 (Fifth Appellate District Case No. F066798), Appeal from the Superior Court of California, County of Fresno (Case No. 11CECG00726). April 6, 2015.
- South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*. March 2016.
- Southern California Association of Governments, *Final 2016/2040 Regional Transportation Plan/Sustainable Communities Strategy*. April, 2016.
- Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis*. July 19, 2018 (Appendix B1).
- Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis-Supplemental Assessment*, November 20, 2019 (Appendix B2).

Scoping Process/NOP Comments: The City received a comment during the public scoping meeting held in August 2016 for the proposed Modified Project regarding current farming activity on the adjacent parcel to the south of the Modified Project site. The commenter expressed concerns related to vector control, dust, odors, and flies from the adjacent agricultural property. The proposed Modified Project has no control over the uses of adjacent properties. However, Section 3.3.7 below includes analysis of dust, odors, and other potentially objectionable emissions associated with the proposed Modified Project.

The City received one comment letter in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to air quality. The South Coast Air Quality Management District (SCAQMD) provided a letter dated August 10, 2016 (see Appendix A1). The SCAQMD letter outlines its recommendations for the proposed Project's air quality analysis. The SCAQMD's comment letter includes a reference to several sources to consider for purposes of mitigating significant air quality impacts (*SCAQMD CEQA Air Quality Handbook* [SCAQMD 1993] and subsequent SCAQMD Updates). The SCAQMD requested an analysis of both regional and localized significance thresholds and provided additional comments regarding the placement of sensitive receptors close to high volume urban roads and freeways.

Comments on an NOP by responsible State agencies shall provide the lead agency with specific details about the scope and content of the environmental information related to the responsible or trustee

agency's area of statutory responsibility that must be included in the Draft EIR (*CEQA Guidelines* Sections 15082, 15096, Appendix B: Statutory Authority of State Departments). The California Department of Transportation (Caltrans) provided a letter addressing potential traffic impacts and the agency recommended the Modified Project incorporate solar photovoltaic panels on houses. This latter comment is not related to the responsible agency's area of statutory responsibility.

The City received one comment letter in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to air quality. The SCAQMD provided a letter dated May 14, 2019 (see Appendix A2). Similar to its response to the initial NOP, the SCAQMD letter outlines recommendations for the proposed Project's air quality analysis. The SCAQMD's comment letter requests a copy of the Draft SEIR when available, and includes references to several sources to consider for purposes of mitigating significant air quality impacts (SCAQMD *CEQA Air Quality Handbook* [SCAQMD 1993] and subsequent SCAQMD Updates; CalEEMod software information). The SCAQMD requested an analysis of both construction and operational impacts at both a regional and localized level, identified significance thresholds, and provided additional comments regarding the placement of sensitive receptors close to railways and high-volume urban roads and freeways. The letter also provides guidance on feasible mitigation measures to reduce impacts over and above existing regulations.

3.3.1 Regulatory Setting

3.3.1.1 Federal Regulations

Clean Air Act. Pursuant to the Federal Clean Air Act (CAA) of 1970, the United States Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS). The NAAQS were established for six major pollutants, termed "criteria" pollutants. Criteria pollutants are defined as those pollutants for which the Federal and State governments have established Ambient Air Quality Standards (AAQS), or criteria, for outdoor concentrations in order to protect public health. In April 2003, the EPA was cleared by the White House Office of Management and Budget (OMB) to implement the eight-hour ground-level ozone (O_3) standard. The EPA issued the proposed rule implementing the eight-hour O_3 standard in April 2003. The EPA completed final eight-hour nonattainment status on April 15, 2004. The EPA issued the final particulate matter less than 2.5 microns in size ($PM_{2.5}$) implementation rule in fall 2004. The EPA issued final designations on December 15, 2004.

3.3.1.2 State Regulations

Mulford-Carrell Act. The State first set California Ambient Air Quality Standards (CAAQS) in 1969 under the mandate of the Mulford-Carrell Act. The CAAQS are generally more stringent than the NAAQS. In addition to the six criteria pollutants covered by the NAAQS, there are CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Originally, there were no attainment deadlines for CAAQS; however, the California Clean Air Act (CCAA) of 1988 provided a time frame and a planning structure to promote their attainment. The CCAA required nonattainment areas in the State to prepare attainment plans and proposed to classify each such area on the basis of the submitted plan, as follows: moderate, if CAAQS attainment could not occur before December 31, 1994; serious, if CAAQS attainment could not occur before December 31, 1997; and severe, if CAAQS attainment could not be conclusively demonstrated at all. The attainment plans are required to achieve a minimum 5 percent annual reduction in the emissions of nonattainment pollutants unless all feasible measures have been implemented. The EPA has designated the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) responsible for ensuring various air quality and transportation stakeholders in Southern California comply with the requirements of the CAA for the South Coast Air Basin (Basin).

California Code of Regulations Title 24, Part 6. Enacted in 1978, this part of the California Code of Regulations established energy efficiency standards for residential and nonresidential buildings in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and incorporation of new energy efficiency technologies and methods.

California Code of Regulations Title 13, Section 2449(d)(D). This part of the California Code of Regulations requires operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) to limit vehicle idling to five minutes or less.

3.3.1.3 Local Regulations

Lewis-Presley Air Quality Management Act. The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The Federal Clean Air Act Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the Federal standards in nonattainment areas of that state. The California Air Resources Board (CARB) is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. Significant authority for air quality control within air quality basins has been given to local air districts (e.g., the SCAQMD) that regulate stationary (area) source emissions and develop local nonattainment plans.

Regional Air Quality Management Plan (AQMP). The SCAQMD and SCAG are responsible for formulating and implementing the AQMP for the Basin. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. Every three years, the SCAQMD prepares a new AQMP, updating the previous plan and 20-year horizon. The SCAQMD adopted the 2016 AQMP in March 3, 2017. The CARB approved the plan on March 10, 2017, and forwarded the AQMP to the EPA.

The Final 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories. The Final 2016 AQMP included the new and changing federal requirements, implementation of new technology measures, and continued development of economically sound, flexible compliance approaches.

Key elements of the 2016 AQMP include:

- Calculating and taking credit for co-benefits from other planning efforts (e.g., climate, energy, and transportation).
- A strategy with fair-share emission reductions at the federal, State, and local levels.
- Investment in strategies and technologies meeting multiple air quality objectives.
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero and near-zero technologies.
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis.
- Attainment of the 24-hour $PM_{2.5}$ standard in 2019 with no additional measures.
- Attainment the annual $PM_{2.5}$ standard by 2025 with implementation of a portion of the ozone strategy.
- Attainment of the 1-hour ozone standard by 2022 with no reliance on "black box" future technology (CAA Section 182(e)(5) measures).

The Final 2016 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of sulfur oxides (SOx), directly-emitted $PM_{2.5}$, and nitrogen oxides (NOx). The Final 2016 AQMP proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction. This Final Plan also addresses several Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools.

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

SCAQMD Rule 403. SCAQMD Rule 403 requires the implementation of best available [dust] control measures (BACM) during active operations capable of generating fugitive dust. Compliance with this rule is achieved through application of BACM such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose soil from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. Rule 403 also requires submission of a Fugitive Dust Plan to the SCAQMD for projects that disturb over 50 acres of soil or move 5,000 cubic yards per day of material at least 3 times within a 365-day period.

SCAQMD Rule 1108: SCAQMD Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin during construction.

SCAQMD Rule 1113: SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction.

Hemet General Plan. The General Plan defines goals and policies related to air quality within the City. The following goals and policies apply to the proposed Modified Project:

- **Goal OS-7:** Improve air quality and seek to reduce greenhouse gas emissions.
    - **Policy OS-7.1: Development Design and Practices.** Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.
    - **Policy OS-7.2: Public Transportation.** Pursue expansion of the public transportation system, as well as bicycle and pedestrian trails that are linked to the regional transit network, to reduce vehicle trips.
    - **Policy OS-7.5: Trip Reduction.** Encourage a mix of housing types that are affordable to all segments of the population and are near job opportunities to further reduce vehicle trips.
    - **Policy OS-7.8: Green Building Techniques.** Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.
    - **Policy OS-7.9: Stationary Source Pollution.** Continue to minimize stationary source pollution through the following:
        - Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.

- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

- **Policy OS-7.10: Sensitive Receptors.** Locate sensitive receptors (i.e., residences, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
- **Policy OS-7.11: Fugitive Dust.** Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations.
- **Policy OS-7.12: Best Management Practices.** Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District to reduce emitting criteria pollutants during construction.

3.3.2 Certified EIR Findings

The 1979 EIR for the *Specific Land Use Plan, Southwest Area* concluded construction and operation of the Approved Project would generate emissions in the Basin that would result in an incremental decrease in air quality. Mitigation Measure 1 was prescribed to ensure proper wetting of the Project site during grading to reduce fugitive dust emissions. Mitigation Measure 2 was prescribed requiring review of the Approved Project for consistency with the 1979 AQMP, if the AQMP was adopted prior to approval of the Approved Project. Mitigation Measure 3 was prescribed requiring the Approved Project install bus stops in proximity to the site. The 2008 EIR concluded the Approved Project is consistent with the SCAQMD AQMP (2003 and draft 2007 editions); however, construction of the Approved Project would exceed the SCAQMD regional construction emission thresholds for VOC, NOx, particulate matter (PM) less than 10 microns in size (PM_{10}), and $PM_{2.5}$. Additionally, construction emissions would exceed localized significance thresholds (LST) for PM_{10} and $PM_{2.5}$. Operation of the Approved Project would generate emissions in excess of SCAQMD's regional operation emission thresholds for VOC, NOx, and carbon monoxide (CO), but CO concentrations would not exceed State or national 1-hour or 8-hour ambient air standards. Because the Approved Project would exceed the SCAQMD regional thresholds of NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction and NOx, VOC, and CO during operation, the Approved Project may cumulatively contribute to significant health effects from ozone, PM_{10}, and $PM_{2.5}$ exposure.

The Certified EIR prescribed Mitigation Measures AQ-1 through AQ-11 to reduce construction emissions to below LST. However, emissions of VOC, NOx, and CO would continue to exceed the SCAQMD's regional emission thresholds during construction and VOC and NOx during operations. Therefore, impacts to air quality from construction and operation of the Approved Project would be significant and unavoidable.

3.3.3 Existing Environmental Setting

Climate and Meteorology. The 245.07-acre proposed Modified Project site is undeveloped and highly disturbed with ruderal vegetation. The Project site has been regularly disked for the purposes of weed abatement for at least the past twenty years. Surrounding land uses consist primarily of agricultural and undeveloped land to the north, south, and west, with single-family residential uses to the east.

The Modified Project site is located within the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality

in the Project vicinity is affected not only by various emission sources (e.g., mobile or industry), but also by atmospheric conditions such as wind speed, wind direction, temperature, and rainfall. The Basin's combination of topography, low mean mixing height, abundant sunshine, and emissions from one of the largest urban areas in the United States has historically resulted in some of the worst air pollution in the Nation.

Although the Basin has a semiarid climate, air near the surface is generally moist because of the presence of a shallow marine layer. With very low average wind speeds, there is a limited capacity to disperse air contaminants horizontally. The dominant daily wind pattern is an onshore daytime breeze of 8–12 miles per hour (mph) and an offshore nighttime breeze of 3–5 mph. The typical wind pattern fluctuates only with occasional winter storms or strong northeasterly Santa Ana winds from the mountains and deserts northeast of the Basin. Summer wind patterns represent worst-case conditions because this is the period of higher temperatures and more sunlight, which results in more O_3 formation.

During spring and early summer, pollution produced during any one day is typically blown out of the Basin through mountain passes or lifted by warm, vertical currents adjacent to mountain slopes. The vertical dispersion of air pollutants in the Basin is limited by temperature inversions in the atmosphere close to the Earth's surface. The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problems are CO, PM_{10} and $PM_{2.5}$, and nitrogen dioxide (NO_2) because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog.

Sensitive Receptors. Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed "sensitive receptors" are the most serious hazards of existing air quality conditions in the area.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by the CARB, may include children, the elderly, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors may include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes.

To assess the stationary source operational and construction air impacts, eight sensitive receptor locations (R1 through R8) were identified, which are comprised of residential dwelling units. The nearest sensitive receptors to the Modified Project site are one single-family residential dwelling unit (R6) approximately 55 feet (16.8 meters) south of the Modified Project site and several single-family residential dwelling units (R4) comprising Planning Area V of the Approved Project across Warren Road approximately 81 feet (24.7 meters) east of the Modified Project site.

Regional Air Quality. Both the State of California and the federal government have established health-based AAQS for seven air pollutants.[1] These pollutants include O_3, CO, NO_2, sulfur dioxide (SO_2), PM_{10},

[1] Table 2-1, *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis*. Urban Crossroads. July 19, 2018.

$PM_{2.5}$, and lead. In addition, the State has set standards for sulfates, hydrogen sulfide (H_2S), vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 3.3.A summarizes the primary health effects and sources of common air pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these health effects will not occur unless the standards are exceeded by a large margin or for a prolonged period of time. State AAQS are more stringent than federal AAQS. Among the pollutants, O_3 and particulate matter ($PM_{2.5}$ and PM_{10}) are considered pollutants with regional effects, while the others have more localized effects.

The CCAA provides the SCAQMD and other air districts with the authority to manage transportation activities at indirect sources. Indirect sources of pollution include any facility, building, structure, or installation, or combination thereof, that attracts or generates mobile source activity that results in emissions of any pollutant. In addition, area source emissions that are generated when minor sources collectively emit a substantial amount of pollution are also managed by the local air districts. Examples of this would be the motor vehicles at an intersection, a mall, and on highways. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by CARB.

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O_3, CO, NO_2, SO_2, and PM_{10}. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial stage control actions are to begin. An alert will be declared when any one of the pollutant alert levels is reached at any monitoring site and when meteorological conditions are such that the pollutant concentrations can be expected to remain at these levels for 12 or more hours or to increase; or, in the case of oxidants, the situation is likely to recur within the next 24 hours unless control actions are taken.

Pollutant alert levels:

- O_3: 392 micrograms per cubic meter (µg/m3) (0.20 parts per million [ppm]), 1-hour average.
- CO: 17 milligrams per cubic meter (mg/m3) (15 ppm), 8-hour average.
- NO_2: 1,130 µg/m3 (0.6 ppm), 1-hour average; 282 µg/m3 (0.15 ppm), 24-hour average.
- SO_2: 800 µg/m3 (0.3 ppm), 24-hour average.
- Particulates measured as PM_{10}: 350 $\mu g/m^3$, 24-hour average.

Table 3.3.A: Summary of Health Effects of the Major Criteria Air Pollutants

Pollutant	Health Effects	Examples of Sources
Particulate Matter ($PM_{2.5}$ and PM_{10}: less than or equal to 2.5 or 10 microns, respectively)	Hospitalizations for worsened heart diseases Emergency room visits for asthma Premature death	Cars and trucks (especially diesels) Fireplaces, wood stoves Windblown dust from roadways, agriculture, and construction
Ozone (O_3)	Cough, chest tightness Difficulty taking a deep breath Worsened asthma symptoms Lung inflammation	Precursor sources[1]: motor vehicles, industrial emissions, and consumer products

Table 3.3.A: Summary of Health Effects of the Major Criteria Air Pollutants

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	Chest pain in heart patients[2] Headaches, nausea[2] Reduced mental alertness[2] Death at very high levels[2]	Any source that burns fuel, such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Nitrogen Dioxide (NO_2)	Increased response to allergens	See carbon monoxide sources
Toxic Air Contaminants	Cancer Chronic eye, lung, or skin irritation Neurological and reproductive disorders	Cars and trucks (especially diesels) Industrial sources such as chrome platers Neighborhood businesses such as dry cleaners and service stations Building materials and products

Source: CARB Fact Sheet: Air Pollution and Health. Website: http://www.arb.ca.gov/research/health/fs/fs1/fs1.htm (accessed March 2019).

[1] Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.

[2] Health effects from CO exposures occur at levels considerably higher than ambient.

CARB = California Air Resources Board

Local Air Quality. The SCAQMD, together with the CARB, maintains ambient air quality monitoring stations in the Basin. The closest SCAQMD air quality monitoring station to the project site is the Hemet/ San Jacinto Valley Source Receptor Area (SRA 28).

There is no available data for air quality conditions for SRA 28; therefore, the nearest long-term air quality monitoring sites were be used to determine the local air quality relative to the Modified Project site. For O_3 and PM_{10}, the nearest long-term air quality monitoring site is the SCAQMD Perris monitoring station (SRA 24) located approximately 11.5 miles southeast of the Modified Project site. For CO and NO_2, the nearest long-term air quality monitoring site is the Lake Elsinore monitoring station (SRA 25) located approximately 16 miles southwest of the Modified Project site. Data for Ultra-Fine Particulates ($PM_{2.5}$) was obtained from the SCAQMD Metropolitan Riverside County 2 monitoring station (SRA 23) located approximately 29 miles northwest of the Modified Project site.[2] The air quality trends from these stations are used to represent the ambient air quality in the Project vicinity. The pollutants monitored are CO, O_3, PM_{10}, $PM_{2.5}$, and NO_2.[3,4] Data for SO_2 has been omitted, as attainment is regularly met in the Basin, and few monitoring stations measure SO_2 concentrations.

As indicated in the technical Air Quality Study prepared for the proposed Modified Project, the State 24-hour PM_{10} standard was exceeded at least three times in the past three years, and the federal 24-hour $PM_{2.5}$ standard was exceeded six times in 2016. The State 1-hour O_3 standard was exceeded 16 to 25 days per year in the past three years. The State 8 hour O_3 standard was exceeded 50 to 63 days per year in the past three years, and the federal 8 hour O_3 standard was exceeded 31 to 55 days per year in the past three years.[5]

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[2] The Lake Elsinore (SRA 25 (located in the City of Lake Elsinore) and Metropolitan Riverside County 2 (SRA 23, located in the City of Riverside) monitoring stations were utilized in lieu of the Perris (SRA 24) monitoring station only where data was not available from the nearest SRA.

[3] United States Environmental Protection Agency. Air Quality Data. https://www.epa.gov/outdoor-air-quality-data (accessed March 22, 2019).

[4] California Air Resources Board (CARB). iADAM: Air Quality Data Statistics. http://www.arb.ca.gov/adam (accessed March 22, 2019).

[5] Table 2-3. *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis.* Urban Crossroads. July 19, 2018.

Data collected at permanent monitoring stations are used by the EPA to classify regions as "attainment" or "nonattainment," depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas are imposed with additional restrictions as required by the EPA. Table 3.3.B identifies the attainment status of the Basin.

Table 3.3.B: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O_3 1-hour	Nonattainment	Extreme Nonattainment
O_3 8-hour	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment
Lead	Attainment	Attainment[1]

Source: Table 2-2. *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis.* Urban Crossroads. July 19, 2018.

[1] Except in Los Angeles County.

CO = carbon monoxide
N/A = not applicable
NO_2 = nitrogen dioxide
O_3 = ozone
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SO_2 = sulfur dioxide

3.3.4 Methodology

The evaluation of air quality impacts associated with the proposed Modified Project includes the following:

- Determine the short-term construction air quality impacts based on SCAQMD emissions thresholds;
- Determine the long-term air quality impacts, including vehicular traffic, on both on-site and off-site air quality sensitive uses based on SCAQMD emissions thresholds; and
- Determine the required mitigation measures to reduce short-term and long-term on-site air quality impacts from all sources.

On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of CalEEMod (v2016.3.2). The model is used to calculate construction and operational criteria pollutants (NOx, VOC, PM_{10}, $PM_{2.5}$, SOx, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources. The model is also used to quantify applicable air quality and GHG reductions achieved from mitigation measures. The latest version of CalEEMod has been used for the Modified Project to determine construction and operational air pollutant emissions. Output from the model runs for both construction and operational activity are provided in the *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis* (Appendix B1).

The air quality assessment included estimating emissions associated with short-term construction and long-term air pollutant emissions from stationary sources and mobile sources related to the proposed Modified Project. Mobile source emissions from motor vehicles are the largest long-term generators of air pollutants. A smaller amount of emissions would be generated from area source emissions at the project site such as natural gas usage, consumer products, and landscaping.

The SCAQMD has developed the LST Methodology that can be used to determine whether or not a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and are developed based on the ambient concentrations of that pollutant for each source receptor area. SCAQMD current guidelines, *Final Localized Significance Threshold Methodology* (revised July 2008), were adhered to in the assessment of air quality impacts for the proposed Modified Project. The *Methodology* explicitly states that "It is possible that a project may have receptors closer than 25 meters (82.5 feet). Projects with boundaries located closer than 25 meters (82.5 feet) to the nearest receptor should use the LST for receptors located at 25 meters (82.5 feet)."[6] Accordingly, LSTs for receptors at 25 meters (82.5 feet) are utilized in this analysis and provide for a conservative, i.e., "health protective" standard of care.

The SCAQMD produced look-up tables for projects less than or equal to five acres in size. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of project-related construction, the following process is undertaken:

- The CalEEMod model is utilized to determine the maximum daily on-site emissions that will occur during construction activity.
- The SCAQMD's Fact Sheet for Applying CalEEMod to LSTs is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to five acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a project has the potential to result in a significant impact (the SCAQMD recommends that projects exceeding the screening look-up tables undergo dispersion modeling to determine actual impacts). The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.

As detailed in the *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis* (Appendix B1), the proposed Modified Project could actively disturb approximately 6.5 acres per day during the grading for Phase 1 and 2 of construction. Therefore, the dispersion modeling is used to determine emissions for LSTs in accordance with SCAQMD methodology for project sites greater than five acres in size. Dispersion modeling would be required for CO, NO_2, PM_{10}, and $PM_{2.5}$ emissions during construction and for operational activities. The SCAQMD look-up tables are used to determine whether the daily emissions for the proposed construction activities could result in significant localized air quality impacts. NOx to NO_2 conversion would be accounted for during the modeling to determine the maximum NO_2 concentrations at the nearest sensitive receptors.

3.3.5 Thresholds of Significance

A number of modeling tools are available to assess air quality impacts of projects. In addition, certain air districts (e.g., SCAQMD) have created guidelines and requirements to conduct air quality analyses. SCAQMD's current guidelines, the *CEQA Air Quality Handbook* (SCAQMD 1993) with associated updates and the City guidelines were adhered to in the assessment of air quality impacts for the proposed Modified Project.

The City has not established local CEQA significance thresholds; therefore, this SEIR incorporates the air quality questions included in the Certified EIR in accordance with Appendix G ("CEQA Checklist")

[6] *Final Localized Significance Threshold Methodology.* South Coast Air Quality Management District. June 2003, Revised July 2008. Page 3-3. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf (accessed March 26, 2019).

of the State *CEQA Guidelines*. Per the Certified EIR, a significant air quality impact would occur if the project was determined to:

- Conflict with or obstruct implementation of the applicable AQMP;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the project must be evaluated.

3.3.5.1 Regional Thresholds for Construction and Operational Emissions

The City utilizes the SCAQMD *CEQA Air Quality Handbook* to identify potentially significant impacts on air quality. For the purposes of this analysis, an impact is considered significant if a project:

- Generates total emissions (direct and indirect) in excess of the regional thresholds identified in Table 3.3.C;

Table 3.3.C: SCAQMD Maximum Daily Emissions Thresholds

Air Pollutant	Construction Phase	Operational Phase
Regional Thresholds		
NOx	100 lbs/day	55 lbs/day
VOCs	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Localized Thresholds		
CO (1-hour)	20.0 ppm	20.0 ppm
CO (8-hour)	9.0 ppm	9.0 ppm
NO_2	0.18 ppm	0.18 ppm
PM_{10}	10.4 µg/m3	2.5 µg/m3
$PM_{2.5}$	10.4 µg/m3	2.5 µg/m3

Source: Table 3-1. *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis.* Urban Crossroads. July 19, 2018.

CO = carbon monoxide
lbs = pounds
NO_2 = nitrogen dioxide
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ppm = parts per million
VOCs = volatile organic compounds
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
$\mu g/m^3$ = micrograms per cubic meter

- Generates a violation of any ambient air quality standard when added to the local background;
- Does not conform with the applicable attainment or maintenance plan(s); or

- Exposes sensitive receptors to substantial pollutant concentrations in excess of the localized thresholds identified in Table 3.3.C.

Projects in the Basin with construction or operational emissions that exceed any of these emission thresholds are considered to be significant under SCAQMD guidelines. These thresholds apply as both the project-specific and cumulative impact thresholds. For this reason, if a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

3.3.5.2 Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm.[7]
- California State and federal 8-hour CO standard of 9.0 ppm.

3.3.5.3 Thresholds for Localized Impact Analysis

As discussed previously, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards. Impacts would be considered significant if project emissions would exceed the LSTs listed previously in Table 3.3.C. For CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are nonattainment pollutants as indicated in Table 3.3.B. For PM_{10} and $PM_{2.5}$, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 micrograms per cubic meter ($\mu g/m^3$) applies to construction emissions. The Rule 1301 threshold of 2.5 $\mu g/m^3$ applies to operational activities.

3.3.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features: Project Design Features (PDFs) include design features proposed by the Modified Project that reduce or avoid impacts to air quality. The proposed Modified Project provides a framework of development standards to guide development of the proposed residential and commercial uses. These standards establish development and design criteria to promote a reduction in vehicle miles traveled (VMT) and associated vehicular emissions, as well as a reduction in energy and water demand and waste generation and associated stationary source emissions as follows:

PDF 3.3-1: The Modified Project provides pedestrian connections to surrounding areas consistent with the City's General Plan. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.

[7] The federal 1-hour CO standard is 35.0 ppm.

PDF 3.3-2: The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to a reduction of automobile use for local residents and employees.

PDF 3.3-3: The Modified Project includes commercial retail uses to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries.

Plans, Policies, or Programs: Plans, Policies, or Programs (PPPs) are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to air quality.

PPP 3.3-1 Building design and construction shall meet 2019 Title 24 Standards of the California Building Code. The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades.

PPP 3.3-2 Pursuant to City Emergency Order 2014-0718-01E, the Modified Project shall incorporate a Water Conservation Strategy to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy.

PPP 3.3-3 Pursuant to Assembly Bill 939, the Modified Project shall engage in a 50 percent diversion of solid waste from landfills.

PPP 3.3-4 Pursuant to SCAQMD Rule 403, the following measures shall be incorporated into project plans and specifications:

- All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project construction limits are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 mph or less.

PPP 3.3-5 Pursuant to SCAQMD Rule 402, no person may discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP 3.3-6 Pursuant to SCAQMD Rule 1113, architectural coatings shall have a low VOC default level of 50 grams per liter unless otherwise specified in the SCAQMD Table of Standards.

PPP 3.3-7 Pursuant to Title 13, Section 2449(d)(D) of the California Code of Regulations, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) shall limit vehicle idling to five minutes or less.

PPP 3.3-8 SCAQMD Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in the Basin during construction.

3.3.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.3.7.1 Conflict With or Obstruct Applicable AQMP

Threshold:	Would the project conflict with or obstruct implementation of the applicable air quality plan?

Construction and operation of the Approved Project would generate air pollution emissions in the Basin that would result in an incremental decrease in air quality. The three parcels that comprise the 2009 SPA to the Page Ranch PCD SP are designated as industrial (TTM 35392), low-medium density residential (TTM 35393), and low density and industrial (TTM 35394). From these land use designations, the total build-out population of the three parcels was estimated to be 1,863 persons based on the average household size of 2.306 persons for the City. All three parcels were re-designated as low-medium density with the expected buildout populations of 1,965 persons (852 single-family residences). Compared to the land uses approved under the 1979 EIR for the *Specific Land Use Plan, Southwest Area*, the 2009 SPA represented an increase in population of 102. This increase is more than compensated for by a reduction in population for an adjacent development area within the Page Ranch PCD SP that reduced its buildout population from 3,803 to 1,409 persons, or a decrease of 2,394 persons. Although the 2009 SPA would increase population (by 102) on the project's site over the number originally estimated for the same area within the *Specific Land Use Plan, Southwest Area*, the Approved Project population increase would not increase the overall estimated build-out population of the *Specific Land Use Plan, Southwest Area*. The Certified EIR concluded the Approved Project is consistent with the SCAQMD AQMP (2003 and draft 2007 editions) because the anticipated land use intensity of the Page Ranch PCD SP is consistent with the regional growth projections utilized in the formulation of the AQMP.

The current AQMP applicable to the proposed Modified Project is the Final 2016 AQMP adopted by the SCAQMD Governing Board on March 10, 2017. The Basin is currently a federal and State nonattainment area for PM_{10}, $PM_{2.5}$, and O_3.

The air quality levels projected in the 2016 AQMP are based on development identified in local general plans in conjunction with population growth projections identified by SCAG in its 2016 RTP/SCS. The 2016 RTP/SCS is designed to integrate land use and transportation networks to promote sustainable development and reduce air pollution and GHG emissions. Since AQMP projections are based on local general plans and regional planning programs, projects in the City that are deemed consistent with the Hemet General Plan and 2016 RTP/SCS are found to be consistent with the AQMP.

The following discussion details the proposed Modified Project's consistency with the SCAQMD's 2016 AQMP. An analysis of the proposed Modified Project's consistency with applicable goals of SCAG's 2016 RTP/SCS is provided in Table 3.9.A of Section 3.9 – *Land Use and Planning* of this SEIR.

The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. The Modified Project would amend the General Plan Land Use Designation for 19.67 acres from Low Density Residential to Regional Commercial. Additionally, the Modified Project would amend the adopted Page Ranch PCD SP to reduce residential density resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units and change the land use designation from Low Density Residential to General Commercial. The land use changes associated with the proposed Modified Project are not specifically included in the City's land use projections incorporated in the AQMP.

Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency for project development proposals that differ from the land use designation assumed within the SCAQMD's 2016 AQMP is affirmed when a project: (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

Consistency Criterion No. 1. The Modified Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Construction Impacts. The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations that would occur if LSTs or regional significance thresholds were exceeded. As evaluated as part of the project analysis (presented below), the project's localized and regional construction emissions with implementation of PPPs, PDFs, and mitigation will not exceed applicable LSTs and regional thresholds, respectively. Thus, construction of the proposed Modified Project would occur in accordance with the AQMP.

Operational Impacts. The proposed Modified Project's operational emissions would not exceed applicable LSTs due to the lack of significant stationary emissions. However, the Modified Project would exceed the applicable SCAQMD regional thresholds for operational activity for NOx. Therefore, operation of the Modified Project is not consistent with the first criterion in the same manner as the Approved Project.

Consistency Criterion No. 2. The proposed Modified Project will not exceed the land use assumptions in the AQMP. The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Development consistent with the growth projections in City's General Plan is considered to be consistent with the AQMP.

Construction Impacts. Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum surface area potential would likely occur, with disturbance of the entire site occurring during construction activities.

The proposed Modified Project will incorporate several compliance measures and regulatory requirements that would reduce impacts to air quality. As detailed in PPP 3.3-1 and PPP 3.3-2, building design and construction shall meet 2019 Title 24 Standards in accordance with General Plan Policy OS-7.9. As detailed in PPP 3.3-4, BACMs will be incorporated during project construction to reduce fugitive dust in accordance with General Plan Policy OS-7.11. Adoption of the Certified EIR Mitigation Measures AQ-01, AQ-09, and AQ-10 will further ensure reduction of fugitive dust in accordance with SCAQMD requirements. Finally, PPP 3.3-6 will ensure the project incorporates low-VOC architectural coatings and PPP 3.3-8 will limit VOCs in asphalt applications in accordance with General Plan Policy OS-7.12. Adoption of the Certified EIR Mitigation Measure AQ-06 will further ensure reduction of VOCs in accordance with SCAQMD requirements. Through implementation of applicable PPPs and mitigation measures, construction of the proposed Modified Project would occur in accordance with goals and policies of the City General Plan for the reduction in criteria pollutant emissions and therefore would not conflict with the AQMP.

Operational Impacts. The Approved Project (and therefore the AQMP) anticipates a gross density of 3.9 dwelling units per acre throughout the Page Ranch PCD SP and the development of 744 dwelling units on 237.4 acres (3.13 dwelling units per acre). The proposed Modified Project would

reduce the total number of dwelling units from 744 to 586 on 225.4 acres,[8] which equals 2.6 dwelling units per acre and the limits previously considered in the AQMP. Although the proposed development of 100,000 square feet of commercial development on 19.67 was not specifically considered in the AQMP, the proposed Modified Project site and surrounding area is residential in nature and lacks supporting retail/commercial services. The proposed Modified Project also provides a framework of district regulations and development standards to promote a reduction in VMT (refer to Section 3.15.7.1 and Appendix I3) and associated vehicular air pollution emissions (PDF 3.3-1 through PDF 3.3-3), as well as a reduction in energy and water demand and waste generation and associated stationary source emissions (PPP 3.3-1, PPP 3.3-2, and PPP 3.3-3). Adoption of the Certified EIR 1979 Mitigation Measure 3 and 2008 Mitigation Measure AQ-07 will further ensure execution of PDFs 3.3-2 and 3.3-3 to reduce vehicle trips and associated air pollution emissions.

As detailed in PDF 3.3-1, the Modified Project provides pedestrian connections to surrounding areas consistent with General Plan Policy OS-7.2. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site. As detailed in PDFs 3.3-2 and 3.3-3, the Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries, which would contribute to a reduction of automobile use for project and local residents and employees consistent with General Plan Policies OS-7.1 and OS-7.5. Adoption of the Certified EIR 1979 Mitigation Measure 3 and 2008 Mitigation Measure AQ-07 will further ensure reduction of automobile use and associated air pollution emissions. Implementation of PPP 3.3-1 though PPP 3.3-3 would ensure the Modified Project is constructed to the latest California Building Code requirements in accordance with Title 24, incorporates water conservation strategies, and diverts at least 50 percent of solid waste from landfills consistent with General Plan Policies OS-7.8 and OS-7.9 to reduce air pollution emissions.

The Modified Project's proposed 100,000 square feet of commercial development on 19.67 acres would contribute to criteria air pollutant emissions not previously envisioned in the AQMP. However, the proposed Modified Project site and surrounding area is residential in nature and lacks supporting retail/commercial services. The proposed commercial land use would generally addresses key issues and implements policies of the AQMP that reduce VMT and associated air pollution emissions. This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses. Therefore, operation of the proposed Modified Project would not conflict with the land use assumptions of the City General Plan or the AQMP.

As discussed above, the Modified Project's proposed land use designations for the subject site do not increase the development intensities as reflected in the General Plan and Page Ranch PCD SP. The Modified Project will result in operational emissions of NOx in excess of SCAQMD regional thresholds in the same manner as the Approved Project. Mitigation is prescribed in Section 3.3.10 below to reduce emissions of criteria pollutants to the extent feasible, but NOx emissions would still occur at levels above SCAQMD thresholds after mitigation in the same manner as the Approved Project. No additional mitigation is feasible to reduce this significant impact and the related exceedances of NOx emissions. Therefore, the Modified Project has a **significant and unavoidable** impact related to AQMP Consistency Criterion No. 1 even with implementation of the PPPs and PDFs in Section 3.3.6 and all feasible mitigation. Although the Approved Project was found to be consistent with the AQMP, that

[8] 245.07-acre Modified Project Site – 19.67 acres proposed for commercial development = 225.4 acres proposed for residential development.

consistency determination conflicts with the fact that Approved Project's operational NOx emissions exceeded regional thresholds.

3.3.7.2 Violate an Air Quality Standard or Contribute to an Existing or Projected Violation

Threshold:	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The 1979 Certified EIR concluded the Approved Project would incrementally affect air quality during construction and prescribed Mitigation Measure 1 to ensure proper wetting of the project site during grading to reduce fugitive dust emissions. Mitigation Measure 2 was prescribed requiring review of the Approved Project for consistency with the 1979 AQMP if the AQMP was adopted prior to project approval. Mitigation Measure 3 was prescribed requiring the Approved Project install bus stops in proximity to the site to reduce air quality impacts during operation of the project. The 2008 EIR concluded construction of the Approved Project would exceed the SCAQMD regional construction emission thresholds for VOC, NOx, PM_{10}, and $PM_{2.5}$. Additionally, operation of the Approved Project would generate emissions in excess of SCAQMD's regional operation emission thresholds for VOC, NOx, and CO, but CO concentrations would not exceed State or national 1-hour or 8-hour ambient air standards. Because the Approved Project would exceed the SCAQMD regional thresholds of NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction and NOx, VOC, and CO during operation, the Certified EIR prescribed AQ-1 through AQ-11 to reduce construction emissions to below LST. However, emissions of VOC, NOx, and CO would continue to exceed the SCAQMD's regional emission thresholds during construction and VOC and NOx during operations. Therefore impacts to air quality from construction and operation of the Approved Project would be significant and unavoidable. The 2008 Certified EIR concluded development of the Approved Project would exceed the SCAQMD regional thresholds of NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction and NOx, VOC, and CO during operation. However, advancements in energy efficiency to construction equipment, building design, and motor vehicles in the last ten years are expected to result in fewer emissions of criteria pollutants during construction and operation of the Modified Project when compared to the Approved Project. The construction and operational emissions of the proposed Modified Project are provided below.

Construction-related Emissions. The construction air quality impact analysis prepared for the Modified Project was conducted by estimating air pollution emissions during each distinct construction activity or phase. Estimates were made regarding the hours of use for each piece of construction equipment and vehicles, the quantities of earth and debris to be moved, on-road vehicle trips (worker, soil hauling, and vendor trips), and other activities that generate air pollution emissions. The grading phase is estimated to require approximately 52,300 cubic yards of soil import. Construction for Phase 1 is expected to start in June 2019 and will be completed in September 2024. Phase 2 is projected to begin in September 2024 and will be completed in February 2026. Table 3.2 in the technical Air Quality Study prepared for the proposed Modified Project contains a detailed estimate of the tentative project construction schedule.[9] Table 3.3 in the technical Air Quality Study prepared for the proposed Modified Project lists the potential construction equipment to be used during project construction under each project phase.[10]

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). As detailed in PPP 3.3-4, the proposed Modified Project will be required to comply with SCAQMD Rule 403 to control

[9] Table 3-2, *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis*. Urban Crossroads. July 19, 2018.

[10] Table 3-3, *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis*. Urban Crossroads. July 19, 2018.

fugitive dust. Adoption of the Certified EIR Mitigation Measures AQ-01, AQ-09, and AQ-10 will further ensure reduction of fugitive dust in accordance with SCAQMD requirements. Architectural coatings contain VOCs that are part of the O_3 precursors. As detailed in PPP 3.3-6 and PPP 3.3-8, the proposed Modified Project will be required to comply with SCAQMD Rules 1113 and 1108 to limit VOCs in architectural coatings and asphalt applications unless otherwise specified in the SCAQMD Table of Standards. Adoption of the Certified EIR Mitigation Measure AQ-06 will further ensure reduction of VOCs in accordance with SCAQMD requirements.

In addition to compliance with SCAQMD Rule 403 and Rule 1113, the proposed Modified Project would be subject to compliance with SCAQMD Rule 1403 (Asbestos), Rule 431.2 (Low Sulfur Fuel), and Rule 1186/1186.1 (Street Sweepers). These SCAQMD rules are BACMs required for construction of all projects in the Basin as a matter of regulatory policy. Emissions anticipated from construction of the Modified Project are presented in Table 3.3.D without mitigation but with implementation of applicable construction BACMs [PPP 3.3-4 (SCAQMD Rule 403), PPP 3.3-6 (SCAQMD Rule 1113), and PPP 3.3-8 (SCAQMD Rule 1108)].

Table 3.3.D: Estimated Construction Emissions (No Mitigation)

Year	Total Regional Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2019	12.96	128.06	80.09	0.34	23.21	8.97
2020	11.76	85.79	81.83	0.33	22.86	7.26
2021	10.74	77.14	75.73	0.33	22.4	6.87
2022	9.99	71.60	71.05	0.32	22.26	6.70
2023	30.50	59.56	76.35	0.34	25.70	7.58
2024	29.83	78.07	73.15	0.17	16.43	8.20
2025	1.60	14.45	18.07	0.04	1.03	0.66
2026	12.80	10.14	17.42	0.03	0.72	0.52
Peak Daily Emissions	**30.50**	**128.06**	**89.09**	**0.34**	**25.70**	**8.97**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Emissions?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: Table 3-4, *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis.* Urban Crossroads. July 19, 2018.
CO = carbon monoxide
NOx = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
SOx = sulfur oxides
lbs/day = pounds per day
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
VOC = volatile organic compounds

Unmitigated air pollutant emissions estimated from construction of the Modified Project will exceed regional thresholds for NOx, and mitigation is required (Refer to Section 3.3.10). Table 3.3.E details emissions anticipated from construction of the Modified Project with implementation of Mitigation Measures AQ-01, AQ-06, AQ-09, AQ-10, and Mitigation Measure 3.3.10.1.

Table 3.3.E: Estimated Construction Emissions (With Mitigation)

Year	Total Regional Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2019	12.60	91.79	89.87	0.34	23.06	7.47
2020	11.45	83.14	82.79	0.33	22.74	7.16
2021	10.74	75.03	76.82	0.33	22.35	6.79
2022	9.76	70.15	72.23	0.32	22.19	6.64

Table 3.3.E: Estimated Construction Emissions (With Mitigation)

Year	Total Regional Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2023	30.29	58.48	77.58	0.34	25.64	7.54
2024	26.33	66.93	90.81	0.17	15.87	7.85
2025	1.43	14.02	19.41	0.04	1.00	0.64
2026	12.80	10.14	17.42	0.03	0.72	0.52
Peak Daily Emissions	**30.29**	**91.79**	**90.81**	**0.34**	**25.64**	**7.85**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Table 3-5, *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis.* Urban Crossroads. July 19, 2018.

CO = carbon monoxide
NOx = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
SOx = sulfur oxides
lbs/day = pounds per day
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
VOC = volatile organic compounds

Impacts to air quality from construction of the Modified Project's off-site components are discussed in the *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis Supplemental Assessment* (Appendix B2). Due to the substantially smaller off-site disturbance area, construction emissions associated with off-site improvements as described in Section 2.6.4 of this SEIR would not exceed the maximum daily emissions identified for on-site-related construction activities of the Modified Project. Any increase would be negligible and not result in any substantive change in the peak daily emissions detailed in Table 3.3.E.

With implementation of Mitigation Measures AQ-01, AQ-06, AQ-09, AQ-10, and Mitigation Measure 3.3.10.1, air pollutant emissions resulting from construction of the Modified Project will not exceed regional thresholds. Air pollutant emissions resulting from construction of the Approved Project were found to exceed regional thresholds for VOC, NOx, PM_{10}, and $PM_{2.5}$. Therefore, the proposed Modified Project would result in a less severe (i.e., **less than significant with mitigation**) impact to regional air quality during project construction.

Operational Emissions. Long-term air pollutant emissions impacts estimated from the proposed Modified Project would result in increases in stationary (area), energy, and mobile source emissions. Stationary source emissions would result from the use of consumer products, use of landscaping equipment, general energy demand, and solid waste generation.

Based on the Traffic Impact Analysis (TIA) prepared for the proposed Modified Project (Appendix I1), Phase 1 (2024) of the Modified Project is estimated to generate a net total of 5,598 trips per day on a typical weekday. Project buildout (Phase 1 and Phase 2) is estimated to generate a net total of 8,211 trips per day. These project daily trips were entered in the CalEEMod model to calculate mobile source emissions. Stationary sources include architectural coatings, consumer products, hearth, and landscaping. Energy sources include natural gas consumption for heating and cooking.[11]

[11] Because electrical generating facilities for the Project area are located either outside the region (State) or offset through the use of pollution credits (RECLAIM) for generation within the Basin, criteria pollutant emissions from off-site generation of electricity is generally excluded from the evaluation of significance, and only natural gas use is considered. The emissions associated with natural gas use were calculated using the CalEEMod model.

Table 3.3.F summarizes the operation emissions estimated for the proposed Modified Project. As shown in Table 3.3.F, operational emissions would exceed the SCAQMD regional thresholds of significance for NOx.

Table 3.3.F: Summary of Peak Operational Emissions

Operational Activities	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM_{10}	PM2.5
Summer Scenario						
Area Source	34.70	10.31	52.66	0.06	1.06	1.06
Energy Source	0.54	4.60	1.98	0.03	0.37	0.37
Mobile	14.94	93.23	165.57	0.79	62.55	17.01
Total Maximum Daily Emissions	**50.18**	**108.15**	**220.21**	**0.88**	**63.98**	**18.44**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Winter Scenario						
Area Source	34.70	10.31	52.66	0.06	1.06	1.06
Energy Source	0.54	4.60	1.98	0.03	0.37	0.37
Mobile	12.48	92.52	143.78	0.73	62.55	17.02
Total Maximum Daily Emissions	**47.73**	**107.44**	**198.42**	**0.82**	**63.98**	**18.44**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: Table 3-6, *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis.* Urban Crossroads. July 19, 2018.

As discussed in the *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis Supplemental Assessment* (Appendix B2), impacts to air quality from operation of the Modified Project's off-site components are not expected. The nature of the off-site components is primarily flood control, water conveyance, and road improvements that are not in and of themselves expected to generate additional unanticipated vehicle trips because they are consistent with or less than the geometrics assumed in the City of Hemet and County of Riverside General Plan Circulation Elements.[12]

Adoption of the Certified EIR 1979 Mitigation Measure 3 and 2008 Mitigation Measure AQ-07 will further ensure execution of PDFs 3.3-2 and 3.3-3 to reduce vehicle trips and associated vehicular air pollutant emissions. However, NOx emissions would still occur at levels above SCAQMD thresholds after implementation of mitigation. No additional mitigation is feasible to further reduce NOx emissions. Therefore, Modified Project operational NOx emissions are considered **significant and unavoidable**. The proposed Modified Project would result in a less severe but still **significant and unavoidable** impacts to regional air quality during project operations.

Potential Overlap of Construction and Operational Activity. Based on the assumed buildout and phasing of the proposed Modified Project, there is potential for temporary overlap between construction of Phase 2 and operation of Phase 1. Total unmitigated and mitigated emissions of the temporary

[12] Urban Crossroads. *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Page 13. April 2018.

overlap of construction and operational activities are identified respectively in Tables 3-7 and 3-8 in the technical Air Quality Study prepared for the proposed Modified Project for informational purposes (Appendix B1).

3.3.7.3 Cumulatively Considerable Net Increase in Criteria Pollutants

Threshold:	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

The 1979 Certified EIR concluded the Approved Project would incrementally affect air quality in the region and prescribed Mitigation Measure 1 to ensure proper wetting of the project site during grading to reduce fugitive dust emissions. Mitigation Measure 2 was prescribed requiring review of the Approved Project for consistency with the 1979 AQMP, if the AQMP was adopted prior to approval of the Approved Project. Mitigation Measure 3 was prescribed requiring the Approved Project install bus stops in proximity to the site to mitigate operation air pollutant emissions. The 2008 EIR concluded construction of the Approved Project would exceed the SCAQMD regional construction emission thresholds for VOC, NOx, PM_{10}, and $PM_{2.5}$. Additionally, operation of the Approved Project would generate emissions in excess of SCAQMD's regional operation emission thresholds for VOC, NOx, and CO, but CO concentrations would not exceed State or national 1-hour or 8-hour ambient air standards. Because the Approved Project would exceed the SCAQMD regional thresholds of NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction and NOx, VOC, and CO during operation, the Certified EIR prescribed AQ-1 through AQ-11 for the 2009 SPA, which would reduce construction emissions to below LST. However, emissions of VOC, NOx, and CO would continue to exceed the SCAQMD's regional emission thresholds during construction and VOC and NOx during operations. Therefore, the Approved Project would contribute to a cumulatively considerable and unavoidable impact to air quality from construction and operation air pollutant emissions.

As shown in previously referenced Table 3.3.F, Modified Project operational emissions would exceed the SCAQMD regional thresholds of significance for NOx. No feasible mitigation measures or project design features beyond those already identified exist that would reduce NOx emissions to levels that are less-than-significant. Project operational NOx emissions, therefore, are considered **significant and unavoidable** in the same manner as the Approved Project.

NOx impacts at the Project level are considered cumulatively significant because NOx emissions are O_3 precursors and would therefore contribute considerably to existing O_3 non-attainment conditions within the Basin. This is a cumulatively significant impact persisting over the life of the Modified Project. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

NOx consist of nitric oxide (NO), NO_2, and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for NO and NO_2, to 170 years for N_2O. NOx are typically created during combustion processes and are major contributors to smog formation and acid deposition (acid rain). Of the seven types of NOx compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. NO_2 may result in numerous adverse health effects.

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in southern California.

Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O_3 effects. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O_3 levels are associated with increased school absences. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high O_3 levels.

O_3 exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O_3 may be more toxic than exposure to O_3 alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Exposure to NOx may cause Increases in resistance to air flow and airway contraction after short-term exposure in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sensitive groups. Other potential health effects may include increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions, and the effect may increase when exposure involves multiple air pollutants.

Both the State of California and the federal government have established health-based AAQS to protect the health and welfare of the populace with a reasonable margin of safety. However, the majority of NOx emissions are derived from vehicle usage and the Modified Project does not have regulatory authority to control tailpipe emissions. The project-level NOx emissions on their own are not expected to result in a violation of the State and national health-based AAQS detailed in Table 3.3.C.

As noted in the Brief of Amicus Curiae (Brief) by the SCAQMD in *Sierra Club v. County of Fresno* (Friant Ranch case), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.[13] As a Responsible Agency over air quality pursuant to CEQA, the SCAQMD receives 60 or more CEQA documents each month (approximately 500 per year) and provides comments on as many as 25 or 30

[13] Brief for the South Coast Air Quality Management District as Amicus Curiae. Page App-2. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno and Friant Ranch, L.P.* After a Published Decision by the Court of Appeal filed May 27, 2014 (Fifth Appellate District Case No. F066798), Appeal from the Superior Court of California, County of Fresno (Case No. 11CECG00726). April 6, 2015.

CEQA documents each month.[14] Therefore, the *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality Impact Analysis* (Appendix B1), *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis Supplemental Assessment* (Appendix B2), and this SEIR rely on SCAQMD expertise, thresholds, and guidance to disclose the Modified Project's air quality impacts.

According to the SCAQMD, "SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NOx or VOC emissions from relatively small projects…On the other hand, this type of analysis may be feasible for projects on a regional scale with very high emission of NOx and VOCs, where impacts are regional."[15] The SCAQMD further stated, "… it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP showed that reducing NOx by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion."[16] The SCAQMD performed a health impact analysis in 2011 in which they were "able to correlate [a] very large emissions increase (e.g., 6,620 pounds per day of NOx (1,208 tons per year), 89,180 pounds per day VOC (16,275 tons per year)) to expected health outcomes from ozone and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to ozone).[17]

Although project-level NOx emissions would contribute to existing O_3 non-attainment conditions within the Basin, O_3 is a highly reactive and unstable gas that is formed when VOCs and NOx, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight, which cannot be anticipated beyond a measure of a few weeks. As indicated in Table 3.3.F, the proposed Modified Project would generate up to 108.15 pounds of NOx per day with implementation of mitigation, PPPs, and PDFs. When considering a potential for overlap of Phase 1 operation and Phase 2 construction, the proposed Modified Project would generate up to 199.94 pounds of NOx per day with implementation of mitigation, PPPs, and PDFs (Table 3-8 in Appendix B1). The proposed Modified Project's daily NOx emissions output would be between 1.6 percent[18] and 3 percent[19] of the regional NOx emissions disclosed in SCAQMD's 2011 health impact analysis of a large regional project. Therefore, the proposed Modified Project is considered a relatively small project with emissions not sufficiently high enough to use regional a modeling program to correlate health effects on a basin-wide level, "in part because ozone formation is not linearly related to emissions."[20] Individual health effects from exposure to NOx emission generated by the proposed Modified Project would be small and therefore speculative.

Adoption of the Certified EIR 1979 Mitigation Measure 3 and 2008 Mitigation Measure AQ-07 will further ensure execution of PDFs 3.3-2 and 3.3-3 to reduce vehicle trips and corresponding air pollutant emissions. However, NOx emissions would still occur at levels above SCAQMD thresholds after mitigation and implementation of mitigation, PDFs, and PPPs. No additional mitigation is feasible to further reduce the Modified Project's cumulatively considerable emission of NOx to levels that are less-

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14 *Ibid.* Page 7.
15 *Ibid.* Page 12.
16 *Ibid.* Page 11.
17 *Ibid.* Page 12.
18 Modified Project emissions of 108.15 pounds of NOx per day ÷ SCAQMD regional example of 6,620 pounds of NOx per day = 1.6 percent.
19 Modified Project emissions of 199.94 pounds of NOx per day ÷ SCAQMD regional example of 6,620 pounds of NOx per day = 3 percent.
20 Brief for the South Coast Air Quality Management District as Amicus Curiae. Page App-2. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno and Friant Ranch, L.P.* After a Published Decision by the Court of Appeal filed May 27, 2014 (Fifth Appellate District Case No. F066798), Appeal from the Superior Court of California, County of Fresno (Case No. 11CECG00726). April 6, 2015.

than-significant. Therefore, the proposed Modified Project would result in less severe but still **significant and unavoidable**, cumulative impacts to regional air quality from emissions of NOx during operation.

3.3.7.4 Expose sensitive receptors to substantial pollutant concentrations

Threshold:	Would the project expose sensitive receptors to substantial pollutant concentrations?

The 1979 Certified EIR concluded exhaust emissions during construction and dust from grading operations would be a short-term nuisance to people in the vicinity of the project site, while emissions from operational activities would generate a regional impact but not a localized impact. Accordingly, the Certified EIR prescribed Mitigation Measure 1 to ensure proper wetting of the project site during grading. The 2008 EIR concluded construction of the Approved Project would exceed the SCAQMD localized construction emission thresholds for PM_{10}, and $PM_{2.5}$. Additionally, the Approved Project was analyzed for CO hotspot conditions during operation and concluded CO concentrations would not exceed State or national ambient air standards. The 2008 Certified EIR prescribed AQ-1 through AQ-11 to reduce construction emissions to below LST. The EIR concluded the Approved Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant with mitigation incorporated.

The proposed Modified Project could actively disturb approximately 6.5 acres per day during the grading for Phase 1 and 2 of construction. As such, the dispersion modeling was conducted to estimate emissions for LSTs. Pollutant concentrations in proximity to eight sensitive residential receptor locations were calculated. The nearest sensitive receptors to the Modified Project site are one single-family residential dwelling unit (R6) approximately 55 feet/16.8 meters south of the Modified Project site and several single-family residential dwelling units (R4) comprising Planning Area V of the Approved Project across Warren Road approximately 81 feet/24.7 meters east of the Modified Project site. Tables 3.3.Ga and 3.3.Gb summarize the localized emissions without BACMs or mitigation during grading for the Modified Project.

Table 3.3.Ga: LST Summary (Rough Grading Without Mitigation)

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.48	0.35	0.02	13.72	7.63
Background Concentration [A]	2.0	1.4	0.05	—	—
Total Concentration	**2.48**	**1.75**	**0.07**	**13.72**	**7.63**
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**YES**	**NO**

Table 3.3.Gb: LST Summary (Fine Grading Without Mitigation)

	CO		NO2	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.38	0.28	0.02	12.84	6.83
Background Concentration [A]	2.0	1.4	0.05	—	—
Total Concentration	**2.38**	**1.68**	**0.07**	**12.84**	**6.83**

Table 3.3.Gb: LST Summary (Fine Grading Without Mitigation)

	CO		NO2	PM10	PM2.5
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**YES**	**NO**

[A] Highest concentration from the last three years of available data
Note: PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m^3. All others are expressed in ppm.

As shown in Tables 3.3.Ga and 3.3.Gb, construction of the Modified Project without mitigation is expected to exceed the LST for PM_{10}, which is a significant impact, and mitigation is required. The Modified Project will implement PPP 3.3-4, which incorporates BACMs such as SCAQMD Rule 403 to reduce fugitive dust in accordance with General Plan Policy OS-7.11. Adoption of the 2008 Certified EIR Mitigation Measures AQ-01, AQ-09, and AQ-10 will further ensure reduction of fugitive dust in accordance with SCAQMD requirements. Mitigation Measure 3.3.10.1 will require construction equipment greater than 150 horsepower to be compliant with EPA/CARB Tier 3 emissions standards and be tuned and maintained in accordance with the manufacturer's specifications. With implementation of PPP 3.3-4, Mitigation Measures AQ-01, AQ-09, and AQ-10, and Mitigation Measure 3.3.10.1, construction of the Modified Project would not exceed any LST, as detailed in Tables 3.3.Ha and 3.3.Hb.

Table 3.3.Ha: LST Summary (Rough Grading with Mitigation)

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.33	0.24	0.01	5.30	3.01
Background Concentration [A]	2.0	1.4	0.05	—	—
Total Concentration	**2.33**	**1.64**	**0.06**	**5.30**	**3.01**
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

Table 3.3.Hb: LST Summary (Fine Grading with Mitigation)

	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.33	0.24	0.01	5.22	2.93
Background Concentration [A]	2.0	1.4	0.05	—	—
Total Concentration	**2.33**	**1.64**	**0.06**	**5.22**	**2.93**
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data
Note: PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m^3. All others are expressed in ppm.

As discussed in the *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis Supplemental Assessment* (Appendix B2), none of the receptors in the vicinity of the off-site construction activity would be subject to LST emissions greater than those identified in

Tables 3.3.Ha and 3.3.Hb since the disturbance areas and consequently associated construction emissions would be substantially less than what has been identified for on-site construction activities.

When compared to construction of the Approved Project, for which mitigation was prescribed to reduce construction emissions to below LST, implementation of PPP 3.3-4, Certified EIR Mitigation Measures AQ-01, AQ-09, and AQ-10, and Mitigation Measure 3.3.10.1 would ensure the Modified Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Therefore, impacts to sensitive receptors during construction of the Modified Project would **less than significant with mitigation incorporated** in the same manner as the Approved Project.

The proposed Modified Project includes operation of 586 single-family residential dwelling units and 100,000 square feet of commercial uses. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). However, in accordance with General Plan Policies OS-7.9 and OS-7.10, the proposed Modified Project does not include such uses. Due to the lack of significant stationary source emissions, operational localized significance threshold analysis is not warranted and therefore was not conducted for the Modified Project.

The Basin was designated nonattainment under the CAAQS and NAAQS for CO during development of the 1993 SCAQMD *CEQA Air Quality Handbook*. However, the 2008 EIR CO concentrations would not exceed State or national air standards. Due to the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Basin are now designated as attainment (refer to Table 3.3.B), and CO concentrations in the project vicinity have steadily declined (refer to Table 2-3 in Appendix B1).

Since the Modified Project would not produce the volume of traffic required to generate a CO "hot spot," CO "hot spots" are not an environmental impact of concern for the proposed Modified Project. LST impacts from air pollutant emissions resulting from operations of the Approved Project were found to be **less than significant with mitigation**. The proposed Modified Project would result in less than significant LST impacts, less severe than the Approved Project.

3.3.7.5 Objectionable Odors

Threshold:	Would the project create objectionable odors affecting a substantial number of people?

The 2008 Certified EIR concluded that construction of the Approved Project would generate diesel exhaust and VOCs, which are objectionable to some persons. However, emissions will disperse rapidly and therefore are not expected to occur at a level or frequency to induce a negative response. Furthermore, operation of the Approved Project would not generate objectionable odors since it does not contain land uses typically associated with emitting objectionable odors, such as wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Therefore, Approved Project impacts from generation of objectionable odors would be **less than significant** and no mitigation is required.

The Modified Project has potential to generate objectionable odors from construction and operational activities. Project construction will generate limited odors over the short term, mainly from fumes emanating from gasoline and diesel powered construction equipment and temporary asphalt laying and paving activities. These odors would be temporary and are expected to be isolated to the immediate vicinity of the construction site.

The Modified Project shall implement PPP 3.3-5 (SCAQMD Rule 402) regarding nuisances. According to the SCAQMD, Rule 402 states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Adoption of the Certified EIR Mitigation Measure AQ-08 will further ensure reduction of nuisance emissions in accordance with SCAQMD requirements. Pursuant to PPP 3.3-4 (SCAQMD Rule 403), fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Adoption of the Certified EIR Mitigation Measures AQ-01, AQ-09, and AQ-10 will further ensure reduction of fugitive dust in accordance with SCAQMD requirements. Additionally, PPP 3.3-7 (Title 13, Section 2449(d)(D) of the California Code of Regulations) requires operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) to limit vehicle idling to five minutes or less. Adoption of the Certified EIR Mitigation Measure AQ-05 will further minimize construction equipment idling in accordance with the California Code of Regulations.

SCAQMD Rules 402 and 403, and Title 13, Section 2449(d)(D) of the California Code of Regulations require the project applicant to implement standard control measures to limit fugitive dust and construction equipment emissions in accordance with General Plan Policies OS-7.10, OS-7.11, and OS-7.12. Therefore, operation of fueled equipment would not expose a substantial number of people to objectionable odors on a permanent basis.

The painting of buildings or the installation of asphalt surfaces may also create odors. PPP 3.3-6 (SCAQMD Rule 1113) outlines standards for paint applications, while PPP 3.3-8 (SCAQMD Rule 1108) identifies standards regarding the application of asphalt. Adoption of the Certified EIR Mitigation Measure AQ-06 will further minimize VOC emissions in accordance with SCAQMD Regulations. Adherence to the standards identified in these SCAQMD rules would reduce temporary odor impacts to a **less than significant** level. When compared to construction of the Approved Project, the proposed Modified Project would have the same (less than significant) impacts related to objectionable odors. No mitigation is required.

Odors from Operational Activities. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Modified Project may generate localized odors from garbage and green waste collections. However, the odors would cease to occur after the wastes are removed from the individual homes and businesses each week. As such, proposed residential and commercial uses would not generate objectionable odors off site. No other sources of objectionable odors have been identified for the proposed Modified Project; therefore, impacts associated with odors during operation would be **less than significant**. When compared to operation of the Approved Project, the proposed Modified Project would have the same (less than significant) impacts related to objectionable odors. No mitigation is required.

3.3.8 Cumulative Impacts

3.3.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The Certified EIR concluded the Approved Project would incrementally affect air quality in the region. The greatest cumulative impact on regional air quality would be the addition of incremental pollutants from increased traffic and vehicular emissions in the area and increased energy consumption from the planned projects. The Certified EIR concluded the Approved Project is consistent with the applicable AQMP and would not have a cumulatively considerable impact to air quality pursuant to *CEQA Guidelines* 15064(h)(3) and 15130 (b)(l)(B).

The cumulative universe for air quality is the Basin. As shown in previously referenced Table 3.3.F, Modified Project operational emissions would exceed the SCAQMD regional thresholds of significance for NOx. Adoption of the Certified EIR 1979 Mitigation Measure 3 and 2008 Mitigation Measure AQ-07 will further ensure execution of PDFs 3.3-2 and 3.3-3 to reduce vehicle trips and corresponding emissions of NOx to the extent feasible. However, the majority of NOx emissions are derived from vehicle usage, and the Modified Project does not have regulatory authority to control tailpipe emissions. No additional feasible mitigation or project design features beyond those already identified exist that would reduce NOx emissions to levels that are less-than-significant. Modified Project operational NOx emissions, therefore, are considered **significant and unavoidable**. However, the Modified Project vicinity comprises primarily residential uses and lacks supporting retail/commercial services. The commercial land use proposed as part of the Modified Project generally addresses several key issues and implements policies of the AQMP that reduce VMT and associated air pollution emissions.

NOx impacts at the project level are considered cumulatively significant because NOx emissions are O_3 precursors and would therefore contribute considerably to existing O_3 non-attainment conditions within the Basin. This is a cumulatively significant impact persisting over the life of the Modified Project. The Approved Project was found not to have a cumulatively considerable impact to air quality. The proposed Modified Project would have a **significant and unavoidable** cumulative impact to regional air quality from emissions of NOx during operation even with implementation of mitigation, PPPs, and PDFs. This is a new impact in comparison to the Approved Project.

3.3.9 Level of Significance before Mitigation

The Certified EIR concluded construction of the Approved Project would exceed the SCAQMD regional construction emission thresholds for VOC, NOx, PM_{10}, and $PM_{2.5}$. Additionally, operation of the Approved Project would generate emissions in excess of SCAQMD's regional operation emission thresholds for VOC, NOx, and CO, but CO concentrations would not exceed State or national 1-hour or 8-hour ambient air standards.

As shown in previously referenced Table 3.3.F, Modified Project operational emissions would exceed the SCAQMD regional thresholds of significance for NOx. No feasible mitigation measures or project design features beyond those already identified exist that would reduce NOx emissions to levels that are less than significant. Project operational NOx emissions, therefore, are considered significant and unavoidable. As indicated in Tables 3.3.Ga and 3.3.Gb, construction of the Modified Project without mitigation is expected to exceed the LST for PM_{10}, which is a significant impact, and mitigation is required.

3.3.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.3.10.1 Mitigation for the Proposed Modified Project

As indicated in Tables 3.3.F, 3.3.Ga, and 3.3.Gb, Modified Project operational emissions would exceed the SCAQMD regional thresholds of significance for NOx, and construction of the Modified Project without mitigation is expected to exceed the LST for PM_{10}, which is a significant impact, and the following mitigation is required.

MM 3.3.10.1 Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide

evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

The Modified Project will implement PDF 3.3-1 through PDF 3.3-3, which incorporate pedestrian connections to surrounding areas and varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries. Furthermore, the Modified Project will comply with PPP 3.3-1 through PPP 3.3-8, which incorporate BACMs such as SCAQMD Rules 402, 403, 1108, and 1113 to reduce criteria pollutants in accordance with General Plan Policies. Additionally Mitigation Measure 3.3.10.1 will require construction equipment greater than 150 horsepower to be compliant with EPA/CARB Tier 3 emissions standards and be tuned and maintained in accordance with the manufacturer's specifications.

3.3.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

Every air quality mitigation measure presented in the 1979 EIR for the *Specific Land Use Plan, Southwest Area* and in the 2008 EIR to the overall Page Ranch PCD SP, together comprising the Certified EIR for the Approved Project, is discussed below. This SEIR concludes the intent of Mitigation Measures 1 through 3 in the 1979 EIR and Mitigation Measures AQ-1 through AQ-11 in the 2008 EIR is applicable to the proposed Modified Project but in some cases are redundant with PPPs applicable to the proposed Modified Project while in other cases require updates in accordance with current regulatory standards.

The 1979 EIR Mitigation Measure 1 regarding dust suppression is addressed in PPP 3.3-4 of the proposed Modified Project and therefore is replaced accordingly.

~~**1979 EIR Mitigation Measure 1:** Normal wetting procedures should be followed during the site grading operations to reduce dust emissions.~~

The 1979 EIR Mitigation Measure 2 regarding review of the Approved Project for consistency with the objectives of the AQMP if finalized prior to project approval is a regulatory requirement pursuant to Appendix G of the *CEQA Guidelines* as detailed in Section 3.3.7.1 of this SEIR. Additionally, 1979 EIR Mitigation Measure 2 does not prescribe any action to be taken upon a review of consistency with the AQMP and therefore is not applicable as a mitigation measure.

~~**1979 EIR Mitigation Measure 2:** The Southern California Association of Governments 9SCAG) and South Coast Air Quality Management District are currently preparing in cooperation with City and County governments an Air Quality Management Plan (AQMP) designed to achieve and maintain Federal and State air quality standards within the South Coast Air Basin. The AQMP is to be submitted for approval to the State Air Resources board by January 1979 prior to submittal to EPA as a revision to the State's Implementation Plan. The AQMP is to identify the need for further control of stationary and mobile sources,~~

~~alternate transportation strategies, and measures to reduce adverse air quality impacts associated with further growth and development. The proposed project should be reviewed for consistency with the objectives of the AQMP if finalized prior to project approval.~~

The 1979 EIR Mitigation Measure 3 regarding provision of convenient bus stop locations is applicable to the proposed Modified Project, as several bus stops have been developed through the Page Ranch PCD along Mustang Way by the Riverside Transit Agency through Route 74 and Route 79 in accordance with Mitigation Measure 3. Therefore, it is reasonable to conclude the Riverside Transit Agency will continue to service these routes for the occupants of the proposed Modified Project via extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue (Figure 2.5). Additionally, 1979 EIR Mitigation Measure 3 facilitates execution of PDFs 3.3-2 and 3.3-3 to reduce the use of automobiles for residents and employees.

1979 EIR Mitigation Measure 3: Provide for convenient bus stop locations.

The 2008 EIR's Mitigation Measure AQ-01 is applicable to the proposed Modified Project, as it facilitates execution of PPP 3.3-4 to suppress fugitive dust. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-01: Prior to construction of the Project, the Project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of ~~two~~ three times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction.

The 2008 EIR's Mitigation Measure AQ-02 is replaced with Mitigation Measure 3.3.10.1, which requires Tier III construction equipment.

~~**2008 Mitigation Measure AQ-02**: Construction equipment shall be equipped Tier II diesel particulate matter filters.~~

The 2008 EIR's Mitigation Measure AQ-03 is replaced with Mitigation Measure 3.3.10.1, which incorporates the performance standards of this measure in conjunction with the Tier III requirement.

~~**2008 Mitigation Measure AQ-03:** Construction equipment shall be properly maintained in accordance with manufacturer's specifications at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD.~~

The 2008 EIR's Mitigation Measure AQ-04 is addressed as a regulatory policy in PPP 3.3-7 and therefore omitted from this SEIR.

~~**2008 Mitigation Measure AQ-04:** The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use.~~

The 2008 EIR's Mitigation Measure AQ-05 is applicable to the proposed Modified Project, as it facilitates execution of PPP 3.3-7 to limit idling of construction equipment and can minimize traffic congestion and delays that increase idling and acceleration emissions of passenger vehicles. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-05: Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones. This measure shall be implemented to the satisfaction of the City of Hemet Planning and Public Works Departments.

The 2008 EIR's Mitigation Measure AQ-06 is applicable to the proposed Modified Project, as it facilitates execution of PPP 3.3-6 to limit emissions of VOCs. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-06: Prior to issuance of building permits, t~~T~~he developer shall provide evidence to the City that ~~require~~ painting ~~to~~ will be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

The 2008 EIR's Mitigation Measure AQ-07 is applicable to the proposed Modified Project, as it facilitates execution of PDFs 3.3-2 and 3.3-3 to reduce the use of automobiles for residents and employees. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

The 2008 EIR's Mitigation Measure AQ-08 is applicable to the proposed Modified Project, as it facilitates execution of PPP 3.3-5 to reduce the emissions of air contaminants. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-08: Prior to issuance of grading and building permits, the developer shall provide evidence to the City that o~~O~~n-site electrical hookups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

The 2008 EIR's Mitigation Measure AQ-09 is applicable to the proposed Modified Project, as it facilitates execution of PPP 3.3-4 to suppress fugitive dust. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-09: During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

The 2008 EIR's Mitigation Measure AQ-10 is applicable to the proposed Modified Project, as it facilitates execution of PPP 3.3-4 to suppress fugitive dust. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-10: During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.

The 2008 EIR's Mitigation Measure AQ-11 is addressed as a regulatory policy in PPP 3.3-1, which requires the project to be constructed and operated in accordance with the 2019 Title 24 Standards of the California Building Code and therefore omitted from this SEIR.

~~**2008 Mitigation Measure AQ-11:** Any fireplaces installed in residences shall be only natural gas fired. Any stoves installed in residences shall be only natural gas or electric.~~

3.3.11 Level of Significance after Mitigation

The 2008 Certified EIR concluded development of the Approved Project would exceed SCAQMD regional thresholds of NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction and NOx, VOC, and CO during operation. However, advancements in energy efficiency to construction equipment, building design, and motor vehicles in the last ten years are expected to result in fewer emissions of criteria pollutants during construction and operation of the Modified Project when compared to the Approved Project.

With implementation of PDFs, PPPs, and Mitigation Measures, construction of the Modified Project would not result in a significant impact to air quality, but operation of the Modified Project would continue to emit NOx emissions in excess of SCAQMD regional thresholds. Adoption of the Certified EIR Mitigation Measures AQ-01, AQ-05, AQ-06, AQ-09, and AQ-10 and Mitigation Measure 3.3.10.1 would reduce emissions resulting from construction of the Modified Project to below criteria pollutant regional thresholds established by the SCAQMD. Therefore, the proposed Modified Project would have less severe (i.e., less than significant) impacts to regional air quality during construction.

Adoption of the Certified EIR 1979 Mitigation Measure 3 and 2008 Mitigation Measure AQ-07 will further ensure execution of PDFs 3.3-2 and 3.3-3 to reduce vehicle trips. However, NOx emissions would still occur at levels above SCAQMD thresholds after mitigation and implementation of mitigation, PDFs, and PPPs. Since the majority of NOx emissions are derived from vehicle usage, and the Modified Project does not have regulatory authority to control tailpipe emissions, no additional mitigation is feasible to further reduce NOx emissions. Therefore, project operational NOx emissions are considered **significant and unavoidable**. When compared to operation of the Approved Project, the proposed Modified Project would have less severe, but still significant and unavoidable, impacts to regional air quality during operation from the exceedance of NOx emissions thresholds.

Mitigation was prescribed for the Approved Project to reduce construction emissions to below LST, implementation of PPP 3.3-4, Certified EIR Mitigation Measures AQ-01, AQ-09, and AQ-10, and Mitigation Measure 3.3.10.1 would ensure the Modified Project would not expose sensitive receptors to substantial pollutant concentrations during construction. Therefore, impacts to sensitive receptors during construction of the Modified Project would be the same (i.e., **less than significant with mitigation incorporated**) as the Approved Project.

The painting of buildings or the installation of asphalt surfaces may create odors. PPP 3.3-6 (SCAQMD Rule 1113) outlines standards for paint applications, while PPP 3.3-8 (SCAQMD Rule 1108) identifies standards regarding the application of asphalt. Adoption of the Certified EIR Mitigation Measure AQ-06 will further minimize VOC emissions in accordance with SCAQMD Regulations. Adherence to the standards identified in these SCAQMD rules would reduce temporary odor impacts to a **less than significant** level. When compared to construction of the Approved Project, the proposed Modified Project would have the same (less than significant) impacts related to objectionable odors. No mitigation is required.

NOx impacts at the project level are considered cumulatively significant because NOx emissions are O_3 precursors and would therefore contribute considerably to existing O_3 non-attainment conditions within the Basin. This is a cumulatively significant impact persisting over the life of the Modified Project. Adoption of the Certified EIR 1979 Mitigation Measure 3 and 2008 Mitigation Measure AQ-07 will further ensure execution of PDFs 3.3-2 and 3.3-3 to reduce vehicle trips and corresponding emissions of criteria pollutants to the extent feasible, but NOx emissions would still occur at levels above SCAQMD thresholds after mitigation and implementation of mitigation, PDFs, and PPPs. No additional mitigation is feasible to further reduce the Modified Project's cumulatively considerable emission of NOx to levels that are less-than-significant. As detailed in Section 3.3.7.3, individual health effects from exposure to NOx emission generated by the proposed Modified Project would be speculative. When compared to the Approved Project, the proposed Modified Project would have a **significant and unavoidable** cumulative impact to regional air quality from emissions of NOx during operation even with implementation of mitigation, PPPs, and PDFs.

In summary, no new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any air quality impacts of the Modified Project.

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3.4 BIOLOGICAL RESOURCES

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to biological resources as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Cadre Environmental. *Biological Resources Technical Report, Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. June 2018 (Appendix C1).
- Cadre Environmental. *MSHCP Focused Burrowing Owl Surveys for the 245.07-Acre Rancho Diamante Project Site, City of Hemet, California*. July 5, 2017 (Appendix C2).
- Cadre Environmental. *MSHCP Sensitive Plant Surveys for the 245.07-Acre (16.70-acre offsite) Rancho Diamante Project Site, City of Hemet, California*. July 5, 2017 (Appendix C3).
- Cadre Environmental. *General MSHCP Habitat Assessment, Regulatory Constraints, and MSHCP Consistency Approach for the 245.07-Acre Rancho Diamante Project Site, City of Hemet, California*. July 5, 2017 (Appendix C4).
- Cadre Environmental. *MSHCP Determination of Biologically Equivalent or Superior Preservation/ Consistency Analysis. Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. June 2018 (Appendix C5).

Scoping Process/NOP Comments: Potential impacts to biological resources were identified during the public scoping meeting held in August 2016 for the proposed Modified Project regarding concern for the existing willow trees, birds, and coyotes on the project site.

The City received three comment letters in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to biological resources. The California Department of Fish and Wildlife (CDFW) provided a letter dated August 30, 2016; the Metropolitan Water District of Southern California (MWD) provided a letter dated August 29, 2016, and the California Department of Transportation (Caltrans) provided a letter dated September 9, 2016 (see Appendix A1).

The CDFW commented that the Draft SEIR should include an assessment of habitat types on the project site; an inventory of species present or potentially present on the project site; an inventory of rare, threatened, endangered, and other sensitive species with potential to be affected by the proposed Modified Project; an evaluation of the Modified Project's consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); as well as discussion of edge effects and the wildlands/urban interface. The CDFW also included suggestions for determination of impacts from and mitigation for the proposed project, and further recommended coordination between the applicant and the CDFW pursuant to Fish and Game Code Section 1602.

The MWD commented that the Draft SEIR should evaluate the Modified Project's potential effects to the water quality of MWD's supplies from potential incompatible uses.

No additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to biological resources.

3.4.1 Regulatory Setting

3.4.1.1 Federal Regulations

Federal Endangered Species Act. The Federal Endangered Species Act (FESA) was enacted to protect any species of plant or animal that is endangered or threatened with extinction. Section 9 of the FESA prohibits "take" of federally threatened or endangered wildlife. Take, as defined under the FESA, means to harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct (16 USC 1532[19]). Section 9 also prohibits the removal and reduction of endangered plants from lands under federal jurisdiction, and the removal, cutting, digging, damage, or destruction of endangered plants on any other area in "knowing violation of State law or regulation."

Section 9 of the FESA (16 USC 1538) prohibits take of a federally listed endangered species of fish or wildlife except pursuant to a permit and Habitat Conservation Plan approved under Section 10(a) of the FESA (16 USC 1539). The FESA prohibitions and requirements are different, however, for endangered species of plants. Section 9 prohibits the take of endangered plants only from areas under Federal jurisdiction, or if such take would violate State law.

The MSHCP described in Section 3.4.1.3 provides permits for take of all species identified in the MSHCP as covered and conditionally covered, so long as the conditions imposed are satisfied.

Clean Water Act. The United States Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States (waters of the U.S.). These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the Federal Clean Water Act (CWA) is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an "ordinary high water mark." In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met.

In 2006, the United States Supreme Court in the consolidated cases *Rapanos v. United States* and *Caravell v. United States*, Nos. 04-1034 and 04-1384 addressed CWA jurisdiction over wetlands adjacent or abutting navigable, non-navigable and ephemeral tributaries and jurisdiction over permanent and relatively permanent non-navigable tributaries.[1] According to the United Sates Supreme Court, the CWA does not assert jurisdiction over upland erosional features, gullies, and roadside ditches that have infrequent, low volume, and short duration of water flow. The USACE uses a significant nexus analysis. A water body is considered to have a "significant nexus" with a traditional

[1] Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States* & *Carabell v. United States.* June 6, 2007 and revised December 2, 2008. https://www.epa.gov/sites/production/files/2016-02/documents/cwa_jurisdiction_following_rapanos120208.pdf (accessed April 24, 2019).

navigable water[2] if its flow characteristics and functions in combination with the ecologic and hydrologic functions performed by all wetlands adjacent to such a tributary, affect the chemical, physical, and biological integrity of a downstream traditional navigable water. Additional information is provided in the Environmental Protection Agency (EPA) memorandum titled "Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States* & *Caravell v. United States*,"[3] and also the *U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook.*[4]

The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act.

EPA regulations require National Pollutant Discharge Elimination System (NPDES) permits for discharges of storm water from industrial/construction and Municipal Separate Storm Sewer Systems (MS4s). To comply with the permits, storm water pollution controls must be implemented for construction and industrial activity that discharges either directly to surface waters or indirectly through separate municipal storm drains. Pollution control is achieved by establishing engineering measures that have been designed, tested, and successfully implemented throughout the past decades, such as detention basins and sediment traps, during both the construction period and the operational phases of a project. In California, the RWQCBs administer the NPDES permitting program.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) implements conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, or barter any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The United States Fish and Wildlife Service (USFWS) has statutory authority and responsibility for enforcing the MBTA. The MBTA applies to the individual nests of these species, but it does not regulate impacts to the species' habitats.

3.4.1.2 State Regulations

California Endangered Species Act. The California Endangered Species Act (CESA) was developed to protect species of fish, wildlife, and plants that are in danger of, or threatened with, extinction because their habitats are threatened with destruction, adverse modification, or severe curtailment, or because of overexploitation, disease, predation, or other factors.

"Take" as defined under the CESA means hunt, pursue, capture, or kill, or attempt to hunt, pursue, capture, or kill. Under certain conditions, the CESA has provisions for take through a 2081 Permit or a Section 2081 Memorandum of Understanding. The impacts of the authorized take must be minimized and fully mitigated. No development permit may be issued if the issuance of the permit would jeopardize the continued existence of the species.

California Environmental Quality Act. Section 15380(b) of the *CEQA Guidelines* provides that a species not listed on the Federal or State lists of protected species may be considered rare or endangered if the species can be shown to meet specified criteria. These criteria have been modeled

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2 A "traditional navigable water" includes all of the "navigable waters of the United States," defined in 33 C.F.R. § 329 and by numerous decisions of the federal courts, plus all other waters that are navigable-in-fact.

3 Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States* & *Caravell v. United States.* June 6, 2007 and revised December 2, 2008. https://www.epa.gov/sites/production/files/2016-02/documents/cwa_jurisdiction_following_rapanos120208.pdf (accessed April 24, 2019).

4 *U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook.* https://www.nap.usace.army.mil/Portals/39/docs/regulatory/jd/jd_guidebook_051207final.pdf (accessed April 24, 2019).

after the definitions in FESA and CESA and § 2780–2781 of Article 1 of the California Fish and Game Code dealing with the California Wildlife Protection Act of 1990. This section was included in the guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on a species that has not yet been listed by either the USFWS or CDFW.

California Fish and Game Code. Various sections of the California Fish and Game Code provide protection to nesting birds, birds of prey, and species protected under the MBTA. Section 3503 of the California Fish and Game Code prohibits the destruction of the nest or eggs of any bird as otherwise provided for in the Fish and Game Code. Section 3503.5 specifically extends this protection to the nests or eggs of any bird of prey (species of the Orders *Falconiformes* [falcons, hawks, eagles, ospreys] *or Strigiformes* [owls]). The unlawful take, sale, or purchase (whole or in part) of any aigrette or egret, osprey, bird of paradise, goura, or numidi is prohibited under Section 3505. Section 3513 prohibits the unlawful to take or possession of any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Streambed Alteration Agreements. Sections 1600 et seq. of the California Fish and Game Code define the responsibilities of the CDFW and require public and private applicants to obtain an agreement for projects that would "… divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake designated by the CDFW in which there is at any time an existing fish or wildlife resource or from which those resources derive benefit, or would use material from the streambed designated by the department." CDFW wardens and/or unit biologists typically have the responsibility for formulating and issuing Streambed Alteration Agreements. The CDFW, through provisions of the Code (Sections 1601–1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW.

Porter-Cologne Water Quality Control Act. California's Porter-Cologne Act,[5] enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. It prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant."

Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and for regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan.

RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. The water quality standards developed for particular water segments vary depending on uses. Additionally, the SWRCB identifies waters failing to meet standards for specific pollutants, which are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-source point controls (NPDES permits or Waste Discharge Requirements),

[5] Water Code §§13000 et seq.

the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

The NPDES General Permit issued by the SWRCB applies to all construction activities that result in the disturbance of at least one acre of total land area, or activity that is part of a larger common plan of development of one acre or greater. The RWQCB regulates hydromodification[6] as well as surface and groundwater quality through adoption of water quality plans and standards, and issuance of water quality permits and waivers. The NPDES permit deals with both the construction phase and operational phase of development projects. For the construction phase of a project, the NPDES permit identifies the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

The implementation of NPDES permits ensures the State's mandatory standards for the maintenance of clean water and the federal minimum standards are met. Coverage under an NPDES permit regulates sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP establishes a process whereby the operator evaluates potential pollutant sources at the site and implements Best Management Practices (BMPs) designed to prevent or control the discharge of pollutants in storm water runoff.

Storm water control measures during construction and grading will be outlined in the construction NPDES permit and SWPPP prepared for the proposed project. Examples of such BMP control measures include but are not limited to the following:

- Temporary detention basins for runoff and silt containment;
- Regular street-sweeping and truck washing prior to exiting construction areas;
- Covering of soil hauling trucks to minimize dust generation (and silt buildup on project roads;
- Dirt rockers at project exits to reduce soil transported out of construction areas;
- Monitoring of runoff and protection devices during storm events;
- Use of silt fencing, gravel bags, and/or straw bales to channel runoff to temporary basins; and
- Identification of emergency procedures in case of hazardous materials spills.

For all projects subject to the Construction General Permit (CGP), applicants are required to develop and implement an effective Water Quality Management Plan (WQMP); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP. The purpose of a WQMP is to:

1) Identify all pollutant sources, including sources of sediment that may affect the quality of storm water discharges associated with daily use/activity (storm water discharges) from the property site;
2) Identify non-storm water discharges;
3) Identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the property site; and

[6] Hydromodification is the alteration of the hydrologic characteristics of coastal and non-coastal waters, which, in turn, could cause degradation of water resources.

4) Develop a maintenance schedule for BMPs designed to reduce or eliminate pollutants.

The project applicant will be required to obtain a construction NPDES permit prior to any site grading. In addition, the NPDES permit will require the identification of post-construction BMPs to be incorporated into the project-specific WQMP to control the post-construction entry of contaminants into storm flows.

California Public Utilities Code Section 21676 (Airport Land Use Commission). Projects located within zones administered by airport land use compatibility plans must comply with project-specific conditions imposed by the Airport Land Use Commission with jurisdiction over such airports.

3.4.1.3 Local Regulations

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). To address regional biological resources and habitat sustainability, 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 applies to a total area of approximately 1.26 million acres (approximately 1,997 square miles) and is one of the largest conservation plans in the U.S. The MSHCP covers multiple species and multiple habitats within multiple jurisdictions. The City of Hemet is a member agency to the MSHCP.

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, including the proposed Modified Project. The MSHCP involves efforts by the County, State, and federal governments, the fourteen cities in western Riverside County, and private and public entities engaged in construction activities that potentially affect the species covered under the MSHCP. The plan specifies an obligation of local projects, both public and private, to mitigate their impacts on species. The MSHCP includes incentives for conservation or the purchase of properties from willing sellers and will eventually result in a Conservation Area in excess of 500,000 acres, focusing on conservation of 146 species. The MSHCP Conservation Area includes approximately 347,000 acres of existing Public/Quasi-Public Lands and approximately 153,000 acres of Additional Reserve Land.

The MSHCP Conservation Area is comprised of existing and proposed “Core” areas, or large assemblages of public land that contain important habitat and listed or sensitive species populations. The core areas are connected by a series of “linkages” or “corridors” identified across public and private lands to allow wildlife movement and genetic connectivity and diversity among the core areas. The MSHCP identifies conservation areas through a series of “criteria cells” within which certain biological resources (i.e., vegetation and/or physical features) should be preserved over the long term. The MSHCP also establishes various processes to evaluate land development proposals in light of its goals and requirements. The MSHCP also identifies when studies need to be performed within certain criteria cells to determine the presence or absence of listed or otherwise sensitive species of plants or animals.

The western Riverside County Regional Conservation Authority utilizes the Habitat Assessment and Negotiations Strategy (HANS) to implement portions of the MSHCP by identifying and delineating conservation areas on specific properties. At the request of the property owner, property within criteria cells shall be subject to review in order to determine whether all or part of the property is needed for inclusion in the MSHCP Conservation Area.

The Joint Project Review Process (JPR) allows western Riverside County Regional Conservation Authority to monitor implementation of the MSHCP. It does not infringe on the local land use authority

of cities or other agencies, but instead, subjects development applications within criteria cells to review in order to determine if they have the potential to affect the goals of the MSHCP or, in the case of infrastructure projects, connections between major areas of habitat that are being conserved.

In accordance with the CESA, the MSHCP establishes a mitigation strategy based on establishment of reserves for species listed under the MSHCP aided by a per-acre mitigation fee levied by the City pursuant to Chapter 31 of the City Municipal Code[7] and by Riverside County pursuant to Ordinance No. 810.2.[8]

Stephens' Kangaroo Rat Habitat Conservation Plan (SKR-HCP). The City is located within the boundary of the adopted Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR-HCP) administered by the Riverside County Habitat Conservation Agency (RCHCA). The SKR-HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. The SKR-HCP initially established Core Reserves for the conservation of key SKR populations. Outside of the Core Reserves, the SKR-HCP established a fee assessment area by which individual projects are granted coverage under the HCP by payment of SKR fees. The MSHCP, through its goals for SKR, reaffirms the conservation goals of the SKR-HCP, while expanding the coverage area outside of the original coverage boundaries of the SKR-HCP. Neither the SKR-HCP nor MSHCP requires project-specific SKR surveys for sites located outside of the existing Core Reserves. Instead, payments of SKR fees are sufficient to obtain take authorization for SKR, unless specific lands are targeted for conservation by SKR-HCP or MSHCP. The City's SKR fees are required to be paid at the time of grading permit issuance, pursuant to Hemet Municipal Code Section 58-98.

Hemet General Plan. The General Plan defines goals and policies related to biological resources within the City. The following goals and policies apply to the proposed Modified Project.

- **Goal OS-1:** Preserve and protect critical open space and natural resources.
    - **Policy OS-1.1:** Development Proposals. Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practices related to particular resources.
    - **Policy OS-1.2:** Vernal Pools. Preserve the integrity of the vernal pool complex by ensuring adequate hydration, providing appropriate conservation buffers, and the preservation of native plants, in accordance with the requirements of the Multi-Species Habitat Conservation Plan.
    - **Policy OS-1.3:** Wetland Habitats. Require project applicants to conserve wetland habitats along the San Jacinto River, the Upper Salt Creek watershed, and elsewhere as identified where conservation serves to maintain watershed processes that enhance water quality and contribute to the hydrologic regime, and comply with Clean Water Act Section 404. Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas.

[7] Multiple Species Habitat Conservation Plan Fee Program, Chapter 31. City of Hemet Municipal Code. https://library.municode.com/ca/hemet/codes/code_of_ordinances?nodeId=CO_CH31MUSPHACOPLMIFE (accessed April 24, 2019).
[8] Ordinance No. 810.2. County of Riverside. http://www.rivcocob.org/ords/800/810.htm (accessed April 24, 2019).

- **Policy OS-1.4:** Resource Protection in Development Design. Require appropriate resource protection measures to be incorporated within specific plans and subsequent development proposals. Such requirements may include the preparation of a vegetation management program that addresses landscape maintenance, fuel modification zones, management of passive open space areas, provision of corridor connections for wildlife movement, conservation of water courses, rehabilitation of biological resources displaced in the planning process, and use of project design, engineering, and construction practices that minimize impacts on sensitive species, MSHCP conservation areas, and designated critical habitats.
- **Policy OS-1.5:** Restriction of Use. As needed to protect resources, limit recreational use in open space areas where sensitive biological resources exist.
- **Policy OS-1.6:** Habitat Conservation Plans. Coordinate with Riverside County and other relevant agencies to implement the *Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County*, and any other applicable habitat plan.
- **Policy OS-1.7:** Wildlife Movement Corridor. Continue efforts to establish a wildlife movement corridor in areas such as the San Jacinto River corridor, Santa Rosa Hills, Lakeview Mountains, and the open space areas surrounding Diamond Valley Lake. As applicable, new development in these areas shall incorporate such corridors. To minimize impediments to riparian wildlife movement, new roadways over ravines, arroyos, and drainages shall maintain wildlife corridors by incorporating bridges or culverts, where practical.

The City adopted a tree replacement ordinance (Chapter 2, Article IV, Division 4, Section 2-227) for trees and shrubs on public property to establish a specific fund in the Capital Improvement Plan (CIP) budget for urban forestry to fund the planting of new or replacement trees annually at parks, City facilities, or in the public right-of-way. The ordinance also requires the replacement of any tree on public property with a trunk diameter greater than four inches with a tree of similar shape and size or with smaller trees at a 3:1 ratio, as reasonably feasible, subject to review by the City Park Commission. Replacement trees are to be categorized as California-friendly or on the City's approved tree list.

3.4.2 Certified EIR Findings

The 1979 Certified EIR concludes development of the Page Ranch PCD will affect vegetation and wildlife during construction and operation. Mitigation Measure 1 indicated the proposed preservation of fifteen percent of the Page Ranch PCD site as open space will somewhat mitigate the impact upon vegetation and wildlife and that biological resources surveys prior to development would assure that no rare or endangered plant or wildlife species will be disturbed. Biological surveys conducted for the Approved Project identified no candidate, sensitive, or special status plant or wildlife species documented within the Approved Project site.

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR concluded no federally protected wetlands as defined by Section 404 of the Clean Water Act, riparian habitat, or other sensitive natural community is located within the Approved Project site. However, the Hemet Channel and Thornton Channel, which are waters of the U.S. and CDFW jurisdictional streambeds, would be subject to impacts that require mitigation.

The Certified EIR concluded the nearest wildlife movement corridors in proximity to the Approved Project site are the Hemet Channel and Salt Creek, which provide habitat for species and also provide for movement of species from the Hemet area to the east to Canyon Lake in to the west. The Approved Project site is subject to occupancy by migratory birds and includes trees and other features that provide

nesting opportunities for many bird species, particularly raptors; however, due to the Approved Project site's geographic location, surrounding land uses, and absence of native or natural habitat on adjacent parcels, it is not considered an essential component for regional wildlife movement.

The Certified EIR concluded there are no local policies or ordinances protecting biological resources within the project site. No impact would occur, and no mitigation is required. The Approved Project is within the adopted MSHCP and designated Criteria Cells. With implementation of mitigation, which requires the Approved Project to demonstrate conformance with applicable provisions of MSHCP, the Approved Project would not conflict with any Habitat Conservation Plan or result in significant impacts to biological resources.

3.4.3 Existing Environmental Setting

The proposed Modified Project site is located within the San Jacinto Valley in the City of Hemet. The site is relatively flat and ranges in elevation from approximately 1,510 feet AMSL in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. The site is characterized as agricultural lands (field croplands), seasonal depressions, Eucalyptus woodland, and disturbed/herbaceous wetland vegetation communities (Figure 3.4.1).

The majority of the site is covered by sparse non-native plants and is regularly plowed for weed abatement. The site has been used for growing crops dating back to at least the 1930s, primarily oat and wheat dry farming. The majority of flat lowlands are actively farmed for wheat production. Site soils include artificial fills, topsoil, young alluvial-valley deposits, and older alluvium. Soils mapped within the eastern two-thirds of the site consist primarily of the Exeter, Hanford, Grangeville, and Greenfield soils, and soils on the western portion of the site are saline-alkali Domino and Traver soils. Domino, Traver and Willows soil types are classified as sensitive substrates considered important for the conservation of certain plant species and vernal pool resources in the region. A total of 13 on-site seasonal depressions (plus the infiltration basin) are inundated during high rainfall years, but not long enough to develop primary constituent elements of jurisdictional wetlands and waters. Furthermore, none of the soil mapping units underlying the seasonal depressions are identified as being hydric soils.

A farmhouse and barn occupied the eastern portion of the site near the existing intersection of Warren Road and Mustang Way from 1949 (possibly earlier) to approximately 1990, with portions of the concrete footings from the structures and a grouping of approximately 10 eucalyptus trees still present. The Second San Diego Aqueduct abuts the western boundary of the site as an above-ground canal in a north to south direction. The First San Diego Aqueduct traverses the site below ground in northeasterly to southwesterly direction within a 150-foot-wide easement adjacent and parallel to two Eastern Municipal Water District easements (20-foot and 40-foot) for public utilities.

The Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment. Another drainage channel and a detention basin are located along the southern border of the proposed Modified Project site. This [southern] drainage channel and basin were constructed as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties and harbor the disturbed/herbaceous wetland vegetation communities of the site (Figure 3.4.1). An off-site drainage channel to be improved as part of the Modified Project conveys runoff from the existing drainage basin south to the existing channel at Simpson Road. Salt Creek is located between 0.5 and 1 mile south of the Modified Project site. Significant vernal pool resources and sensitive plant species are located north and southwest of the Modified Project site within Salt Creek as well as along Warren Road near the Modified Project's road frontage to the northeast. The Warren Road vernal pools were protected in place as part of previous roadway and development projects.

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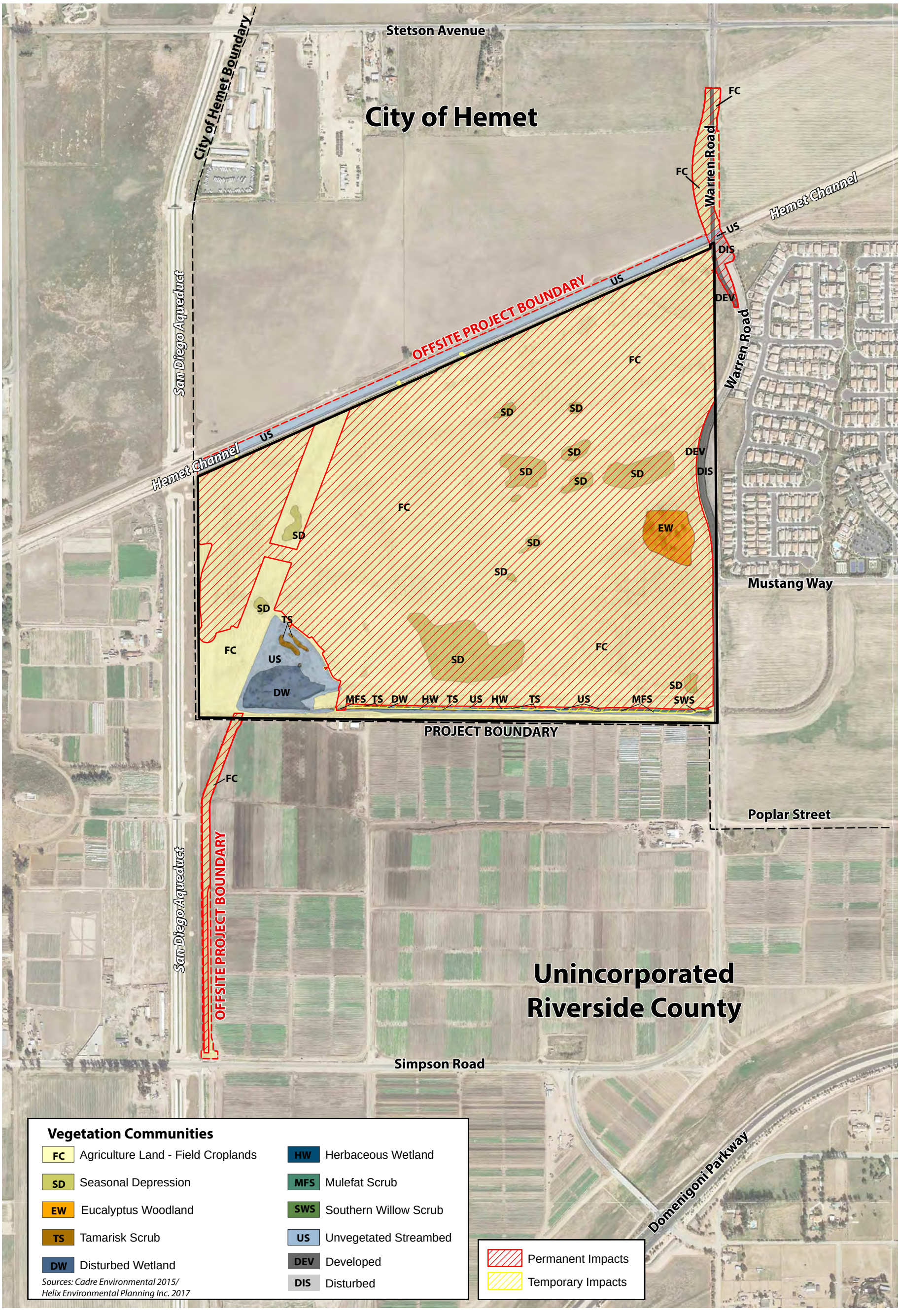

APNs 465-100-016, 465-100-022, 465-110-020, 021, 022, 023, and 027. Offsite APNs Portions of 465-120-019, 021, 465-130-016, 017, 465-100-018, and 032.

LSA

FIGURE 3.4.1

0 360 720
FEET

SOURCE: CADRE Environmental

Rancho Diamante Phase II
Subsequent Environmental Impact Report

Vegetation Communities

I:\HET1601\G\Vegetation Communities.cdr (8/23/2019)

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3.4.4 Methodology

The Modified Project site was subject to several project- and site-specific biological investigations (Appendix C1 through C5) to determine consistency with the requirements of the SKR-HCP and MSHCP including Criteria Cells; Conservation Areas and wildlife movement corridors and linkages; Criteria Area Species Survey Areas for plant, bird, mammal, and amphibian species; Narrow Endemic Plants Survey Areas; and survey requirements for inadequately covered species. A Determination of Biologically Equivalent or Superior Preservation (DBESP) report was prepared to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine and covered species and to determine if the Modified Project site may be considered biologically equivalent or superior to an avoidance alternative in accordance with the MSHCP.

A preliminary review of the proposed Modified Project TTM 36841 by the Riverside County Airport Land Use Commission (ALUC) indicated the proposed water quality control basins have potential to attract wildlife hazardous to operation of the Hemet-Ryan Airport. In accordance with ALUC Staff recommendations, a Qualified Wildlife Hazard Biologist who meets the standards of the Federal Aviation Administration (FAA) Advisory Circular (AC) No. 150/2500-36B conducted a Hazardous Wildlife Attractants Analysis (Appendix F2) of the proposed water quality control basins for the Modified Project. The Hazardous Wildlife Attractants Analysis prescribes performance standards to be implemented during design and construction of the Modified Project in order to reduce the potential for the proposed water quality control basins to attract significant numbers of hazardous wildlife, such as large birds. Details of the Hazardous Wildlife Attractants Analysis, including measures to reduce impacts, are presented in Section 3.7, *Hazards and Hazardous Materials*, of this SEIR.

3.4.5 Thresholds of Significance

The City has not established local CEQA significance thresholds; therefore, this SEIR incorporates the biology questions included in the Certified EIR in accordance with Appendix G ("CEQA Checklist") of the State *CEQA Guidelines*. Per the Certified EIR, a significant impact to biological resources would occur if the project was determined to:

- Have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as a candidate, sensitive, or special- status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS;
- 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 CDFW or the USFWS;
- 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;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
- Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

3.4.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDFs): PDFs include biological resource conservation features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to biological resources. The proposed Modified Project provides a framework of development standards to guide development of the proposed residential and commercial uses. These regulations and standards establish best management practices (BMPs) during construction activities and the installation and proper maintenance of structural BMPs to ensure adequate long-term treatment of all surface runoff from paved and developed areas of the Modified Project site before entering into any stream course or off-site conservation areas in accordance with Mitigation Measures 3.4.10.6 and 3.4.10.7.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to biological resources.

PPP 3.1-2 Pursuant to Section 90-386 (Site Development Requirements) of the City Municipal Code and General Plan Program CD-P-20, all on-site lighting shall be shielded to prevent off-site glare.

(1) All outdoor lighting shall be designed to illuminate uses, while minimizing light trespass into neighboring areas.

(2) The candlepower of outdoor lighting shall be the minimum required for safety purposes.

(3) Light for safety purposes shall be provided at entryways, along walkways, between buildings, and within parking areas.

(4) All lights shall be directed, oriented, and shielded downward to prevent light from shining onto adjacent properties, onto public rights-of-way, and into driveway areas in a manner that would obstruct drivers' vision.

(5) Light sources shall not be located in required buffer areas, except those required to illuminate pedestrian walkways.

PPP 3.4-1 The Modified Project will obtain and comply with waste discharge requirements (WDRs) of the Porter-Cologne Act and the National Pollutant Discharge Elimination System (NPDES) permit to treat all surface runoff from paved and developed areas through implementation of applicable BMPs during construction and installation and proper maintenance of structural BMPs during operation. Runoff patterns will be recreated to mimic the pre-channelization conditions within the Modified Project site. Storm water treatment BMPs will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements to minimize edge effects to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Project Site (Salt Creek) associated with the Urban/Wildlands interface.

3.4.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.4.7.1 Candidate, Sensitive, or Special-Status Plant and Wildlife Species

Threshold:	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California

Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The Certified EIR concludes development of the Page Ranch PCD will impact vegetation and wildlife during construction and operation. Mitigation Measure 1 in the 1979 EIR indicated the proposed preservation of 15 percent of the Page Ranch PCD site as open space will somewhat mitigate the impact upon vegetation and wildlife and that biological resources surveys prior to development would ensure that no rare or endangered plant or wildlife species will be disturbed. The MSHCP was developed in 2001 by the County of Riverside in cooperation with State and federal agencies to address the direct, indirect, cumulative, and growth-related effects on covered species resulting from build out of planned land use and infrastructure, including the Approved Project. Biological surveys conducted for the Approved Project identified no candidate, sensitive, or special-status plant or wildlife species documented within the Approved Project site that are not covered by the MSHCP. Specifically, two species covered by the MSHCP were documented within the Approved Project site, the little mousetail and the burrowing owl. The on-site occurrence of little mousetail is outside the MSHCP Criteria Area Survey Area and is not associated with a vernal pool or any soil targeted for conservation by the MSHCP. Therefore, impacts to little mousetail were determined to be less than significant. However, the Approved Project site is located within the MSHCP-designated burrowing owl survey area. Accordingly, the Certified EIR prescribed Mitigation Measure BR-1a requiring pre-construction surveys for the burrowing owl and avoidance and/or relocation measures in accordance with the project-specific DBESP and concluded impacts to candidate, sensitive, or special-status species would be less than significant with mitigation.

As indicated in Table 3.4.A, development of the proposed Modified Project would directly affect approximately 221.68 acres of vegetation communities (213.43 acres on site and 8.25 acres off site), of which 220.05 acres would be permanently affected while 1.63 acres would be temporarily affected (Figure 3.4.1).

Table 3.4.A: Vegetation Community Impacts

Vegetation Type	Acreage (on-site)	Acres (off-site)	Permanent Impacts Acres (total)	Temporary Impacts Acres (total)
Agriculture Land – Field Croplands	214.55	10.74	202.90	0.19
Seasonal Depressions	12.93	—	12.26	—
Unvegetated Streambed	6.57	6.61	0.07	0.69
Disturbed Wetland	3.42	—	—	0.03
Eucalyptus Woodland	2.94	—	2.93	—
Tamarisk Scrub	0.61	—	—	0.19
Mule Fat Scrub	0.48	—	0.02	0.37
Herbaceous Wetland	0.31	—	—	0.13
Southern Willow Scrub	0.06	—	—	0.01
Disturbed	1.02	3.12	0.82	0.02
Developed	2.18	1.01	1.05	—
TOTALS	**245.07**	**21.48**	**220.05**	**1.63**

Source: Table 8: Vegetation Community Impacts. Cadre Environmental. *Biological Resources Technical Report, Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. June 2018 (Appendix C1).

A 62.75-acre portion of the Modified Project site is located within MSHCP Criteria Cell 4007, and a 20.23-acre portion is located within Criteria Cell 3892 (SU4 Hemet Vernal Pool Areas East). No

conservation within Criteria Cell 4007 or 3892 is proposed or identified by the MSHCP criteria for the region located within the Modified Project site.

The Modified Project site is located within MSHCP narrow endemic plant, criteria area, and specific wildlife survey areas for the following 18 species (15 plant and 3 wildlife species), for which focused surveys were conducted in accordance with the MSHCP. Those species include:

- Riverside fairy shrimp (*Streptocephalus woottoni*)
- Vernal pool fairy shrimp (*Branchinecta lynchi*)
- Burrowing owl (*Athene cunicularia*)
- San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*)
- Davidson's saltscale (*Atriplex davidsonii*)
- Parish's brittlescale (*Atriplex parishii*)
- Thread-leaved brodiaea (*Brodiaea filifolia*)
- Smooth tarplant (*Centromadia pungens* subsp. *laevis*)
- Round-leaved filaree (*Erodium macrophyllum*)
- Coulter's goldfields (*Lasthenia glabrata* subsp. *coulteri*)
- Little mousetail (*Myosurus minimus* subsp. *apus*)
- Mud nama (*Nama stenocarpum*)
- Munz's onion (*Allium munzii*)
- San Diego ambrosia (*Ambrosia pumila*
- Many-stemmed dudleya (*Dudleya multicaulis*)
- Spreading navarretia (*Navarretia fossalis*)
- California Orcutt grass (*Orcuttia californica*)
- Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*)

None of the focused biological surveys identified any federal or state listed threatened or endangered plants or wildlife within the Modified Project site. However, one MSHCP criteria area species, smooth tarplant (191 plants), was identified within the off-site Modified Project boundary during the focused sensitive plant surveys. Although burrowing owl were detected within and adjacent to the Modified Project site during initial MSHCP focused surveys conducted in 2005 and 2006 as part of the Approved Project, the results of those surveys did not meet the MSHCP requirements of three or more pairs for a site requiring on-site conservation.

Incidental MSHCP covered species documented during the Modified Project habitat assessment and/or focused survey efforts include the *California Species of Special Concern* white-tailed kite, California horned lark, and San Diego black-tailed jackrabbit, as well as the non-listed loggerhead shrike, turkey vulture, and coyote. Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4. Mitigation Measure 3.4.10.1 requires the project applicant to pay MSHCP Local Development Mitigation fees as determined by the City of Hemet in order to offset impacts from development of 221.68 acres of vegetation communities. Mitigation Measures 3.4.10.3 and 3.4.10.4 require a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey, respectively, to ensure

protection for MSHCP-covered species and compliance with the conservation goals as outlined in the MSHCP. Implementation of Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4 would ensure the Modified Project would have a less than significant impact to candidate, sensitive, or special status species. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to candidate, sensitive, or special status species.

3.4.7.2 Riparian Habitat or other Sensitive Natural Communities

Threshold:	Would the project 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?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR, encompassing 91.66 acres of the 245.07-acre proposed Modified Project as Planning Area X (TTM 35394) of the Approved Project, concluded no riparian habitat or other sensitive natural community is located within the Approved Project site.

Salt Creek is located between 0.5 and 1 mile south of the Modified Project site. Significant vernal pool resources and sensitive plant species are located north and southwest of the Modified Project site within Salt Creek. Alterations to downstream hydrology and additional impacts to flows leading southwest of the Modified Project site to Salt Creek would be considered significant. However, the off-site drainage channel conveying runoff from the existing on-site drainage basin south to the existing channel at Simpson Road will be improved as part of the Modified Project. Design elements will contribute to the Regional Drainage Plan and significantly improve the existing hydrology contributing to the sensitive resources located southwest of the Modified Project site within Salt Creek. Specifically, the proposed project will safely convey the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that will result from the development of the site. Therefore, Salt Creek would not be subject to adverse physical changes from construction or operation of the Modified Project.

Pursuant to MSHCP Section 6.1.2, Volume I, the Modified Project site, including the off-site areas, was assessed for the presence/absence and extent of MSHCP riparian, riverine, and vernal pool resources. MSHCP Riparian/Riverine Section 6.1.2 regulated resource areas documented on the Modified Project site are the same as those reported for CDFW jurisdiction.

A formal jurisdictional delineation of the Modified Project site was conducted to determine the boundaries or absence of streambed and riparian habitat subject to the regulatory jurisdiction of the CDFW, Sections 1600 *et seq*. of the California Fish and Game Code, and Riparian/Riverine Areas and Vernal Pools defined in MSHCP Section 6.1.2. Table 3.4.A and Figure 3.4.1 identify the natural vegetation communities of the Modified Project site.

Most of the Modified Project site consists of active agricultural land—field croplands, which is routinely disked as part of dry-land farming practices. In 2007, an artificial ditch was constructed along the southern boundary of the Modified Project site as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. This constructed ditch now supports Disturbed Wetland**,** Herbaceous Wetland**,** Mule Fat Scrub**,** Southern Willow Scrub**,** Tamarisk Scrub**,** and Unvegetated Streambed vegetation communities. An infiltration basin was also constructed in the southwestern portion of the Modified Project site to collect overflow runoff from the drainage ditch and adjacent farmlands. This shallow basin supports Disturbed Wetland, Unvegetated Streambed**,** Seasonal Depression**,** and Tamarisk Scrub**.** Finally, the off-site reach of Hemet Channel

located immediately north of the Modified Project site and generally devoid of vegetation was mapped as Unvegetated Streambed**.**

Site soils include artificial fills, topsoil, young alluvial-valley deposits, and older alluvium. Soils mapped within the eastern two-thirds of the site consist primarily of the Exeter, Hanford, Grangeville, and Greenfield soils, and soils on the western portion of the site are saline-alkali Domino and Traver soils. Domino, Traver and Willows soil types are classified as sensitive substrates considered important for the conservation of certain plant species and vernal pool resources in the region.

The Modified Project site does not occur within a designated critical habitat for federally endangered or threatened species. Furthermore, no sensitive or undisturbed native habitats listed by CDFW as sensitive were documented within the Modified Project site. One of the 15 MSHCP Criteria Area and Narrow Endemic plant species, smooth tarplant (a small population consisting of 191 individual plants), was detected during the focused survey program along the proposed off-site drainage channel improvement alignment between the Modified Project site and Simpson road to the south. This small population is located within habitat characterized as agricultural land – field croplands. The limited distribution of this species off site is not expected to have long-term conservation value, and no mitigation obligations specific to this species are warranted. The other 14 target MSHCP species were not detected during the survey program and/or are not expected to grow on site due to a lack of detection.

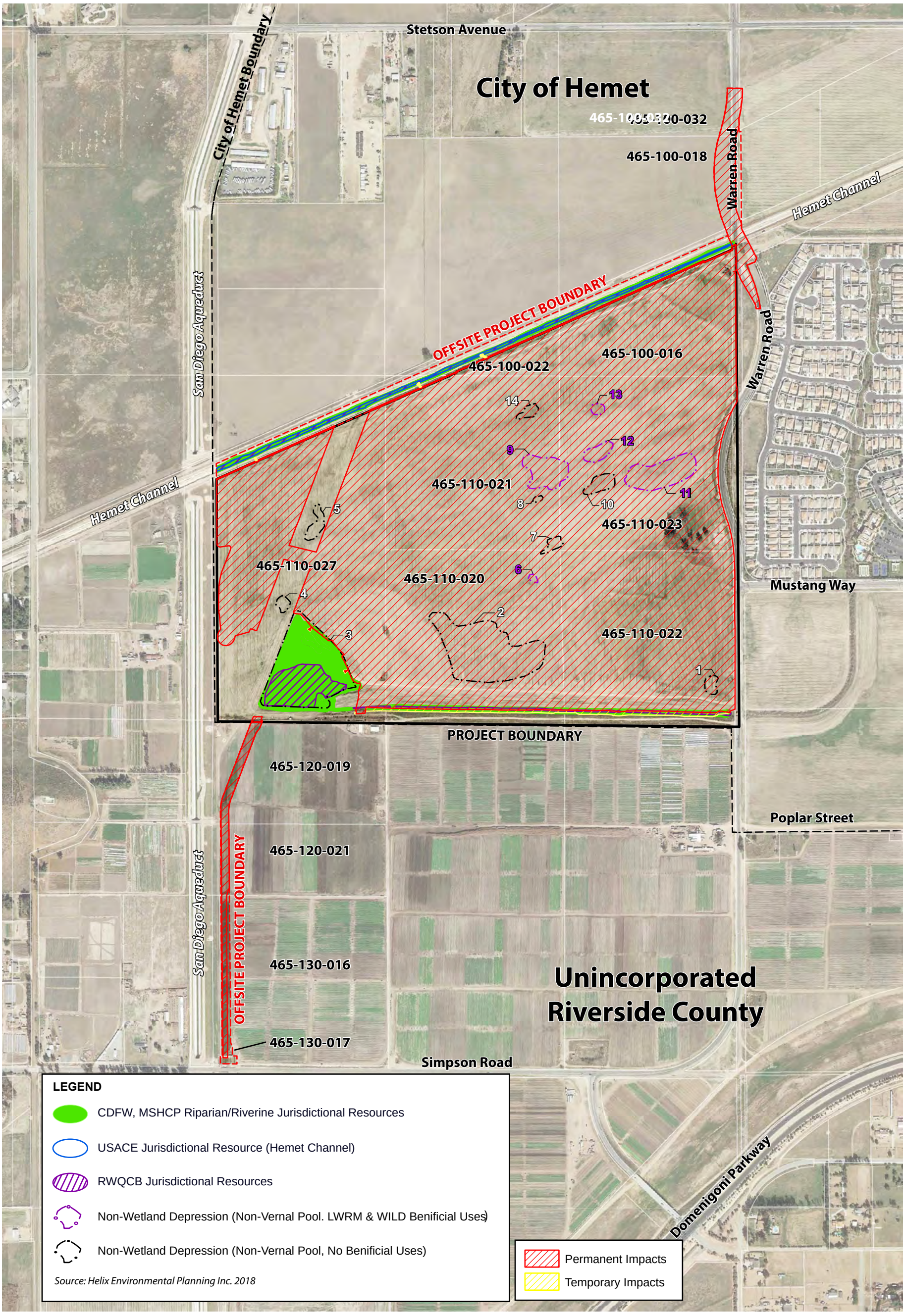
Thirteen on-site seasonal depressions are inundated during high rainfall years, but not long enough to develop primary constituent elements of jurisdictional wetlands and waters (Figure 3.4.2). The features were confirmed to become inundated and saturated, but not over sufficient timeframes to support a dominance of hydrophytic vegetation or vernal pool indicator plants, develop hydric soils, support multiple wetland hydrology criterion, or support significant or critical populations of wildlife, including fairy shrimp. However, 5 of the 13 on-site seasonal depressions were determined to support two beneficial uses, Limited Warm Freshwater Habitat (LWRM)[9] and Wildlife Habitat (WILD)[10] due to the presence of the non-listed, common versatile fairy shrimp. The CDFW and MSHCP riparian/riverine acreages of the Modified Project site are identified in Table 3.4.B and Figure 3.4.2.

Riparian and riverine resources characterized and regulated by MSHCP Section 6.1.2 include 16.05-acres of mule fat scrub, southern willow scrub, tamarisk scrub, and understory herbaceous and disturbed wetland that has established within the on-site man-made channel and basin. Unvegetated streambed resources meeting MSHCP 6.1.2 jurisdiction also include non-wetland and non-riparian streambed and bank associated with the Hemet Channel and portions of the on-site man-made channel and basin. No suitable habitat for the least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo was detected within or adjacent to the Modified Project site.

As indicated in Table 3.4.B, 0.02 acre of permanent and 0.74 acre of temporary impact on riparian-vegetated streambed/basin, and 0.06 acre of permanent and 0.70 acre of temporary impact on unvegetated streambed would result from project execution (total of 1.52 acres of permanent/temporary impacts to jurisdictional resources regulated by CDFW and MSHCP Section 6.1.2). These impacts are

[9] LWRM uses include waters that support warm water ecosystems which are severely limited in diversity and abundance as the result of concrete-lined watercourses and low, shallow dry weather flows which result in extreme temperature, pH, and/or dissolved oxygen conditions. Naturally reproducing finfish populations are not expected to occur in LWRM waters.

[10] WILD uses include water that supports terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.



APNs 465-100-016, 465-100-022, 465-110-020, 021, 022, 023, and 027. Offsite APNs Portions of 465-120-019, 021, 465-130-016, 017, 465-100-018, and 032.

LSA

FIGURE 3.4.2

SOURCE: CADRE Environmental

Rancho Diamante Phase II
Subsequent Environmental Impact Report

Jurisdictional Resources

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Table 3.4.B: Jurisdictional Resources Impacts

Jurisdictional Resources	Existing Acres[1] (Linear Feet)	Impacts Acres[1] (Linear Feet)	
		Temporary	Permanent
USACE Jurisdiction			
Non-Wetland Waters (Hemet Channel)	1.77 (4,290)	<0.01 (30)	<0.01 (5)
TOTAL	**1.77 (4,290)**	**<0.01 (30)**	**<0.01 (5)**
RWQCB Jurisdiction			
Non-Wetland Waters (Hemet Channel)	1.77 (4,290)	<0.01 (30)	<0.01 (5)
Isolated Non-Wetland Waters (Man-made Channel)	0.11 (3,025)	<0.01 (50)	—
Isolated Wetland Waters (Man-made Channel and Basin)	4.09 (377)	0.50 (2,783)	0.01 (53)
TOTAL	**10.46 (7,692)**	**0.51 (2,863)**	**0.01 (58)**
CDFW Jurisdiction & MSHCP Riparian/Riverine Areas (Section 6.1.2)			
Riparian Habitat			
Disturbed Wetland	3.42	0.04	—
Herbaceous Wetland	0.31	0.13	—
Mule Fat Scrub	0.39	0.37	0.02
Southern Willow Scrub	0.06	0.01	<0.01
Tamarisk Scrub	0.61	0.19	<0.01
Subtotal	4.87	0.74	0.02
Unvegetated Streambed			
Unvegetated Streambed	11.18	0.70	0.06
Subtotal	11.18	0.70	0.06
TOTAL	**16.05**	**1.44**	**0.08**

Source: Table 9: Jurisdictional Resources Impacts. Cadre Environmental. *Biological Resources Technical Report, Rancho Diamante Project Site, City of Hemet, California, TTM 36841*. June 2018 (Appendix C1).

considered to be significant and will be mitigated to less than significant levels by implementing Mitigation Measures 3.4.10.5 and 3.4.10.6. Mitigation Measure 3.4.10.5 requires a Determination of Biological Equivalent or Superior Preservation (DBESP) to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine, and covered species. Mitigation Measure 3.4.10.6 requires acquisition of a 1602 Streambed Alteration Agreement from CDFW. When compared to the Approved Project, the Modified Project would have similar [less than significant with mitigation] impacts to riparian habitat or sensitive natural communities.

3.4.7.3 Wetland and Non-wetland Waters

Threshold:	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR, encompassing 91.66 acres of the 245.07-acre proposed Modified Project as Planning Area X (TTM 35394) of the Approved

Project, concluded no federally protected wetlands as defined by Section 404 of the Clean Water Act are located within the Approved Project site. However, the Hemet Channel and Thornton Channel, which are waters of the U.S. and CDFW jurisdictional streambeds, would be subject to impacts, and Mitigation Measure BR-2 is required to ensure compliance with appropriate water permitting regulations. With implementation of Mitigation Measure BR-2, impacts to waters of the U.S. and CDFG jurisdictional streambeds would be reduced to less than significant levels.

A formal jurisdictional delineation of the Modified Project site was conducted to determine the boundaries or absence of potential wetland and non-wetland waters of the U.S per Section 404 of the CWA, and wetland and non-wetland waters of the State per Section 401 of the CWA and Porter-Cologne. Thirteen on-site seasonal depressions are inundated during high rainfall years, but not long enough to develop primary constituent elements of jurisdictional wetlands and waters (Figure 3.4.2). As indicated in Table 3.4.B, above, 0.01 acre of permanent and 0.51 acre of temporary impacts to wetland and non-wetland waters would result from project execution (total of 0.52 acre of permanent/ temporary impacts to jurisdictional resources regulated by USACE and RWQCB). These impacts are considered to be significant and will be mitigated to less than significant levels by implementing Mitigation Measures 3.4.10.5 and 3.4.10.6. Mitigation Measure 3.4.10.5 requires a DBESP to ensure replacement of any lost functions and values of wetland and non-wetland waters of the U.S./State and isolated waters of the State. Mitigation Measure 3.4.10.6 requires acquisition of a CWA Section 404 permit and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 (Porter-Cologne Act). When compared to the Approved Project, the Modified Project would have similar [less than significant with mitigation] impacts to wetland and non-wetland waters of the U.S. and waters of the State.

3.4.7.4 Wildlife Movement, Corridors, and Nursery Sites

Threshold:	Would the project 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 wildlife nursery sites?

The Certified EIR concluded the nearest wildlife movement corridors in proximity to the Approved Project site are the Hemet Channel and Salt Creek, which provide habitat for species and also provide for movement of species from the Hemet area to the east to Canyon Lake in to the west. The Approved Project site is subject to occupancy by migratory birds and includes trees and other features that provide nesting opportunities for many bird species, particularly raptors; however, due to the Approved Project site's geographic location, surrounding land uses, and absence of native or natural habitat on adjacent parcels, it is not considered an essential component for regional wildlife movement. To mitigate for potential impacts to migratory birds, the 2008 Draft EIR prescribed Mitigation Measures BR-3 and BR-4, respectively, which require a pre-construction nesting bird survey during the nesting bird season and conformance with the with the MSHCP Urban/Wildland Interface Guidelines for the Approved Project. Implementation of Mitigation Measures BR-3 and BR-4 would ensure impacts from the Approved Project to wildlife movement, corridors, and nursery sites would be less than significant with mitigation.

The Modified Project site is not recognized as a regional wildlife movement corridor. According to the MSHCP, the site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. The site provides minimal cover or food, and it contains no natural unrestricted water courses that would facilitate regional wildlife movement on site. Salt Creek, located between 0.5 and 1 mile south of the Modified Project site, is the nearest recognized wildlife movement corridor. The off-site drainage channel conveying runoff from the existing on-site drainage basin south to the existing channel at Simpson Road will be improved as part of the Modified Project. Implementation of Mitigation Measure 3.4.10.7 will contribute to the Regional Drainage Plan and significantly improve the existing hydrology contributing to the sensitive resources

located southwest of the Modified Project site within Salt Creek. Specifically, the proposed project will safely convey the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that will result from the development of the site. Therefore, Salt Creek would not be subject to adverse physical changes from construction or operation of the Modified Project.

In addition to Salt Creek, the adjacent Hemet Channel (Constrained Linkage B) is expected to be utilized by wildlife for local and regional movement. However, this linkage is constrained on its northern and southern edges by urban development. A permanent barrier between the Modified Project site and Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) will be constructed to minimize unauthorized public access to the channel. The Modified Project would include seven new off-site storm drain connections to Hemet Channel that are not expected to preclude its continued function as a constrained linkage for local and regional wildlife movement. The seven storm drain facilities will be located partially within an area designated as Public/Quasi-Public (PQP) in Hemet Channel. Three outfall structures will extend north of the Modified Project site to the Hemet Channel discharging captured and treated waters. Therefore, the proposed storm drain connections will not impede or conflict with the conservation value of channel as a drainage facility and wildlife movement corridor. Therefore, no PQP replacement is necessary.

In accordance with PPP 3.1-2, night lighting throughout the Modified Project site, including adjacent to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B), would be directed downward and away from off-site areas of the project to reduce potential indirect impacts to wildlife species. Project-related noise that could deter wildlife in the project vicinity will be attenuated to below residential, commercial, or mixed use noise standards established for Riverside County through implementation of PPPs, PFDs, and mitigation measures specified in Section 3.12 of this SEIR. Additionally, Mitigation Measure 3.4.10.7 will ensure final project design will be developed to ensure best management practices are incorporated into the project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows into Salt Creek southwest of the Modified Project site.

The Modified Project will obtain and comply with waste discharge requirements (WDRs) and the National Pollutant Discharge Elimination System (NPDES) permit to treat all surface runoff from paved and developed areas through implementation of applicable Best Management Practices (BMPs) during construction and installation and proper maintenance of structural BMPs during operation. Runoff patterns will be recreated to mimic the pre-channelization conditions within the Modified Project site. Storm water treatment BMPs will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements that could degrade or harm downstream biological or aquatic resources. PPP 3.4-1 will ensure adequate long-term treatment of water before entering into any stream course or off-site conservation areas.

The above project design and BMPs shall be incorporated into the Modified Project in accordance with Mitigation Measure 3.4.10.7 to minimize edge effects to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Project Site (Salt Creek) associated with the Urban/Wildlands interface. Additionally, implementation of a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey in accordance with Mitigation Measures 3.4.10.3 and 3.4.10.4, respectively, will ensure protection for migratory birds that may occupy the site. Implementation of these PDFs and Mitigation Measures will reduce these impacts to less than significant. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts to wildlife movement, corridors, and nursery sites.

3.4.7.5 Local Policies or Ordinances Protecting Biological Resources

Threshold:	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation polity or ordinance?

The Certified EIR concluded there are no local policies or ordinances protecting biological resources within the project site. No impact would occur and no mitigation is required.

Regarding the Modified Project site, the City General Plan includes a variety of Programs and Policies intended to support the conservation and protection of biological resources. Additionally, the City is a participant in several broader plans and programs to protect biological resources, including the MSHCP and the SKR HCP. Policy OS-1.1 and OS-1.4 require the Modified Project to consider biological resources and incorporate mitigation and site planning techniques to reduce impacts to these resources. Conservation of upland habitat areas and maintenance of adequate hydration would protect vernal pool complexes and wetland habitats in accordance with Policy OS-1.3. Recreational use of open space would be limited to select areas in order to preserve sensitive biological resources in accordance with Policy OS-1.5. Furthermore, the Modified project must comply with the City's habitat conservation activities, including implementation of HCPs, in accordance with Policy OS-1.6. Finally, the Modified Project must not conflict with the City's efforts to establish wildlife movement corridor connections in the planning area in accordance with Policy OS-1.7.

Project-specific focused biological surveys, a jurisdictional delineation, and DBESP were prepared in accordance with MSHCP Section 6.1.2, Volume I. Significant vernal pool resources and sensitive plant species are located southwest of the Modified Project site within Salt Creek. Project implementation of Mitigation Measure 3.4.10.7 would ensure safe conveyance of the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that will result from the development of the site, and significantly improve the existing hydrology contributing to the sensitive resources located southwest of the Modified Project site within Salt Creek.

Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4. Impacts to riparian habitat, sensitive natural communities, wetlands, and non-wetland waters will be mitigated to less than significant levels by implementing Mitigation Measure 3.4.10.5, which requires a DBESP to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine, and covered species, as well as wetland and non-wetland waters of the U.S./State and isolated waters of the State. Finally, Mitigation Measure 3.4.10.6 requires acquisition of a 1602 Streambed Alteration Agreement from CDFW, CWA Section 404 permit, and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Implementation of PPPs 3.1-2 and 3.4-1, and Mitigation Measures 3.4.10.3 and 3.4.10.4, would ensure the Modified Project would have less than significant impacts with mitigation to wildlife movement, corridors, and nursery sites.

The City adopted a tree replacement ordinance (Chapter 2, Article IV, Division 4, Section 2-227), which is applicable to trees and shrubs on public property only. The Modified Project does not include removal of any trees on public property but will be subject to development impact fees, a portion of which would be allocated to the City CIP for urban forestry. Furthermore, the Modified Project will incorporate California-friendly or City-approved trees within public parks and along public roadways abutting the project pursuant to the City's tree replacement ordinance (Chapter 2, Article IV, Division 4, Section 2-227).

The Modified Project is designed to comply with the General Plan Policies requiring preservation of habitat, vernal pool hydration, maintenance of open space and wildlife movement corridors, and integration of biological resource planning through implementation of the PPPs (3.1-2 and 3.4-1) and

Mitigation Measures (3.4.10.1, 3.4.10.3, 3.4.10.4, 3.4.10.5, 3.4.10.6, 3.4.10.7) described above. When compared to the Approve Project, the Modified Project would have a similar [less than significant, albeit with mitigation] from conflict with local policies or ordinances protecting biological resources.

3.4.7.6 Provisions of an Adopted Habitat Conservation Plan

Threshold:	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The Certified EIR concluded the Approved Project is within the adopted MSHCP and designated Criteria Cells. With implementation of Mitigation Measure BR-5, which requires the Approved Project to demonstrate conformance with applicable provisions of MSHCP, the Approved Project would not conflict with any Habitat Conservation Plan.

The Modified Project site is located within the MSHCP San Jacinto Valley Area Plan, south of Proposed Noncontiguous Habitat Block 7 and Constrained Linkage B (Hemet Channel). A 62.75-acre portion of the Project Site is located within Criteria Cell 4007 and 20.23-acre portion is located within Criteria Cell 3892 (SU4 Hemet Vernal Pool Areas East). Accordingly, the Modified Project is required to be reviewed through the Habitat Acquisition and Negotiation Strategy (HANS) and the Regional Conservation Authority Joint Project Review (JPR) process.

No conservation within Criteria Cell 4007 is proposed or identified by the MSHCP criteria for the region located within the Modified Project site. Therefore, the project is consistent with conservation goals identified for Criteria Cell 4007 – SU4 Hemet Vernal Pool Areas East.

No conservation within Criteria Cell 3892 is proposed or identified by the MSHCP criteria for the region located within the Modified Project site. Significant vernal pool resources and sensitive plant species are located north and southwest of the Modified Project site within Salt Creek as well as along Warren Road near the Modified Project's road frontage within Criteria Cell 3892. No playa/vernal pool habitat is identified in this off-site portion of the Modified Project. Therefore, the project is consistent with conservation goals identified for Criteria Cell 3892 – SU4 Hemet Vernal Pool Areas East.

The Modified Project site is within MSHCP narrow endemic plant, criteria area, and specific wildlife survey areas for 18 species, for which focused surveys were conducted as specified in Section 3.6.7.1 above. A single MSHCP sensitive plant species, smooth tarplant, was documented along the proposed off-site drainage channel improvement alignment between the Modified Project site and Simpson road to the south. Pursuant to MSHCP Section 6.3.2, the limited distribution of this species documented within the off-site impact area is not expected to have long-term conservation value, and no additional mitigation obligations specific to this species is required.

Although burrowing owl were detected within and adjacent to the Modified Project site during initial MSHCP focused surveys conducted in 2005 and 2006 as part of the Approved Project, the results of those surveys did not meet the MSHCP requirements of three or more pairs for a site requiring on-site conservation. Incidental MSHCP covered species documented during the Modified Project habitat assessment and/or focused survey efforts include the *California Species of Special Concern* white-tailed kite, California horned lark, and San Diego black-tailed jackrabbit, as well as the non-listed loggerhead shrike, turkey vulture, and coyote. Impacts to common and MSHCP-covered species will be mitigated to a level of less than significant by implementing Mitigation Measures 3.4.10.1, 3.4.10.3, and 3.4.10.4. Mitigation Measures 3.4.10.1 requires the project applicant to pay MSHCP Local Development Mitigation fees as determined by the City of Hemet in order to offset impacts from development of 221.68 acres of vegetation communities. Mitigation Measures 3.4.10.3 and 3.4.10.4

require a 30-day pre-construction burrowing owl survey and 14-day pre-construction nesting bird survey, respectively, to ensure protection for MSHCP-covered species and compliance with the conservation goals as outlined in the MSHCP.

Pursuant to MSHCP Section 6.1.2, Volume I, impacts to Riparian/Riverine Section 6.1.2 regulated resource areas, including riparian habitat, sensitive natural communities, wetlands, and non-wetland waters will be mitigated to less than significant levels by implementing Mitigation Measure 3.4.10.5, which requires a DBESP to ensure replacement of any lost functions and values of habitat as it relates to MSHCP riparian, riverine, and covered species, as well as wetland and non-wetland waters of the U.S./State and isolated waters of the State. Finally, Mitigation Measure 3.4.10.6 requires acquisition of a 1602 Streambed Alteration Agreement from CDFW, CWA Section 404 permit, and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260 (Porter-Cologne Act).

All Urban/Wildlands Interface guidelines presented in MSHCP Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Project design and BMPs will be incorporated into the Modified Project in accordance with Mitigation Measure 3.4.10.7 to minimize edge effects to the Hemet Channel (PQP Conserved Land, MSHCP Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the project site (Salt Creek) associated with the Urban/Wildlands interface.

The project site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR HCP. In accordance with Mitigation Measure 3.4.10.2, the project applicant is required to pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County.

With implementation of Mitigation Measures 3.4.10.1 through 3.4.10.7, the Modified Project will comply with the MSHCP and impacts will be rendered less than significant. When compared to the Approved Project, the Modified Project would result in the same [less than significant with mitigation] impact from conflict with local policies or ordinances protecting biological resources.

3.4.8 Cumulative Impacts

3.4.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

Similar to the Approved Project, the cumulative "universe" for impacts to biological resources under the Modified Project is the regional extent of the habitat and species identified on the Modified Project site (including the off-site areas), which includes the City of Hemet and the San Jacinto Valley, both of which are encompassed within the analytical breadth of the MSHCP.

The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region by creating an interconnected Conservation Area that would sustain wildlife mobility, genetic diversity, and ecosystem health while allowing for individual project impacts. In accordance with CEQA Guidelines Section 15064(h)(3), the MSHCP is a comprehensive mitigation plan for project-specific, as well as regional or potential cumulative impacts to threatened and/or endangered species and their associated habitats. As detailed in Section 3.4.7.6, the Modified Project is consistent with the MSHCP. Through participation in and compliance with the MSHCP, the Modified Project would contribute to the development of the Conservation Area, which would adequately mitigate its incremental impacts to biological resources.

Other reasonably foreseeable projects proposed within the City, San Jacinto Valley, and land administered under the MSHCP may result in loss of threatened and/or endangered species and their

habitats. These projects would be evaluated on a project-by-project basis to determine the presence of threatened and/or endangered species and their associated habitats, and the appropriate measures required to reduce impacts. Since the Modified Project's impacts to biological resources will be covered through project participation in the MSHCP, the Modified Project, in conjunction with past, present, and reasonably foreseeable projects, would not make a significant contribution to cumulatively adverse effects to biological resources. No avoidance, minimization, and/or mitigation measures for cumulative impacts are required over and above those previously defined for project-specific impacts.

3.4.9 Level of Significance before Mitigation

Development of both the Approved Project and the proposed Modified Project would occur within MSHCP narrow endemic plant, criteria area, and specific wildlife survey areas, including burrowing owl. Both the Approved Project and Modified Project could have significant impacts to migratory birds. The Approved Project identified the Hemet Channel and Thornton Channel, which are waters of the U.S. and CDFW jurisdictional streambeds, could be subject to impacts, while the Modified Project identified 1.52 acres of permanent/temporary impacts to jurisdictional resources regulated by CDFW and MSHCP Section 6.1.2 and 0.52 acre of permanent/temporary impacts to jurisdictional resources regulated by USACE and RWQCB (Salt Creek and the Hemet Channel). The Approved Project and Modified Project could result in edge effects to adjacent undeveloped lands and open spaces through development of previously undeveloped land.

3.4.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.4.10.1 Mitigation for the Proposed Modified Project

The following mitigation is required to reduce impacts to biological resources from the proposed Modified Project.

MM 3.4.10.1 Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.2 The Modified Project Site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR Habitat Conservation Plan (HCP). Prior to issuance of grading permits, the project applicant shall pay the applicable fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.3 A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall

be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated.

In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.4 Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site.

The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone.

The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.4.10.5 To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation.

Off-Site Establishment/Reestablishment. The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This

element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure.

On-Site Rehabilitation, Enhancement, and Preservation. The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio.

On-Site Replacement and Enhancement of Beneficial Uses. Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.

MM 3.4.10.6 Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act).

Mitigation for permanent and/or temporary impacts shall be determined as specified in the Determination of Biologically Equivalent or Superior Preservation (DBESP) through consultation with the applicable regulatory agencies. Mitigation may include on-site and/or off-site replacement and/or restoration of USACE/RWQCB jurisdictional waters of the U.S./waters of the State, and/or CDFW jurisdictional streambed and associated riparian habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. This measure shall be implemented to the satisfaction of the City Development Services Department.

MM 3.4.10.7 Prior to issuance of grading permits, the project applicant shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to

Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.

Mitigation Measures 3.4.10.1 through 3.4.10.7 collectively will ensure compliance with MSHCP conservation requirements. Furthermore, the Modified Project will implement PPPs 3.1-2 and 3.4-1, to minimize edge effects to the Urban/Wildlands Interface as specified in Mitigation Measure 3.4.10.7.

3.4.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

Every biological resources mitigation measure presented in the 1979 Certified EIR and in the 2008 Draft EIR for the Approved Project is discussed below. This SEIR concludes the intent of Mitigation Measure 1 the 1979 Certified EIR and Mitigation Measures BR-1a through BR-5 in the 2008 Draft EIR is applicable to the proposed Modified Project, but the 1979 Certified EIR mitigation measures are redundant with PPPs, PDFs, and proposed Mitigation Measures 3.4.10.1 through 3.4.10.7. Therefore, all of the Certified EIR Mitigation Measures are replaced with proposed Mitigation Measures 3.4.10.1 through 3.4.10.7, which are designed specifically for the Modified Project site in accordance with current regulatory standards.

The 1979 EIR Mitigation Measure 1 regarding 15 percent open space preservation was prescribed for the overall 1,621-acre Page Ranch PCD site. The 245.07-acre Modified Project site includes 64.89 acres of public and private HOA park and open space areas, of which approximately 54.15 acres (22 percent) will be designated open space. Additionally, the MSHCP was developed in 2001 by the County of Riverside in cooperation with State and federal agencies to address the direct, indirect, cumulative, and growth-related effects on covered species resulting from build out of planned land use and infrastructure. Proposed Mitigation Measures 3.4.10.1 through 3.4.10.7 of the Modified Project are prescribed in accordance with the MSHCP and incorporate provisions for pre-construction surveys per applicable MSHCP narrow endemic plant, criteria area, and specific wildlife survey areas. Therefore, 1979 EIR Mitigation Measure 1 is replaced with Mitigation Measures 3.4.10.1 through 3.4.10.7 of the Modified Project.

~~**1979 EIR Mitigation Measure 1:** The proposed preservation of 15% of the site as open space will somewhat mitigate the impact upon vegetation and wildlife. The natural and undisturbed areas will provide a habitat for wildlife to relocate. Biological resources surveys, prior to development would provide assurance that no rare or endangered plant and wildlife species will be disturbed.~~

The 2008 Draft EIR's Mitigation Measure BR-1a, which requires a pre-construction survey for burrowing owl and conservation and maintenance of at least 6.5 acres of suitable habitat, is replaced with Modified Project Mitigation Measures 3.4.10.3, which requires a pre-construction survey for burrowing owl in accordance with current MSHCP protocol, and Mitigation Measure 3.4.10.5, which requires an offset to MSHCP administered habitat identified on the Modified Project site in accordance with the project-specific DBESP.

~~**2008 Mitigation Measure BR-1a:** Determination of Biologically Equivalent or Superior Preservation (DBESP) has been completed for BUOW. Recommendations in the DBESP must be followed to reduce impacts to BUOW. These recommendations include a preconstruction survey to determine if BUOW occur within the disturbance area, avoiding disturbance within 75 meters of a burrow during breeding season (February 1 through August 31) and within 50 meters during the nonbreeding season, passive relocation of all BUOW onsite outside of the nesting season, the conservation and maintenance of at least 6.5 acres of suitable habitat, and the construction of six artificial burrows in the conservation area. The specific mitigation can be found in the DBESP (Appendix D).~~

The 2008 Draft EIR's Mitigation Measure BR-2, which requires water quality permitting, is replaced with Modified Project Mitigation Measures 3.4.10.5 and 3.4.10.6, which require water quality permitting and offset to impacts to jurisdictional resources but in accordance with the project-specific DBESP.

~~**2008 Mitigation Measure BR-2:** Prior to issuance of a grading permit, detailed plans of the infrastructure improvements shall be reviewed by a qualified regulatory specialist to determine the extent of impacts to jurisdictional areas and confirm the permits required. Applicable permits must be obtained from the regulatory agencies (including a 404 permit from the USACE, a 401 Certification from RWQCB, and a streambed alteration agreement from CDFG, as applicable) prior to issuance of a grading permit. The paseo system proposed by the project will provide riparian resource value; therefore, no additional mitigation is recommended for impacts to waters of the U.S. and CDFG jurisdictional streambed.~~

The 2008 Draft EIR's Mitigation Measure BR-3, which requires pre-construction survey for nesting birds, is replaced with Modified Project Mitigation Measure 3.4.10.4, which requires pre-construction survey for nesting birds but in accordance with the site-specific conditions of the Modified Project.

~~**2008 Mitigation Measure BR-3:** Ground disturbance activities should take place outside the avian nesting season, which extends from early February through August, but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance must occur during avian breeding season, a clearance survey for nesting birds shall be conducted within 2 weeks prior to any ground disturbing and vegetation/tree removal activities. If nesting birds are determined to occur within the impact area, the biological monitor shall mark a buffer around the nest and no ground or vegetation disturbance can occur until it is determined by a qualified biologist that the nest has successfully fledged young and that the nest is no longer active.~~

The 2008 Draft EIR's Mitigation Measure BR-4, which requires compliance with the MSHCP Urban/ Wildland Interface Guidelines, is replaced with Modified Project Mitigation Measure 3.4.10.7, which requires compliance with the MSHCP Urban/Wildland Interface Guidelines but in accordance with the site-specific conditions of the Modified Project.

~~**2008 Mitigation Measure BR-4:** The project must conform with the MSHCP Urban/Wildland Interface Guidelines as described in the MSHCP Consistency Analysis Report (Appendix D). Conformance with these Guidelines shall be reviewed by the City during final plan check.~~

The 2008 Draft EIR's Mitigation Measure BR-5, which requires conformance with the MSHCP, is replaced with Modified Project Mitigation Measures 3.4.10.1 through 3.4.10.7, which require conformance with all applicable provisions of the MSHCP but in accordance with the site-specific conditions of the Modified Project.

~~**2008 Mitigation Measure BR-5:** The project must demonstrate conformance with the MSHCP to the satisfaction of the City Planning Director prior to issuance of grading permits. Conformance with the MSHCP includes, but is not limited to the following:~~

~~• Completion of the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process;~~

~~• Compliance with the Riparian/Riverine Areas and Vernal Pools Guidelines;~~

~~• Compliance with the Protection of Narrow Endemic Plant Species Guidelines;~~

~~• Compliance with the Criteria Species Survey Area requirements;~~

~~• Completion of a DBESP for BUOW;~~

~~• Conformance with the Urban/Wildlands Interface Guidelines; and~~

~~• Payment of the MSHCP Local Development Mitigation Fee.~~

3.4.11 Level of Significance after Mitigation

The 1979 EIR concluded implementation of the Page Ranch PCD would reduce the amount of open space in the Southwest Area by 85 percent, which would be significant and unavoidable. Since the 1979 EIR, Riverside County has developed the MSHCP designed to mitigate impacts to habitat loss to less than significant levels. The 2008 Draft EIR concluded implementation of mitigation in accordance with the MSHCP would reduce all potential impacts to biological resources from the Approved Project to less than significant levels.

The proposed Modified Project would incorporate project-specific Mitigation Measures 3.4.10.1 through 3.4.10.7, collectively which would reduce all potential impacts on biological resources to below a level of significance and ensure compliance with MSHCP conservation requirements. Implementation of the prescribed mitigation would increase water quality functions on site, which are expected to be beneficial to downstream sensitive resources, MSHCP linkages, and conservation areas within the Hemet Channel and Salt Creek. The proposed purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank would contribute to land currently occupied by target sensitive MSHCP species. The proposed Modified Project, inclusive of the proposed mitigation measures described in Section 3.4.10, is considered biologically equivalent or superior to an avoidance alternative.

3.5 CULTURAL RESOURCES

This section of the Subsequent Environmental Impact Report (SEIR) provides an analysis of the proposed Modified Project's potential impacts to cultural resources as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- LSA, *Cultural Resources Assessment, Rancho Diamante Project*. City of Hemet, Riverside County, California. December 2019 (Appendix D).
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

Scoping Process/NOP Comments: Potential impacts to cultural resources were not identified during the public scoping meeting held August 2016 for the proposed Modified Project.

No written comment letters were received in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to cultural resources.

No additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to cultural resources.

3.5.1 Regulatory Setting

3.5.1.1 Federal Regulations

National Historic Preservation Act (NHPA) of 1966 (as amended), Section 106. The NHPA declares a national policy of historic preservation to protect, rehabilitate, restore, and reuse districts, sites, buildings, structures, and objects significant in American architecture, history, archaeology, and culture. The NHPA established the National Register of Historic Places (National Register), State Historic Preservation Offices (SHPOs) and programs, and the Advisory Council on Historic Preservation. This Act applies to all properties on or eligible for inclusion in the National Register. The Section 106 review process requires consultation to mitigate damage to "historic properties" (defined per 36 CFR 800.16[1] as places that qualify for the National Register), including Native American traditional cultural places (TCPs). Evaluation of cultural resources consists of determining whether it is significant (i.e., whether it meets one or more of the criteria for listing in the National Register). These eligibility criteria are defined in 36 CFR 60.4 as follows:

> The quality of significance in America history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association:
>
> A. That is associated with events that have made a significant contribution to the broad patterns of our history;
>
> B. That is associated with the lives of persons significant in our past;

C. That embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; and/or

D. That has yielded, or may be likely to yield, information important to prehistory or history.

3.5.1.2 State Regulations

California Environmental Quality Act (CEQA). A "historical resource" as defined in *CEQA Guidelines* Section 15064.5(a) includes the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (California Register) (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

According to *CEQA Guidelines* Section 15064.5(b), a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. *CEQA Guidelines* Section 15064.5(b)(1) defines "substantial adverse change in the significance of an historical resource" as the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

Pursuant to *CEQA Guidelines* Section 15064.5(c), CEQA applies to effects on archaeological sites as follows:

(1) When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource, as defined in subdivision (a).

(2) If a lead agency determines that the archaeological site is an historical resource, it shall refer to the provisions of Section 21084.1 of the Public Resources Code, and this section, Section 15126.4 of the Guidelines, and the limits contained in Section 21083.2 of the Public Resources Code do not apply.

(3) If an archaeological site does not meet the criteria defined in subdivision (a), but does meet the definition of a unique archeological resource in Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of section 21083.2. The time and cost limitations described in Public Resources Code Section 21083.2 (c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

(4) If an archaeological resource is neither a unique archaeological nor an historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or EIR, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

The California Register is used in the consideration of historical resources relative to significance for purposes of CEQA. The California Register includes California State Historical Landmarks; eligible Points of Historical Interest; and resources listed, or formally determined eligible for listing, in the National Register. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA, unless a preponderance of evidence indicates otherwise.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1

Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical Resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.

In addition, Public Resources Code Section 21083.2 and *CEQA Guidelines* Section 15064.5(f) recognize that historical resources other than potential Native American burials may be accidentally discovered during project construction. This guideline recommends that immediate evaluation defined by qualified archaeologists be included in mitigation measures. This guideline also recommends that if the find is determined to be a historical resource, then contingency funding and time allotments sufficient to allow for implementation of mitigation or avoidance measures be made available.

CEQA requires a lead agency to determine whether a project may have a significant effect on paleontological resources. State of California environmental regulations (CEQA Section 15064.5, Appendix G) address construction activities that may impact paleontological resources and provide a checklist of questions that a lead agency should normally address if relevant to a project's environmental impacts. Identifiable fossil remains (particularly of vertebrates), if any, recovered at the project site will be significant if they represent new or rare species, geologic (temporal) and/or

geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa.

Senate Bill 18 (SB 18). The Local and Tribal Intergovernmental Consultation process, commonly known as Senate Bill (SB) 18, was signed into law in September of 2004 and took effect on March 1, 2005.[1] SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes. The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the Native American Heritage Commission (NAHC)." The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. As part of the application process, California Native American tribes must be given the opportunity to consult with the applicant of the proposed project and with the City for the purpose of identifying, preserving, and mitigating impacts to cultural resources located on project land within the City's jurisdiction. SB 18 also permits California Native American tribes to hold conservation easements on terms mutually satisfactory to the tribe and the landowner.

The City is in the process of consulting with California Native American tribes pursuant to SB 18, as detailed in Table 3.5.A.

Assembly Bill 52 (AB 52). Chapter 532, Statutes of 2014 (i.e., Assembly Bill [AB] 52) was signed into law in September of 2014 and took effect on July 1, 2015.[2] Similar to SB 18, AB 52 established responsibilities for lead agencies to contact, provide notice to, refer plans to, and consult with California Native American tribes that have previously requested that the City provide them with notice of CEQA projects requiring a negative declaration, mitigated negative declaration, or environmental impact report. Per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the lead agency provide it with notice of such projects. The purpose of the AB 52 consultation process is to identify and develop appropriate and dignified treatment of "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

The City is in the process of consulting with California Native American tribes pursuant to AB 52, as detailed in Table 3.5.A.

California Health and Safety Code Section 7050.5. The California Health and Safety Code Section 7050.5 states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or

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1 *Senate Bill No.* 18. State of California, Office of Planning and Research. http://www.leginfo.ca.gov/pub/03-04/bill/sen/sb_0001-0050/sb_18_bill_20040930_chaptered.html accessed 5/12/2016.

2 *Assembly Bill No. 52*. State of California, California Legislative Information. http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52 accessed 5/12/2016.

she shall contact, by telephone within 24 hours, the NAHC. This regulation is applicable to any project where ground disturbance would occur.

3.5.1.3 Local Regulations

Hemet General Plan. The General Plan defines goals and policies related to cultural resources within the City:

- **Goal HR-2:** Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.
    - **Policy HR-2.1:** Consultation. Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.
    - **Policy HR-2.2:** Monitoring. Require monitoring of new developments where resources or potential resources have been identified in the review process.
    - **Policy HR-2.3:** Evaluation. Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.
    - **Policy HR-2.4:** Preferred Repository. To the extent practicable and appropriate, newly uncovered non-Native American archeological and paleontological resources shall be transferred to the Western Science Center of Diamond Valley for cataloguing, study and, if appropriate, display.

3.5.2 Certified EIR Findings

3.5.2.1 Archaeology

The 1979 Certified EIR concluded historical and/or archaeological resources could be subject to significant and unavoidable impacts from development of the Planning Area as a whole. The primary Native American settlement at the time of Spanish arrival located near the Ramona Bowl is located approximately two miles from the proposed project site. The 1979 Certified EIR concluded the Page Ranch as a whole has the potential to result in unavoidable significant impacts to cultural resources. Cultural resources, surveyed as part of the 1979 EIR, were not expected within the Approved Project site.

In 2004 and 2007, cultural resources surveys were conducted in support of the 2008 EIR. The 2008 EIR identified a farmhouse complex within the Approved Project. The Certified EIR for concluded historic foundations could be buried beneath the modern ground surface. Additionally, an isolated groundstone mano was observed during the 2004 field survey. Impacts to unanticipated, buried historical and/or archaeological resources were found to be significant if those resources are determined eligible for the California Register or National Register (see Section 3.5.7). Additionally, the Soboba Band of Luiseño Indians indicated the need for Native American consultation and monitoring during implementation of the Approved Project. Implementation of Mitigation Measures CR-1, CR-2a, and CR-2b would reduce impacts to historic-period and archaeological resources to less than significant levels (see Section 3.5.11).

3.5.2.2 Paleontology

The 2008 Certified EIR concluded the Approved Project may be underlain by Pleistocene fossiliferous resources, and there is potential for these paleontological resources to be adversely impacted by

construction activities deeper than five feet associated with development of the Approved Project (see Section 3.5.7). Implementation of mitigation measures CR-3a through CR-3c would reduce impacts to paleontological resources to less than significant levels (see Section 3.5.11).

The 2008 Certified EIR concluded there is a remote chance construction activities associated with development of the Approved Project could disturb human remains. In order to reduce impacts to human remains to less than significant levels, compliance with California State Health and Safety Code Section 7050.5 is required during implementation of the Approved Project.

3.5.3 Existing Environmental Setting

The proposed Modified Project site is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile long northwest-southeast trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin (California Geological Survey 2002, Norris and Webb 1976). This province is characterized by a series of mountain ranges separated by northwest-trending valleys subparallel to faults branching from the San Andreas Fault (California Geological Survey 2002).

The proposed Modified Project site is generally flat and ranges in elevation from approximately 1,510 feet AMSL in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. The 245.07-acre proposed Modified Project site is undeveloped and highly disturbed with weedy vegetation. The project site has been regularly disked for the purposes of weed abatement for at least the past twenty years. Surrounding land uses consist primarily of agricultural and undeveloped land to the north, south, and west, with single-family residential uses to the east. Historically, the majority of the site has been used for growing crops, primarily dry farming. A grouping of approximately ten eucalyptus trees stands is located in the eastern portion of the site just north of the Warren Road/Mustang Way intersection. These trees are remnant landscaping associated with a historic-period farmhouse complex which is no longer present.

The First San Diego Aqueduct, constructed between 1947 and 1951, traverses the proposed Modified Project site in northeasterly to southwesterly direction within a 150-foot-wide easement adjacent and parallel to two Eastern Municipal Water District easements (20-foot and 40-foot) for public utilities. The Second San Diego Aqueduct, constructed between 1958 and 1959, proceeds adjacent to and just outside the western boundary of the proposed Modified Project site as a canal in a north to south direction. A drainage channel and a detention basin are located along the southern border of the project site. The drainage channel and basin were constructed for water quality and detention purposes as part of Tracts 31807 and 31808 located on the east side of Warren Road. The northern boundary includes a portion of the Hemet Channel, originally constructed in the 1940s as a major storm drain for the City of Hemet. A portion of the northeast corner of the project site contains two vernal pools. Finally, the Burlington Northern Santa Fe Railroad (also known as the San Jacinto Valley Railway), circa late 19th century, lies adjacent to and transects a portion of the northern boundary of the Modified Project site.

3.5.4 Methodology

In accordance with *CEQA Guidelines* 15162(c), this Subsequent EIR analyzes only changes in environmental impacts between the Approved Project and proposed Modified Project, as discussed below.

3.5.4.1 Historic and Archaeological Resources Methodology

A records search for the proposed Modified Project was conducted on August 8, 2016, and on December 5, 2019, at the Eastern Information Center, the Riverside County clearinghouse for historic and archaeological resources records (Appendix D). This records search reviewed the status of all

recorded historic and prehistoric cultural resources and survey and excavation reports completed within one mile of the proposed Modified Project site. Additional resources reviewed included the National Register of Historic Places, the California Register of Historical Resources, and documents and inventories published by the California Office of Historical Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures. Additional research was conducted on August 14, 2016, and December 2, 2019, via a search of historic-period maps and online aerial photographs.

An intensive pedestrian cultural resources survey of the proposed Modified Project site was conducted on August 16, 2016 (Appendix D). An additional pedestrian survey was conducted on November 27, 2019, to investigate off-site improvement areas as defined in Section 2.6.4 of this SEIR. The surveys were conducted by walking parallel transects spaced approximately 12 meters (approximately 40 feet) apart across 100 percent of the project site. Soil exposures were carefully inspected for evidence of cultural resources.

3.5.4.2 Senate Bill 18 / Assembly Bill 52 Consultation

The City is in the process of conducting Native American Consultation in accordance with SB 18 and AB 52. On November 5, 2015, the City notified California Native American tribes who have requested to the City to be notified for CEQA actions subject to SB 18 and AB 52. Table 3.5.A details California Native American tribe responses received by the City. Additional details regarding government-to-government consultation between the City and California Native American tribes are discussed in Section 3.5.7.

Table 3.5.A: SB 18/AB 52 Consultation

California Native American Tribe	Initiation Letter Sent Date	Initiation Response Date	Remarks
Aqua Caliente Band of Cahuilla Indians	November 5, 2015	November 16, 2015	Agua Caliente Band of Cahuilla Indians (ACBCI) requested a copy of the Cultural Resources Assessment and associated records search and site data generated in connection with the proposed project prior to making informed comments and recommendations.
Pechanga Tribe - Temecula Band of Luiseño Indians	November 5, 2015	December 3, 2015	Pechanga Tribe requests formal consultation between the Pechanga Tribe and the Lead Agency. The Pechanga Tribe also requests inclusion in the distribution list for public notices and hearings, as well as circulation of all project documents, including environmental, archaeological, development and construction-related documents. Pechanga Tribe expects ongoing consultation until appropriate mitigation has been agreed upon for Tribal Cultural Resources that may be impacted by the project.
Rincon Band of Luiseño Indians	November 5, 2015	December 7, 2015	Rincon Band of Luiseño Indians (RBLI) claims the project site is not within Rincon's Historic Boundaries. RBLI defers to the Pechanga Tribe and/or the Soboba Band of Luiseño Indians for further consultation. No additional consultation with the RBLI is requested.
Soboba Band of Luiseño Indians	November 5, 2015	December 30, 2015	Soboba Band of Luiseño Indians (SBLI) requests formal consultation between the SBLI and the Lead Agency. The SBLI asserts the project site is located within the SBLI Tribal Traditional Use Areas and is culturally sensitive. SBLI requests Native American Monitor(s) from the SBLI

Table 3.5.A: SB 18/AB 52 Consultation

California Native American Tribe	Initiation Letter Sent Date	Initiation Response Date	Remarks
			Cultural Resources Department be present during all ground disturbing activities, including surveys and archaeological excavation. SBLI requests the developer and/or property owner relinquish all claims to Native American ceremonial items, items of cultural patrimony, and cultural artifacts and return said items to the SBLI within thirty (30) days of initial recovery. The SBLI would permit some artifacts to be subject to scientific analysis pending prior agreement. SBLI requests full compliance with California Health and Safety Code §7050.5, California Public Resources Code §5097.98, and California Government Code §6254 for the appropriate treatment of human remains. SBLI issued a Tribal Consultation close out letter dated February 28, 2018, that also includes requested mitigation measures to be implemented during project grading regarding unexpected discoveries of tribal cultural resources.

Source: City of Hemet 2016 and 2018.

3.5.5 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, the proposed Modified Project would result in a significant impact to cultural and/or paleontological resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Disturb any human remains, including those interred outside of formal cemeteries.

3.5.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): PDFs include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to cultural resources. There are no PDF's that address impacts related to cultural resources.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements such as plans, policies, or programs applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to cultural resources.

PPP 3.5-1 Prior to grading permit issuance, the City shall verify that the following note is included on the grading plan. Project contractors shall be required to ensure compliance with the note. This note also shall be specified in bid documents issued to prospective construction contractors.

"If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance occur until the Riverside County Coroner has made the necessary findings as to origin. 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). Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Riverside County Coroner determines the remains to be Native American, the California Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98."

3.5.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.5.7.1 Substantial Adverse Change in the Significance of a Historical and/or Archaeological Resource

Threshold:	Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?
Threshold:	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Approximately 99.4 acres of the 245.07-acre proposed Modified Project overlap TTM 35394 (Planning Area X) of the Approved Project, and the remaining 145.67 acres of the proposed Modified Project include portions of Planning Areas VI and XIII of the Approved Project (Figure 2.5). Planning Areas VI and XIII of the Approved Project were not surveyed in 2004 or 2007 as part of the 2008 EIR, but they were surveyed in 1979 in support of the 1979 EIR. The 1979 EIR for concluded all areas encompassing the proposed Modified Project site were negative for the presence of cultural resources, so impacts to cultural resources were not expected within the proposed Modified Project site.

Records searches conducted on August 8, 2016, and December 5, 2019, at the Eastern Information Center and intensive pedestrian surveys on August 16, 2016, and November 27, 2019, revealed evidence of four historic-period cultural resources on the proposed Modified Project site, including the off-site improvement areas: (1) The First San Diego Aqueduct (P-33-015734), constructed between 1947 and 1951, traverses the proposed Modified Project site in northeasterly to southwesterly direction, (2) a 1900s farmhouse complex (P-33-015900) once existed on the eastern portion of the Modified Project site, (3) the route of the San Jacinto Valley Railway (P-33-015743) from the 1880s traverses the northern boundary of the Modified Project site between Stetson Avenue and Corte de Mar on Warren Road, and (4) the Hemet Channel (LSA-HET1601-S-1) from the 1940s–1970s traverses the northern boundary of the Modified Project site parallel to the San Jacinto Valley Railway between Stetson Avenue and Corte de Mar on Warren Road (Appendix D).

The First San Diego Aqueduct (P-33-015734) was not surveyed in 2004 or 2007 as part of the 2008 EIR because it is located in Planning Area VI of the Approved Project, and it was not considered historic at the time of the 1979 survey in support of the 1979 EIR. Therefore, impacts to the First San Diego Aqueduct were not analyzed under the Approved Project.

The First San Diego Aqueduct in other areas of Riverside County has been recommended eligible for listing in the California Register under Criterion A for being associated with events that have made a

significant contribution to the broad patterns of California's history and cultural heritage (Easter and Beedle 2005); however, the Aqueduct has yet to be formally nominated to the California Register. Based on the 2016 survey, the First San Diego Aqueduct is not visible within the proposed Modified Project site because it lies entirely subsurface. Therefore, construction and operation of the proposed Modified Project are not expected to affect the First San Diego Aqueduct and impacts will not occur from development of the proposed Modified Project.

The pedestrian survey identified a grouping of approximately ten eucalyptus trees in the eastern portion of the proposed Modified Project site just north of the Warren Road/Mustang Way intersection (Figure 2.2). These trees are associated with the historic-period farmhouse complex (Site P-33-015900) which was present on the site between 1901 and 1979. The remnants of the 1900s farmhouse complex (P-33-015900) recorded in 2007 as part of the 2008 EIR (Aislin-Kay and Dice 2007, Dice 2007) were revisited during the 2016 survey for the proposed Modified Project (Appendix D). In accordance with the conclusions reached for the Approved Project, the 2016 survey for the proposed Modified Project did not identify any historic-period features or artifacts in association with the farmhouse complex and concluded the nature and condition of the farmhouse complex are consistent with the 2007 description of this resource, which at that time recommended the resource ineligible for listing in the California Register and therefore not a historical resource as defined in *CEQA Guidelines* Section 15064.5.

The remnant landscaping [eucalyptus] trees will be removed during construction of the proposed Modified Project. Pursuant to *CEQA Guidelines* Section 15064.5(c)(4), a California Department of Parks and Recreation (Form 523L) has been completed for the historic-period farmhouse complex (P-33-015900) and submitted to the Eastern Information Center for repository (Appendix D). However, the highly disturbed surface condition of the farmhouse complex locale does not preclude the presence of a potentially significant subsurface component of the resource pursuant to *CEQA Guidelines* Section 15064.5(a)(3). An isolated groundstone mano observed within the Approved Project during the 2004 survey. Although the observed groundstone mano is not a part of the proposed Modified Project site, it lies adjacent to the east, so potential exists that previously unrecorded subsurface archaeological resources may be encountered at other locations within the proposed Modified Project site.

The San Jacinto Valley Railway (P-33-015743) was active during the late 1880s, facilitating the transport of agricultural goods to markets in San Diego and Los Angeles. The route was later incorporated into the Atchison, Topeka, and Santa Fe Railroad, and eventually the Burlington Northern Santa Fe, which abandoned the line by the 1950s. The segment within the Modified Project area is in disrepair and lacks physical integrity that would contribute to the eligibility of the resource for listing in the California Register. Therefore, construction and operation of the proposed Modified Project are not expected to affect the San Jacinto Railway. Impacts will not occur from development of the proposed Modified Project on the San Jacinto Railway.

The Hemet Channel (LSA-HET1601-S-1) is a major storm drain channel for the City of Hemet, originally constructed in the early 1940s. The current configuration of the channel, however, was completed in the 1970s. The current channel is concrete-lined and partially covered by riprap. The Modified Project would include drainage connections to the Hemet Channel. However, the Modified Project drainage interconnections will not alter any of the character-defining features or materials of the channel. The function of the Hemet Channel as a water conveyance system will not be altered, and the alignment and location of the channel will remain unchanged. Therefore, construction and operation of the proposed Modified Project will not result in a significant impact to the Hemet Channel.

Development of both the Approved Project and the proposed Modified Project require extensive ground disturbing activity. Due to the depth and extent of on-site grading, this activity may unearth previously undetected historical or archaeological resources. The discovery on site of previously undetected historical or archaeological resources is a potentially significant impact for both the Approved Project

and the proposed Modified Project, and mitigation is required (Refer to Section 3.5.10). With implementation of mitigation, impacts to historical or archaeological resources as defined in *CEQA Guidelines* Section 15064.5 would be reduced to less than significant levels for both the Approved Project and the proposed Modified Project. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to historical or archaeological resources as defined in *CEQA Guidelines* Section 15064.5.

3.5.7.2 Destroy a Unique Paleontological Resource or Geologic Feature

Threshold:	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Geologic mapping indicates the proposed Modified Project site contains Holocene (less than 11,700 years ago) surficial sediments, which consist of unconsolidated and undissected sand and gravel (Dibblee 2008). These deposits formed as flooding streams carried sediment from higher elevations down to the valley floors. Eight exploratory borings excavated to a depth of between 15 and 50 feet below grade encountered artificial fills, topsoils, and young alluvial-valley Holocene deposits (Appendix E). The artificial fill soils were encountered where construction work has been performed on the site in the past associated with the nearby flood control channel, old Warren Road, and the storm water basin. Older Pleistocene sediment (2.6 million years ago to 11,700 years ago) was not encountered in any of the exploratory borings, but it underlies the young alluvial-valley deposits and may be encountered during rough grading of the proposed Modified Project.

The 2008 Certified EIR concluded fossiliferous sediments of the Pleistocene Epoch may underlie Holocene alluvial deposits in the region encompassing the proposed Modified Project site, and the likelihood of encountering paleontological resources increases as project-related excavations reach five feet or more below grade. Therefore, mitigation measures CR-3a through CR-3c were provided for the Approved Project to reduce impacts to paleontological resources to less than significant levels (see Section 3.5.10).

Although only 99.4 acres of the 245.07-acre proposed Modified Project overlap TTM 35394 (Planning Area X) of the Approved Project covered under the 2008 EIR, the remaining 145.67 acres of the proposed Modified Project include portions of Planning Areas VI and XIII of the Approved Project covered under the 1979 EIR. Both the proposed Modified Project and the Approved Project are underlain by the same Holocene and Pleistocene alluvial sediment formations. Therefore, it is reasonable to conclude the proposed Modified Project and the Approved Project share similar paleontological sensitivity.

With implementation of mitigation, impacts to paleontological resources would be reduced to less than significant levels for both the Approved Project and the proposed Modified Project. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to paleontological resources.

3.5.7.3 Disturb Human Remains

Threshold:	Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant. The 1979 Certified EIR concluded all areas surveyed would not encounter human remains during ground-disturbing activities. Additionally, the “old cemetery” depicted at the

southeast corner of Stetson Avenue and Cawston Avenue, approximately 1 mile to the east-northeast of the proposed Modified Project site, was not expected to be affected by implementation of the Approved Project. The portions of the proposed Modified Project site surveyed in 2004 and 2007 as part of the 2008 EIR were determined not to contain human remains.

The proposed Modified Project site was resurveyed in 2016 and in 2019 (Appendix D). The 2016 and 2019 surveys, as well as the ongoing government-to-government consultations between the City and interested California Native American tribes, reveals no evidence to suggest the proposed Modified Project site has been utilized in the past for human burials. Although the "old cemetery" was not expected to be impacted by the Approved Project, and no evidence of human remains outside of a formal cemetery was identified by the cultural resources surveys for either the Approved Project or the proposed Modified Project, there is always a remote possibility that ground-disturbing activities could uncover unknown, buried human remains (outside a formal cemetery).

If human remains are encountered during construction, impacts to the environment could be significant pursuant to *CEQA Guidelines* Section 15064.5(e) and California Health and Safety Code § 7050.5. In the event human remains are unearthed, Public Resources Code § 5097.98 must be implemented for all development projects. Accordingly, the proposed Modified Project shall implement **PPP 3.5-1** to ensure any human remains encountered during project construction or operation are handled and protected in accordance with State regulations (Refer to Section 3.5.6 above). Additionally, **Mitigation Measures 3.5.10.1A, B, C** shall apply with respect to the Soboba Tribe. With implementation of Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and **Mitigation Measures 3.5.10.1A, B, C**, potential impacts related to the discovery of human remains would be less than significant. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to the disturbance of human remains, including those interred outside of formal cemeteries.

3.5.8 Cumulative Impacts

3.5.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The cumulative area for cultural resources is the City of Hemet. The 1979 Certified EIR concluded all areas encompassing the proposed Modified Project site surveyed for cultural resources were negative. However, implementation of the Approved Project would potentially impact the CA-RIV-1162 archaeological site located approximately 2 miles east of the proposed Modified Project site. The "old cemetery" depicted at the southeast corner of Stetson Avenue and Cawston Avenue, approximately 1 mile to the east-northeast of the proposed Modified Project site, would not be impacted by the Approved Project. The 1979 EIR also concluded development of the Approved Project could encourage development of adjacent areas known to be sensitive for archaeological resources. Accordingly, mitigation measures were proposed to reduce potential impacts not only to the CA-RIV-1162 archaeological site but also to future development sites within the *Specific Land Use Plan, Southwest Area* to less than significant levels.

The 2008 EIR concluded implementation of mitigation measures CR-2a, CR-2b, CR-3a, CR-3b, and CR-3c would reduce impacts to cultural resources to less than significant levels (see Section 3.5.10); since there are no project-specific significant impacts, significant cumulative impacts to cultural resources would not occur.

As stated in Section 3.5.7, the surrounding region contains known historical, archaeological, and paleontological resources, so future development in this region may affect historical, archaeological, or paleontological resources potentially occurring beneath the project site. However, implementation of

the proposed Modified Project would require measures to identify, record, and/or recover any cultural and/or paleontological resources that may occur within the project limits. Although unlikely to occur, potential impacts associated with human remains would be reduced to a less than significant level through adherence to existing State law in accordance with **PPP 3.5-1** (Refer to Section 3.5.6 above) and **Mitigation Measures 3.5.10.1A, B, C**. With implementation of the recommended mitigation measures outlined in Section 3.5.10 for the proposed Modified Project, potential cumulatively significant impacts to cultural resources would be reduced to less than significant levels pursuant to *CEQA Guidelines* Section 15064.5(f).

Additionally, all development projects in the surrounding region will be subject to Health and Safety Code § 7050.5 and Public Resources Code § 5097.98 regarding human remains. With implementation of mitigation (identified in Section 3.5.10), significant cumulative impacts to cultural resources would be reduced to less than significant levels. As compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulatively considerable impacts to cultural resources. No additional mitigation is required.

3.5.9 Level of Significance before Mitigation

Development of the proposed Modified Project will require extensive ground-disturbing activity. Due to the depth and extent of on-site grading, this activity may unearth previously undetected historical or archaeological resources. The discovery of previously undetected historical or archaeological resources is a potentially significant impact and mitigation is required. Additionally, if fossiliferous deposits are encountered during construction, impacts to paleontological resources could be significant, and mitigation would be required. With the incorporation of Compliance Measure **PPP 3.5-1** and **Mitigation Measures 3.5.10.1A, B, C** and **Mitigation Measures 3.5.10.2A, B, C,** and **D** impacts to archaeological and paleontological resources would be mitigated to less than significant levels. As compared to the Approved Project, the proposed Modified Project would have substantially the same [less than significant with mitigation] impacts as the Approved Project.

3.5.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

Every cultural resources mitigation measure presented in the 1979 EIR and the 2008 EIR is discussed below. This SEIR proposes that the mitigation measure presented in the 1979 EIR regarding the management of archaeological site CA-RIV-1162 and the surveying of future development sites does not apply and therefore shall be omitted during implementation of the proposed Modified Project. Mitigation Measures CR-1, CR-2a, CR-2b, CR-3a through CR-3c presented in the 2008 EIR have been converted to **Mitigation Measures 3.5.10.1A through 3.5.10.1C and 3.5.10.2A through 3.5.10.2C. Mitigation Measures 3.5.10.1D and 3.5.10.2D** are new measures applicable to the proposed Modified Project. Mitigation Measures 3.5.10.1D and 3.5.10.2D are necessary to account for the project archaeologist's or paleontologist's discretion to recommend the City scale back cultural resources or paleontological monitoring in the event that fifty percent of the rough grading occurs and no cultural resources or paleontological resources are encountered, or for any other time ground disturbance occurs while the archaeological or paleontological monitor(s) are not present. Finally, adherence to State Health and Safety Code Section 7050.5 presented in the 2008 EIR is presented as Compliance Measure **PPP 3-1** for the proposed Modified Project.

3.5.10.1 Historical and Archaeological Resources Mitigation for the Proposed Modified Project

As discussed in Section 3.5.7.1, the pedestrian survey for the proposed Modified Project identified a grouping of approximately ten eucalyptus trees associated with a historic-period farmhouse complex

(Site P-33-015900) present on the site between 1901 and 1979. Although the survey identified mounds of soil containing concrete rubble and modern debris consisting of large fragments of structural concrete, construction-type road base gravel, and modern refuse, the highly disturbed surface condition of the farmhouse complex locale does not preclude the presence of a potentially significant subsurface component of the resource. Furthermore, potential exists that previously unrecorded subsurface historical or archaeological resources may be encountered at other locations within the proposed Modified Project site.

Although the potential for impacts to known historical and/or archaeological resources may not rise to a level of significance under CEQA *Guidelines* Section 15064.5, the following mitigation measures are presented to help ensure potential impacts to unknown or subsurface historical and/or archaeological resources are reduced to less than significant levels.

MM 3.5.10.1A Prior to issuance of a grading permit, the applicant shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians (Soboba) to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba that may be uncovered or otherwise discovered during ground disturbing activities related to the project. The TDA may establish provisions for tribal monitors. In conjunction with the TDA, the City shall retain a qualified project archaeologist who shall prepare a Cultural Resources Monitoring and Treatment Plan (CRMTP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMTP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, participation by Soboba Native American Monitor(s), the treatment and Disposition (including possible significance testing) of inadvertent cultural resources finds, coordination with the County Coroner's Office, and Non-Disclosure of location(s) of archaeological materials and human remains. The qualified archaeologist and, if desired, Soboba shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMTP and to consult with and instruct them with respect to its implementation. The CRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.

MM 3.5.10.1B Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified archaeological monitor and appropriate Soboba Native American Monitor(s) shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all surface level field work, mass grading, and trenching activities. The archaeological monitor shall be on site at all times during the initial phases of grubbing, rough grading, and other ground disturbing activities to inspect cuts for cultural resources. If no cultural resources are encountered after approximately fifty percent of rough grading, the qualified project archaeologist shall have discretion to recommend to the City that cultural resources monitoring get scaled back to a part time or spot-check basis in accordance with the CRMTP. The City, in consultation with the qualified archaeologist, applicant, and Soboba Band of Luiseño Indians (Soboba), shall determine the appropriate level of subsequent monitoring, during which time Mitigation Measures 3.5.10.1A, 3.5.10.1C, and 3.5.10.1D shall still apply. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1C If cultural resources are discovered during ground disturbing activities, the archaeological monitor shall record them on California Department of Parks and Recreation Forms (DPR 523). If any cultural resources are in danger of loss and/or destruction, the archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the archaeological monitor shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the encounter to allow recovery of resource remains in a timely manner. All cultural resources encountered shall be evaluated for significance pursuant to CEQA *Guidelines* Section 15064.5(a)(c) and managed accordingly. Should the qualified archaeologist determine through consultation with the Soboba Band of Luiseño Indians (Soboba) that the discovery is a resource pursuant to Section 15064.5, avoidance or other mitigation will be required pursuant to and consistent with *CEQA Guidelines* Sections 15064.5 and 15126.4(b) and Public Resources Code Section 21083.2

Recovered cultural resources, along with copies of pertinent field notes, photographs, and maps, shall be treated and disposed with appropriate dignity in accordance with the Treatment and Disposition Agreement (TDA) and Cultural Resources Monitoring and Treatment Plan (CRMTP). If agreement as to the treatment and disposition of cultural resources is not reached between the applicant, landowner, Lead Agency, and Soboba, the landowner or his authorized representative shall rebury the cultural resources with appropriate dignity on the property in a location not subject to further subsurface disturbance. The qualified archaeologist shall document any reburial of cultural resources on DPR 523 forms in accordance with the CRMTP.

A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor and Soboba tribal monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.1D Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans:

"If any suspected cultural resources are encountered during ground-disturbing activities and the archaeological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 50 feet of the find and call the project archaeologist/archaeological monitor to the site to assess the significance of the find."

Mitigation Measures 3.5.10.1A through 3.5.10.1D are new measures applicable to the proposed Modified Project, and are necessary to account for Modified Project conditions of approval agreed to between the City and the Soboba Band of Luiseño Indians and also to incorporate applicability of discretion by the project archaeologist in consultation with the City, Soboba, and construction contractors to recommend the City scale back cultural resources monitoring in the event that fifty percent of the rough grading occurs and no cultural resource are encountered.

3.5.10.2 Paleontological Resources Mitigation for the Proposed Modified Project

Pleistocene sediment believed to underlie the proposed Modified Project site has the potential to yield fossils. The following mitigation measures are presented to help ensure potential impacts to fossiliferous Pleistocene sediment are reduced to less than significant levels.

MM 3.5.10.2A Prior to issuance of a grading permit, the applicant shall retain a qualified project paleontologist who shall prepare a Paleontological Resources Monitoring and Treatment Plan (PRMTP) to be implemented during ground-disturbing activity on the

project site. The PRMTP shall include the provision of a trained paleontological monitor, monitoring methods and discovery protocol, and treatment and disposition of unanticipated paleontological resources, including proof of a written repository agreement between the landowner and a professional, fully accredited museum repository with permanent retrievable storage.

The qualified paleontologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the PRMTP and to consult with and instruct them with respect to its implementation. The PRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.

MM 3.5.10.2B Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified paleontological monitor shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all mass grading and trenching activities. Paleontological monitoring shall commence once rough grading or any other ground disturbing activities reach five feet below grade based on coordination with the excavation contractor. If too few paleontological resources are encountered after approximately 50 percent of the remaining rough grading, the qualified project paleontologist shall have discretion to recommend to the City that paleontological resources monitoring get scaled back to a part time or spot-check basis in accordance with the PRMTP. The City, in consultation with the qualified paleontologist and applicant, shall determine the appropriate level of subsequent monitoring, during which time Mitigation Measures 3.5.10.2A, 3.5.10.2C, and 3.5.10.2D shall still apply. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.2C If paleontological resources are discovered during ground disturbing activities, the paleontological monitor shall recover them. In consultation with the qualified project paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant, it shall be quickly removed and the area cleared for the resumption of construction. In instances where recovery requires an extended salvage time, the paleontological monitor shall be allowed to temporarily direct, divert, or halt grading within 100 feet of the encounter to allow recovery of fossils or fossil-bearing sediments in a timely manner. If the specimen is determined to be significant (e.g., vertebrate fossil(s) or fossil-bearing sediments representing new or rare species, geologic (temporal) and/or geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa), the project paleontologist/paleontological monitor shall notify the applicant and the City of Hemet (City) immediately.

Recovered paleontological specimens, along with copies of pertinent field notes, photographs, and maps, shall be treated and disposed in accordance with the PRMTP, including preparation to a point of identification and permanent preservation, and washing of sediments to recover small invertebrates and vertebrates. The recovered fossils shall be diagnosed and curated into a professional, fully accredited museum repository with permanent retrievable storage.

A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all

construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.5.10.2D Prior to the issuance of a grading permit, the City of Hemet (City) shall verify that the following note is included on the project's Grading Plans:

"If any suspected paleontological resources are encountered during ground-disturbing activities and the paleontological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 100 feet of the find and call the project paleontologist/ paleontological monitor to the site to assess the significance of the find."

3.5.10.3 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure as follows:

The 1979 EIR's mitigation measure regarding the management of archaeological site CA-RIV-1162 and the surveying of future development sites (page 202) does not apply to the proposed Modified Project. CA-RIV-1162 is located approximately two miles east of the proposed Modified Project site and shall not be encountered during implementation of the proposed Modified Project. Additionally, the proposed Modified Project site already has been surveyed for cultural resources (Appendix D).

~~**1979 EIR Mitigation Measure:** The RIV-1162 archaeological site should be surveyed for collection of any surface debris. Based on these findings, a final report should be prepared to provide mitigation measures and recommendations. In addition, future development sites must be surveyed for archaeological resources and mitigation measures recommended on the basis of future finds.~~

The 2008 EIR's Mitigation Measure CR-1 has been updated to provide greater specificity regarding the determination of significance for cultural resources encountered during construction and to account for the current age of any man-made objects which may occur on the proposed Modified Project site. CR-1 has been incorporated into the proposed Modified Project and is now Mitigation Measure 3.5.10.1C.

~~**2008 Mitigation Measure CR-1:** Should previously unidentified cultural resource sites, prehistoric or historic cultural resources be encountered during monitoring, they should be Phase II tested and evaluated for significance following CEQA Guidelines prior to allowing a continuance of grading in the area. A foundation associated with the former house in the northwest comer of the project area may be uncovered during grading. This material is not more than 45 years old and so can be discounted.~~

The 2008 EIR's Mitigation Measure CR-2a has been updated to account for current Native American participation in the CEQA process. CR-2a has been incorporated into the proposed Modified Project and is now Mitigation Measure 3.5.10.1A.

~~**2008 Mitigation Measure CR-2a:** Limited archaeological monitoring is recommended during all earthmoving, grading, grubbing, trenching or other earth-disturbing activities on the project site. A City-approved Project Archaeologist must create a mitigation-monitoring plan prior to earthmoving in the project area, a pre-grade meeting associated with the details of that~~

~~plan must occur between the monitoring archaeologist, the City representative, and the grading contractor before grading begins.~~

~~The plan must discuss contingency plans associated with Native American tribal representation if any prehistoric artifacts are found during earthmoving. These may be considered sacred items by Native American tribes. The mitigation-monitoring plan document must contain a description of how and where artifacts will be curated if found during monitoring.~~

The 2008 EIR's Mitigation Measure CR-2b has been incorporated into the proposed Modified Project and is now Mitigation Measure 3.5.10.1B. However, instead of withholding cultural resources monitoring until depth of ground disturbance reaches 3 feet, Mitigation Measure 3.5.10.1B requires monitoring from the onset of ground disturbance because cultural resources may occur within the "plow zone" of 0 to 3 feet below grade based on the nature of the resources previously recorded on the proposed Modified Project site (i.e., 1900s farmhouse complex).

~~**2008 Mitigation Measure CR-2b:** Once a depth below the modem ground surface of 3 feet is reached, monitoring of development-related excavation is required during all construction related earthmoving. Earthmoving should be monitored on a full-time basis. The Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected after 50 percent of the ground in the project area has been graded. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the project has been disturbed and inspected by the monitor (s).~~

The 2008 EIR's Mitigation Measure CR-3a has been updated to provide greater specificity regarding the project paleontologist's ability to temporarily halt work to salvage fossil-bearing sediments and discretion to recommend the scaling back of monitoring activities. CR-3a has been incorporated into the proposed Modified Project and is now Mitigation Measures 3.5.10.2B and 3.5.10.2C.

~~**2008 Mitigation Measure CR-3a:** Monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor. Based upon the results of this review, areas of concern include undisturbed older Pleistocene alluvium. Paleontologic monitors should be equipped to salvage fossils, as they are unearthed, to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units described are not present, or, if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.~~

The 2008 EIR's Mitigation Measure CR-3b has been updated to provide greater specificity regarding the project paleontologist's discretion to recommend the scaling back of monitoring activities. CR-3b has been incorporated into the proposed Modified Project and is now Mitigation Measure 3.5.10.2B.

~~**2008 Mitigation Measure CR-3b:** Paleontologic monitoring of any earthmoving will be conducted by a monitor, under direct guidance of a qualified paleontologist. Earthmoving in areas of the parcel where previously undisturbed sediments will be buried but not otherwise disturbed will not be monitored. Monitoring shall begin once earthmoving reaches 5 feet below the original ground surface. If too few fossil remains are found after 50 percent of the planned for earthmoving has been completed, monitoring can be reduced or discontinued in those areas at the project paleontologist's direction.~~

The 2008 EIR's Mitigation Measure CR-3c has been updated to provide greater specificity regarding the purpose and scope of a PRMTP (including the establishment of a written repository agreement with a qualified institution) and report of findings to be submitted to the City for review and approval. CR-3c has been incorporated into the proposed Modified Project and is now Mitigation Measures 3.5.10.2A and 3.5.10.2C.

~~**2008 Mitigation Measure CR-3c:** If paleontological resources are detected during monitoring, a report must be generated. The following items must be presented in the report: Recovered specimens must be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. The recovered fossils must be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage (e.g., SBCM). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate for impacts to paleontologic resources.~~

The 2008 EIR's Impact CR-4, requiring compliance with State Health and Safety Code 7050.5 for the potential disturbance of human remains, has been incorporated into the proposed Modified Project and is now Compliance Measure **PPP 3.5-1**. No mitigation was presented for the Approved Project to comply with State Health and Safety Code 7050.5; likewise, mitigation is not required for the proposed Modified Project in this regard since compliance with State Health and Safety Code 7050.5 is a requirement of all development projects. Please refer to Section 3.5.6 of this SEIR to review the text of Compliance Measure **PPP 3.5-1**.

3.5.11 Level of Significance after Mitigation

Development of the proposed Modified Project requires extensive ground disturbing activity. Due to the depth and extent of on-site grading, this activity may unearth previously undetected historical and/or archaeological resources. Ground disturbing activity may also unearth fossil-bearing Pleistocene Sediment which, if encountered during construction, could result in a significant impact to the environment if the sediment contains identifiable fossil remains (particularly of vertebrates) representing new or rare species, geologic (temporal) and/or geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa. The discovery on-site of previously undetected historical, archaeological, and/or paleontological resources is a potentially significant impact. Implementation of **Mitigation Measures 3.5.10.1A** through **3.5.10.1D** and **3.5.10.2A** through **3.5.10.2D** will reduce impacts to historical and/or archaeological resources to less than significant levels for both the Approved Project and the proposed Modified Project. Additionally, with the incorporation of Compliance Measure **PPP 3.5-1**, the proposed Modified Project is concluded to

have substantially the same [less than significant] impacts as the Approved Project with regard to the discovery of human remains.

With implementation of Mitigation Measures prescribed in Section 3.5.10 and Compliance Measures prescribed in Section 3.5.6 all potential impacts related to cultural resources associated with implementation of the Approved Project and/or the proposed Modified Project would be less than significant, and the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects on cultural resources.

In summary, no new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any cultural resources impacts of the Modified Project.

3.6 GEOLOGY AND SOILS

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts associated with geology and soils as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet. Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. May 2008.
- City of Hemet. Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. Riverside County, California. April 1979.
- City of Hemet, *General Plan 2030*. January 2012.
- Leighton and Associates, Inc. *Supplemental Geotechnical Exploration, Rancho Diamante Residential Development, Tentative Tract Map No. 36841, City of Hemet, California*. August 25, 2015 (Appendix E).

Scoping Process/NOP Comments: Potential impacts to geology and soils were not identified during the public scoping meeting held in August 2016 for the proposed Modified Project.

No written comment letters were received in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to geology and soils.

No additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to geology and soils.

3.6.1 Regulatory Settings

3.6.1.1 Federal Regulations

There are no federal regulations regarding geology and soils that are applicable to the proposed Modified Project.

3.6.1.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act. The major State legislation regarding earthquake fault zones is the *Alquist-Priolo Earthquake Fault Zoning Act* (A-P Act). In 1972, the State of California began delineating "Earthquake Fault Zones" (called Special Studies Zones prior to 1994) around and along faults that are "sufficiently active" and "well defined" to reduce fault-rupture risks to structures for human occupancy.[1] The boundary of an "Earthquake Fault Zone" is generally 500 feet from major active faults and from 200 to 300 feet from well-defined minor faults. The mapping of active faults is conducted by the State Geologist, and these maps are distributed to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction.

Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across

[1] California Public Resources Code §§ 2621–2630.

active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault and must be set back from the fault a minimum of 50 feet.

The Alquist-Priolo (A-P) Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The Seismic Hazards Mapping Act. Passed in 1990, the Seismic Hazards Mapping Act (SHMA) addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the 1990 SHMA. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geotechnical hazard investigations are required by SHMA when construction projects fall within these areas.

Natural Hazards Disclosure Act. Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller's agent must disclose this fact to potential buyers.

Uniform Building Code (UBC). The UBC encompasses approximately half the State building codes in the United States, including California. Published by the International Conference of Building Officials, the UBC has been adopted by the State legislature together with Additions, Amendments, and Repeals to address the specific building conditions and structural requirements in California.

California Building Code. California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC), establishes minimum standards for building design in the State, and it is consistent with or more stringent that UBC requirements. Local codes are permitted to be more restrictive than Title 24, but are required to be no less restrictive. The CBC is designed and implemented to improve building safety, sustainability, and consistency, and to integrate new technology and construction methods to construction projects throughout California. The CBC is published every three years, and intervening Code Adoption Cycles produce Supplement pages every 18 months into each three-year period. All proposed amendments to California's building standards are subject to a lengthy and transparent public participation process throughout each code adoption cycle.

Chapter 16 of the CBC regards General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and Appendix Chapter 33 regard site demolition, excavations, foundations, retaining walls, and grading, including requirements for seismically resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, configuration, structural system height, and seismic zoning. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Occupational Safety and Health Administration (Cal/OSHA) regulations (CCR, Title 8).

National Pollutant Discharge Elimination System. Site-specific Storm Water Pollution Prevention Plans (SWPPP) prepared for development projects in compliance with a National Pollutant Discharge Elimination System (NPDES) Phase I Permit would describe the Project area, erosion and sediment

controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post construction sediment and erosion control measures and maintenance responsibilities, and non-storm water management controls. Dischargers are also required to inspect construction sites before and after storms to identify storm water discharge from construction activity, and to identify and implement controls where necessary.

Water Quality Management Plan. This proposed Modified Project is subject to the Riverside County Water Quality Management Plan for Urban Runoff (RCWQMP) requirements under the "New Development" category. According to the RCWQMP, "New Development" applicable to the Modified Project includes residential development of 10 dwelling units or more, including single-family and multifamily dwelling units, condominiums, and apartments; and commercial development where the land area represented by the proposed map or permit proposed for disturbance is 100,000 square feet or more.

3.6.1.3 Local Regulations

Santa Ana Regional Water Quality Control Board. In 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued municipal separate storm sewer system (MS4) permits (Permit R8-2010-0033 and NPDES No. CAS 618033) to the Riverside County Permittees. This incorporates programs developed since 1993. These are the fourth MS4 permits issues by each Regional Board and are referred to as the "Fourth-term" MS4 Permits. In this region, the City is a Permittee under the Fourth-term MS4 Permits. Under this Permit, the City is required to enforce and comply with storm water discharge requirements. The City has to maintain and control discharges to the MS4s and is responsible also for implementing regulations pertaining to management of groundwater investigation and cleanup.

Hemet General Plan. The City's General Plan and General Plan EIR outline several policies and programs aimed at protecting people and structures from geologic hazards. Policy PS-1.1 requires enforcement of State and local seismic and structural regulations (i.e., Alquist-Priolo Earthquake Fault Zoning Act, California Seismic Hazards Mapping Act, California Building Standards Code, and the Hemet Municipal Code). Policy PS-1.4 requires the City to encourage and support efforts for long-term, permanent monitoring of topographic subsidence in all producing groundwater basins, irrespective of past subsidence. Policy PS-1.6 requires all new development to comply with the Alquist-Priolo Earthquake Fault Zoning Act. Program PS-P-2 requires hazard mitigation and structural and nonstructural assessment for areas with identified seismic or other geological hazards.

3.6.2 Certified EIR Findings

The 1979 Certified EIR concluded there is a significant hazard to structures and people within the Approved Project due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded development of the Approved Project will introduce new homes into an area subject to moderate ground shaking, settling, and other seismic related hazards, but that these hazards are similar to those experienced throughout most of southern California, and are not substantially elevated for the Approved Project site. Implementation of the recommendations in the site-specific geotechnical investigation, as codified in 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, and compliance with applicable state and local building and grading regulations, as codified in Mitigation Measures GS-1b and GS-2a, respectively, would reduce Approved Project impacts from fault rupture, seismic ground shaking, seismic-related ground failure, unstable geologic units, and expansive soils to less than significant levels.

The Certified EIR concluded the Approved Project site is flat with no rocky outcroppings and has been subject to repeated disking. The Approved Project would not create or be affected by any landslides or

rockfalls, and no significant impacts would occur. The Approved Project would interconnect to the Municipal sewer system and therefore would not require septic tanks.

The Certified EIR concluded a few soil types with larger silt or clay components are identified on the Approved Project site, making them more susceptible to runoff and erosion. Through the disturbance of surface soils during construction, the protective vegetative cover would be removed and render the soils susceptible to runoff and erosion. Additionally, the anticipated increase in impervious surfaces could generate increased volume of storm water runoff during operation of the Approve Project. Accordingly, the 2008 EIR prescribed Mitigation Measure GS-2a to minimize the potential for soil erosion during construction and operation of the Approved Project and reduce corresponding impacts to less than significant levels.

3.6.3 Existing Environmental Setting

A supplemental geotechnical exploration (geotechnical investigation) of the Modified Project site was prepared to determine the on-site geotechnical conditions and to confirm the site can be developed from a geotechnical perspective (Appendix E). The existing setting for geology and soils discussed below is as described in the geotechnical investigation and includes regional geology, faulting and seismicity, soils, and geologic and seismic hazards.

The 245.07-acre Modified Project site is located in the southwestern margin of the San Jacinto Valley southwest of the San Jacinto River and southeast of the Lakeview Mountains. No known active or inactive faults traverse the site, and no evidence of faulting was observed on site during the geotechnical investigation. Accordingly, the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or County of Riverside Fault Zone. The main trace of the San Jacinto Fault, which forms the east margin of the valley, is located approximately 4.9 miles northeast of the site. The San Jacinto-Anza Fault is located approximately 6.1 miles southeast of the site, and the Elsinore-Temecula Fault is located approximately 17.2 miles southwest of the site. Each fault is a portion of the San Jacinto Fault Zone Complex.

The San Jacinto River and Bautista Creek have deposited sediments highly variable in thickness across the San Jacinto Valley, with a minimum depth reaching over 500 feet in the southwest portion of the valley. Mesozoic-aged metamorphic rock intruded by Cretaceous aged granitics dominate the hills and mountains surrounding the site.

The proposed Modified Project site is generally flat and ranges in elevation from approximately 1,510 feet above mean sea level (AMSL) in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. Eight exploratory borings excavated to a depth of between 15 and 50 feet below grade encountered artificial fills, topsoil, and young alluvial-valley deposits. The artificial fill soils were encountered where construction work has been performed on the site in the past associated with the nearby flood control channel, Warren Road, and the storm water basin. Older alluvium was not encountered in any of the exploratory borings, but it is expected to underlie the young alluvial-valley deposits.

No standing or surface water was observed on the Modified Project site at the time of the field subsurface exploration. However, surface runoff from elevated portions of the site and adjacent properties should be anticipated. In addition, a saturated soils condition may be encountered along the western boundary due to potential groundwater seepage from the San Diego Aqueduct. Groundwater was not encountered in any of the exploratory borings; however, a previous investigation conducted in 2003 encountered perched groundwater at 36 feet below grade in a single boring. Nevertheless, groundwater or surface water is not expected to be a significant constraint during development of the Modified Project site.

3.6.4 Methodology

This SEIR analyzes only changes in environmental impacts between the Approved Project and proposed Modified Project. The analysis of potential geologic and soil-related impacts is based upon the site-specific geotechnical investigation for the Modified Project. The site-specific geotechnical investigation, City's Public Safety Element of the General Plan, and information from State agencies was referenced to establish the existing on-site geologic conditions. The geotechnical investigation included a site reconnaissance, review of published reports, maps and aerial photographs, geotechnical field exploration, laboratory testing, and engineering analysis. In determining the level of significance, the analysis assumes that construction and operation of the proposed Modified Project would comply with relevant State laws and regulations, as well as City General Plan programs and policies.

3.6.5 Thresholds of Significance

This SEIR incorporates the geology and soils questions included in the Certified EIR in accordance with Appendix G ("CEQA Checklist") of the State *CEQA Guidelines*. Per the Certified EIR, a significant impact from geology and soils would occur if the project was determined to:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property; and/or
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): PDFs include features proposed by the Modified Project that are already incorporated into the Project's design and are specifically intended to reduce or avoid impacts from geology and soils.

PDF 3.6-1: The site contains thin deposits of relatively loose surficial soils overlying dense younger or older alluvium. Loose surface soils shall be overexcavated and recompacted, and grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation (also codified in Mitigation Measure 3.6.10.1).

PDF 3.6-2 Impervious areas will be planted as soon as possible and include a mixture of trees, shrubs and groundcover guided by the plant palette contained in the "Inland Empire Landscape Guide" sponsored in part by the Eastern Municipal Water District to prevent soil erosion.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from geology and soils.

PPP 3.6-1: State law requires the design and construction of new structures comply with current California Building Code requirements which address general geologic, seismic (including ground shaking), and soil constraints for new buildings. Building design and construction shall meet 2019 Title 24 Standards of the California Building Code.

PPP 3.6-2: Prior to the issuance of grading permits, the project applicant shall prepare and submit to the City of Hemet detailed grading plans for each phase of development. These plans will be prepared in conformance with applicable standards of the City, the California Building Code, and the project-specific geotechnical investigation. Construction of off-site utility and roadway improvements also will be subject to the same permitting and plan checking processes.

PPP 3.6-3: Prior to grading permit issuance, the project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and allow periodic inspection of the construction site by City of Hemet staff or its designee to confirm compliance.

PPP 3.6-4 A Final Water Quality Management Plan (WQMP) is required to identify, measure, and control the post-construction volume of stormwater runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the implementation of the Modified Project. The Final WQMP shall specify low impact development best management practices to address Hydrologic Conditions of Concern for the project site in accordance with the Riverside County Flood Control and Water Conservation District's September 2011 *Design Handbook for Low Impact Development Practices*, National Pollutant Discharge Elimination System Permit Number CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ. Specifically, the Final WQMP shall demonstrate that proposed low impact development best management practices shall ensure post-development runoff volume, time of concentration, and peak flow velocity for the 2-year frequency storm shall not exceed that of the pre-development condition by more than five percent. The proposed low impact development best management practices specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the City for review and approval prior to issuance of grading permits.

3.6.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.6.7.1 Fault Rupture

Threshold:	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The 1979 Certified EIR concluded there is a significant hazard to structures and people in the *Southwest Area* due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded development of the Approved Project will introduce new homes into an area subject to moderate ground shaking, settling, and other seismic related hazards, but that these hazards are similar to those experienced throughout most of southern California, and are not substantially elevated for the Approved Project site. Implementation of the recommendations in the site-specific geotechnical investigation, as codified in 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, and compliance with applicable state and local building and grading regulations, as codified in Mitigation Measures GS-1b and GS-2a, respectively, would reduce impacts from fault rupture and seismicity to less than significant levels.

Surface rupture occurs where displacement or fissuring occurs as a result of movement along or immediately adjacent to a fault zone. No known active or inactive faults traverse the Modified Project site, and no evidence of faulting was observed on site during the geotechnical investigation. Accordingly, the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or County of Riverside Fault Zone. The main trace of the San Jacinto Fault, which forms the east margin of the valley, is located approximately 4.9 miles northeast of the site. The San Jacinto-Anza Fault is located approximately 6.1 miles southeast of the site, and the Elsinore-Temecula Fault is located approximately 17.2 miles southwest of the site.

The Modified Project will implement PDF 3.6-1 to ensure grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation, PPP 3.6-1 to ensure building design and construction occurs in accordance with 2019 Title 24 Standards of the CBC, and PPP 3.6-2 to ensure detailed grading plans for each phase of development are prepared in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from fault rupture. No mitigation is required.

3.6.7.2 Ground Shaking

Threshold:	Would the project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong ground shaking?

As stated in Section 3.6.7.1 of the 1979 Certified EIR, there is a significant hazard to structures and people in the Approved Project area due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded development of the Approved Project will introduce new homes into an area subject to moderate ground shaking, settling, and other seismic related hazards, but that these hazards are similar to those experienced throughout most of southern California, and are not substantially elevated for the Approved Project site. Implementation of the recommendations in the site-specific geotechnical investigation, as codified in 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, and compliance with applicable state and local building and grading regulations, as codified in Mitigation Measures GS-1b and GS-2a, respectively, would reduce impacts from ground shaking to less than significant levels.

Southern California is a seismically active area and, therefore, will continue to be subject to ground shaking from seismic activity on regional faults. The Modified Project site is located within Seismic Zone 4 as defined by the UBC, but it is not located within an Alquist-Priolo Earthquake Fault Zone. The project site could be subjected to moderate to severe ground shaking from regional faults (e.g., San Jacinto Fault, Crafton Hills Fault, and/or San Andreas Fault) during the lifetime of the project. Design and construction in accordance with current CBC requirements is anticipated to address the issues related to potential ground shaking. The proposed Project will implement PDF 3.6-1 to ensure grading

and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation, PPP 3.6-1 to ensure building design and construction occurs in accordance with 2019 Title 24 Standards of the CBC, and PPP 3.6-2 to ensure detailed grading plans for each phase of development are prepared in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from seismic ground shaking. No mitigation is required.

3.6.7.3 Seismic-Related Ground Failure

Threshold:	Would the project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The 1979 Certified EIR concluded there is a significant hazard to structures and people in the *Southwest Area* due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded the potential for liquefaction-induced hazards is low due to an anticipated groundwater table approximately 300 feet in depth. Implementation of the recommendations in the site-specific geotechnical investigation, as codified in 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, would reduce impacts from seismic-related ground failure to less than significant levels.

Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained alluvial soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping.

The site was evaluated for liquefaction potential as part of the geotechnical investigation. On-site exploratory borings, which reached 50 feet below grade, did not encounter groundwater. No standing or surface water was observed on the Modified Project site at the time of the field subsurface exploration. However, surface runoff from elevated portions of the site and adjacent properties should be anticipated. In addition, a saturated soils condition may be encountered along the western boundary due to potential groundwater seepage from the San Diego Aqueduct, and the Modified Project site contains thin deposits of relatively loose surficial soils overlying dense younger or older alluvium. Furthermore, a previous investigation conducted in 2003 encountered perched groundwater at 36 feet below grade in a single boring.

Although the potential for surface manifestations like bearing failures and sand boils is considered low, the project site is susceptible to differential settlement from liquefaction.[2] This impact is potentially significant. Mitigation Measure 3.6.10.1 is required to ensure the Project will implement PDF 3.6-1 so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation. Assuming that the loose, near-surface soils (topsoil and young alluvium) will be removed and recompacted in accordance with the recommendations of Section 5.0 of the project-specific geotechnical investigation, a total dynamic settlement of 1-inch and differential settlement of 0.5 inch in 40 feet horizontal distance is anticipated, and the potential for liquefaction or dynamic settlement due to the design earthquake event to affect structures at the Modified Project would be low.

In addition to implementation of Mitigation Measure 3.6.10.1, the Project will be required to comply with 2019 Title 24 Standards of the CBC as specified in PPP 3.6-1, and prepare and submit detailed grading plans for each phase of development in conformance with applicable standards of the City, the CBC,

[2] *General Plan 2030.* Figure 6.1, Seismic Hazards. City of Hemet, January 2012.

and the project-specific geotechnical investigation as specified in PPP 3.6-2 to further reduce the risk of seismic-related ground failure.

Implementation of Mitigation Measure 3.6.10.1 (PDF 3.6-1), PPP 3.6-1, and PPP 3.6-2 will provide adequate protection for the proposed Modified Project to the extent required to reduce seismic risk to an "acceptable level." The "acceptable level" of risk is defined by the California Code of Regulations as "that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project" [Section 3721(a)]. Therefore, repair and remedial work of the proposed development may be required after a significant seismic event.

When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from seismic-related ground failure.

3.6.7.4 Landslides

Threshold:	Would the project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The Certified EIR concluded the Approved Project site is flat with no rocky outcroppings and has been subject to repeated disking. The project would, therefore, not create or be affected by any landslides or rockfalls, and no significant impacts would occur.

The proposed Modified Project site is generally flat and ranges in elevation from approximately 1,510 feet above mean sea level (AMSL) in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. No steep cliffs or slopes approaching 10 percent occur on site, and all fill and cut slopes will be designed and constructed at 2:1 (horizontal:vertical) or flatter with a maximum height of approximately 10 feet.

According to the project geotechnical investigation, the site is not located in an area susceptible to seismic slope instability. Additionally, the potential for lateral spreading due to the design earthquake event to affect the Modified Project site is considered very low or non-existent due to the lack of shallow groundwater. Through design and construction of the Modified Project site in conformance with applicable State law and local regulations, as outlined in With implementation of PDFs 3.6-1 and 3.6-2 and PPPs 3.6-1 through 3.6-4, impacts related to landslides and rockfalls would be reduced to less than significant and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts related to landslides and rockfalls.

3.6.7.5 Soil Erosion and Loss of Topsoil

Threshold:	Would the project result in substantial soil erosion or the loss of topsoil?

The 2008 Certified EIR concluded soil types with larger silt or clay components are identified within the Approved Project site, making them more susceptible to runoff and erosion. Through the disturbance of surface soils during construction, the protective vegetative cover would be removed and render the soils susceptible to runoff and erosion. The anticipated increase in impervious surfaces could generate increased volume of storm water runoff during operation of the Approved Project. Accordingly, the 2008 Certified EIR prescribed Mitigation Measure GS-2a to minimize the potential for soil erosion during construction and operation of the Approved Project and reduce corresponding impacts to less than significant levels.

Fill slopes on the Modified Project site are anticipated to be less than 10 feet in height and are expected to meet minimum factors of safety for stability through implementation of the recommendations in the project-specific geotechnical investigation. However, there may be a potential for significant erosion if granular fill soils are used on slope faces, which are inherently subject to erosion, particularly if exposed to rainfall and irrigation during construction or operation of the Modified Project.

Development of the site and related off-site improvements would involve the disturbance of more than one acre; therefore, PPP 3.6-3 specifies the project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit and a Storm Water Pollution Prevention Plan (SWPPP) to address erosion and discharge impacts associated with the proposed on-site grading. Compliance with storm water regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials and implementing good housekeeping practices at the construction site.

The following SWPPP components will reduce potential impacts of soil erosion or loss of topsoil to less than significant levels:

- Protect all storm drain inlets and streams located near the construction site to prevent sediment-laden water from entering the storm drain system.
- Prevent erosion by implementing one or more of the following soil stabilization practices: mulching, surface roughening, permanent or temporary seeding.
- Limit vehicular access to and from the site. Stabilize construction entrances/exits to minimize the track out of dirt and mud onto adjacent streets. Conduct frequent street sweeping.
- Protect stockpiles and construction materials from winds and rain by storing them under a roof, secured impermeable tarp or plastic sheeting.
- Avoid storing or stockpiling materials near storm drain inlets, gullies or streams.
- Phase grading operations to limit disturbed areas and duration of exposure.
- Perform major maintenance and repairs of vehicles and equipment off site.
- Wash out concrete mixers only in designated washout areas at the construction site.
- Set-up and operate small concrete mixers on tarps or heavy plastic drop cloths.
- Keep construction sites clean by removing trash, debris, wastes, etc. on a regular basis.
- Clean up spills immediately using dry clean-up methods (e.g., absorbent materials such as cat litter, sand or rags for liquid spills; sweeping for dry spills such as cement, mortar or fertilizer) and by removing the contaminated soil from spills on dirt areas.
- Maintain all vehicles and equipment in good working condition. Inspect frequently for leaks, and repair promptly.
- Cover open dumpsters with secured tarps or plastic sheeting. Clean out dumpsters only in approved locations on the construction site.
- Arrange for an adequate debris disposal schedule to insure that dumpsters do not overflow.

As specified in PDF 3.6-2, landscaping and slope maintenance will be conducted as soon as possible in order to increase long-term surficial stability. Additionally, PDF 3.6-1 indicates the recommendations in the project-specific geotechnical investigation, for example, that berms will be provided at the top of fill slopes and drainage will be directed such that surface runoff on the slope face is minimized, will

further reduce the likelihood of soil erosion during construction of the project. As required through PPP 3.6-2, the project applicant will submit detailed grading plans for review by the City for conformance with all applicable standards of the City, the CBC, and the project-specific geotechnical investigation.

A site-specific Water Quality Management Plan (WQMP) was prepared pursuant to PPP 3.6-4 for the project site and contains the following post-construction measures to help reduce potential impacts to soil erosion to less than significant levels. The WQMP also identifies measures to treat and/or limit the entry of contaminants into the storm drain system:

- *Identify and preserve existing drainage patterns.* The grading design of the project will follow the existing topography of the site.
- *Identify and preserve natural infiltration capacity.* The project-specific geotechnical investigation indicates 2 to 7 feet of artificial fill occurs at the site, and the proposed site grading will generally involve cuts/fills as much as 6 feet. Since the fill and grading prevents testing of the in situ natural infiltration capability at the site, infiltration best management practices (BMPs) are not selected. Furthermore, the minimum infiltration rate of 1.6 inches per hour is determined unlikely. Therefore, bioretention basins will be constructed in lieu of infiltration BMPs. A series of bioretention basins (currently 13) are proposed along the southerly and northerly site boundaries to capture and treat the post project runoff. The bioretention basin design capture volumes have been preliminarily determined according to Riverside County's low impact development guidelines, and additional bioretention basin sizing has been performed using the design volumes and the Bioretention Facility – Design Procedure spreadsheets (see Appendix G2). The required bioretention basins have been sized on the tentative map per the analyses in the project-specific geotechnical investigation and WQMP (refer to Section 3.8, Hydrology and Water Quality, of this SEIR for additional information).
- *Identify and minimize impervious area.* Impervious areas will drain into proposed pervious park and landscaped areas, as well as into the bioretention basis along the site perimeter.
- *Identify and disperse runoff into pervious areas.* The project will be designed such that runoff drains into pervious areas and bioretention basins. Roof runoff will be conveyed to adjacent proposed landscaped area before entering the bioretention basins.

Grading for off-site improvements also would require grading permits or related approvals from the City. Roadway, drainage, and other utility improvements will occur within existing rights-of-way or on land that has been previously disturbed. The SWPPP and the WQMP establish performance standards for future development. Preparation and adherence to the requirements of the SWPPP and WQMP are regulatory requirements for all projects anticipated to disturbed one or more acres in accordance with the NPDES permit as specified in PPPs 3.6-3 and 3.6-4.

With implementation of PDFs 3.6-1 and 3.6-2 and PPPs 3.6-2 through 3.6-4, the proposed Modified Project's construction and operational impacts associated with soil erosion hazards remain less than significant and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from soil erosion and loss of topsoil, albeit through compliance with regulatory policy rather than mitigation.

3.6.7.6 Geologic Stability

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

The 2008 Certified EIR concluded there is a significant hazard to structures and people within the Approved Project area due to its proximity to the San Jacinto Fault Zone. The 2008 EIR concluded no soil or geologic conditions are identified on the Approved Project site that would preclude development of the property for residential uses. Implementation of the recommendations in the site-specific geotechnical investigation as codified in 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, and compliance with applicable State and local building and grading regulations as codified in Mitigation Measure GS-1b, would reduce impacts from unstable geologic conditions to less than significant levels.

The parent material of the soils on the Modified Project site is granitic alluvium deposited by the San Jacinto River and Bautista Creek emanating from the surrounding mountains to the south and southeast. Factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. As discussed in Section 3.6.7.4, the Modified Project site is not susceptible to landslides. There are no known landslides at the site, nor is the site in the path of any known or potential landslides.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the seismic inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements, and such movement typically damages pipelines, utilities, bridges, and structures. The site was evaluated for liquefaction potential as part of the geotechnical investigation. On-site exploratory borings, which reached 50 feet below grade, did not encounter groundwater. No standing or surface water was observed on the Modified Project site at the time of the field subsurface exploration. Due to the lack of shallow groundwater, the potential for lateral spreading due to an earthquake event to affect the site is considered very low or non-existent.

Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low density granular soils during an earthquake event that may cause several inches of settlement. The project-specific geotechnical investigation indicated the potential for ground subsidence/fissuring due to groundwater withdrawal is low for the Modified Project site and surrounding region. Based on the composition of on-site soils, a surface subsidence value of 0.1 to 0.2 foot is applied to topographic elevations in alluvial areas subjected to agricultural disking. Accordingly, implementation of PDF 3.6-1 will ensure loose surface soils will be overexcavated and recompacted, and grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation to minimize the risk of subsidence on the Modified Project occupants.

Surface runoff from elevated portions of the site and adjacent properties should be anticipated. In addition, a saturated soils condition may be encountered along the western boundary due to potential groundwater seepage from the San Diego Aqueduct, and the Modified Project site contains thin deposits of relatively loose surficial soils overlying dense younger or older alluvium. Furthermore, a previous investigation conducted in 2003 encountered perched groundwater at 36 feet below grade in a single boring. Although the potential for surface manifestations like bearing failures and sand boils is considered low, the project site is susceptible to differential settlement from liquefaction.[3] This impact is potentially significant, and Mitigation Measure 3.6.10.1 is required to ensure the project will implement

[3] *General Plan 2030.* Figure 6.1, Seismic Hazards. City of Hemet, January 2012

PDF 3.6-1 so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation.

Laboratory testing indicated that the on-site soils are expected to possess a slight collapse potential (<2.5%). This is a potentially significant impact, and Mitigation Measure 3.6.10.1 is required to ensure the project will implement PDF 3.6-1 so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation.

Assuming that the loose, near-surface soils (topsoil and young alluvium) will be removed and recompacted in accordance with the recommendations of Section 5.0 of the project-specific geotechnical investigation, a total dynamic settlement of 1-inch and differential settlement of 0.5 inch in 40 feet horizontal distance is anticipated, and the potential for liquefaction, dynamic settlement, or collapsible soils to affect structures at the Modified Project site would be low.

In addition to implementation of Mitigation Measure 3.6.10.1, the project will be required to comply with 2019 Title 24 Standards of the CBC as specified in PPP 3.6-1, and prepare and submit detailed grading plans for each phase of development in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation as specified in PPP 3.6-2 to further reduce the risk of unstable geologic units.

With implementation of PPP 3.6.-1 and 3.6-2, PDF 3.6-1, and Mitigation Measure 3.6.10.1, the proposed Modified Project's geologic and soils impacts would be reduced to less than significant. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from unstable geologic units.

3.6.7.7 Expansive Soils

Threshold:	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property?

The Certified EIR concluded the Approved Project site contains topsoil and artificial fill of which the upper 3 to 5 feet of alluvium will require complete removal and recompaction within the limits of grading. With implementation of the recommendations in the site-specific geotechnical investigation, as codified in 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, and compliance with applicable state and local building and grading regulations, as codified in Mitigation Measure GS-1b, no soil or geologic conditions are identified on the Approved Project site that would preclude development of the property for residential uses, and impacts from expansive soils would be reduced to less than significant levels.

Expansive soils generally have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability.

Limited laboratory testing indicated that soils encountered on the Modified Project site generally possess a very low expansion potential. However, localized deposits of low to medium expansive soils may be encountered during grading, particularly in the highly weathered older alluvium, if any. This impact is potentially significant, and Mitigation Measure 3.6.10.1 is required to ensure the project will implement PDF 3.6-1 so that grading and preparation of the Modified Project site shall occur in accordance with the recommendations of the project-specific geotechnical investigation. For example, additional testing must be performed during site grading to verify the on-site observations and limited

laboratory data. Mitigation Measure 3.6.10.1 requires a qualified geotechnical engineer monitors the grading activities to ensure loose surface soils are adequately overexcavated and recompacted to protect against potentially expansive soils. With implementation of Mitigation Measure 3.6.10.1, impacts from expansive soils would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project also prescribes mitigation and would have similar (i.e., less than significant with mitigation) impacts from expansive soils.

3.6.7.8 Septic Tanks

Threshold:	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Certified EIR concluded the Approved Project would interconnect to the Municipal sewer system and therefore would not require septic tanks. No impact would occur. When compared to the Approved Project, the proposed Modified Project likewise will interconnect to the Municipal sewer system and would not require the use of septic tanks. Impacts of the Modified Project would be similar to those identified for the Approved Project (i.e., no impacts), and no mitigation is required.

3.6.8 Cumulative Impacts

3.6.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The Certified EIR concluded the Approved Project site does not contain significant geological constraints. The Approved Project's proximity to regional faults would render it subject to seismic ground shaking, for which 1979 EIR Mitigation Measure 1 and 2008 EIR Mitigation Measure GS-1a, and compliance with applicable state and local building and grading regulations, as codified in Mitigation Measures GS-1b and GS-2a, respectively, would reduce impacts from fault rupture and seismicity to less than significant levels. As long as proper design and engineering are implemented based on available seismic and other geotechnical data, the Approved Project would not result in a cumulatively considerable impact to or from geology and soils. Therefore, no mitigation is required relative to cumulative impacts.

The Modified Project cumulative area for geologic and soils issues is the City of Hemet, and due to the larger context of seismicity, the San Jacinto Valley. The entire southern California area contains a number of major regional and local faults, including the San Jacinto and San Andreas Fault Zones, although the Modified Project site itself has a relatively low potential for seismic, geotechnical, or soils constraints.

The presence of regional faults and potential for seismic shaking create the potential for damage to structures or injury to persons during seismic events. However, City and State regulations provide guidelines for development in areas with geologic constraints and ensure that the design of buildings is in accordance with applicable CBC standards and other applicable standards, which reduces potential property damage and human safety risks to less than significant levels. Through design and construction of the Modified Project site in conformance with applicable State law and local regulations, as outlined in Mitigation Measure 3.6.10.1 (PDF 3.6-1), PDF 3.6-2, and PPPs 3.6-1 through 3.6-4, anticipated development in the City and surrounding area in general will not have a cumulatively considerable impact on earth resources, soils conditions or constraints, nor will regional geotechnical constraints have a cumulatively considerable impact on the proposed Modified Project or cumulative projects.

Because it is reasonable to conclude that all development within seismically active areas will be required to adhere to applicable State regulations, CBC standards, and the design and siting standards

required by local agencies, cumulative geological impacts from the proposed Modified Project are considered less than significant. No additional mitigation is required.

3.6.9 Level of Significance Before Mitigation

Development of both the Approved Project and the proposed Modified Project would subject persons and structures to seismic ground shaking due to the presence of regional faults. Disturbance of surface soils during construction would remove the protective vegetative cover of surface soils and render them susceptible to runoff and erosion, and the anticipated increase in impervious surfaces could generate increased volume of stormwater runoff during operation of both the Approved Project and the proposed Modified Project. Both the Approved Project and the proposed Modified Project contain topsoil and artificial fill that require complete removal and recompaction within the limits of grading to reduce the potential for lateral spreading, subsidence, expansive soils, and collapse.

3.6.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.6.10.1 Mitigation for the Proposed Modified Project

As detailed in Section 3.6.7, implementation of the project- and site-specific recommendations outlined in the geotechnical investigation is required to reduce impacts from seismic ground shaking, liquefaction, erosion, unstable geologic units, and expansive soils to less than significant levels. The recommendations detailed in the project-specific geotechnical investigation are incorporated into the project design as PDF 3.6-1 and also prescribed as Mitigation Measure 3.6.10.1 to further ensure their implementation and enforceability.

MM 3.6.10.1 Prior to the issuance of grading and building permits, the applicant shall provide to the City Engineering Division and City Building & Safety Department for review and approval detailed grading and construction plans that demonstrate the recommendations specified in project- and site-specific geotechnical investigation have been incorporated into the on-site earthworks and structures.

The project applicant and all contractors shall follow the recommendations of the geotechnical investigation, which include but are not limited to 1) a geotechnical grading plan review by the project geotechnical engineer prior to construction of the proposed project, 2) preparation of the project site via removal of surface obstructions, vegetation, and debris, 3) removal of unsuitable fill materials previously utilized as backfill for prior on-site and off-site improvements, 4) overexcavation of surficial units, including artificial fill, colluvium, and topsoil to competent ground as evaluated by a qualified engineering geologist during grading to ensure all unsuitable fill is removed prior to replacing it with properly compacted fill, 5) maintenance of properly compacted fill to near optimum moisture content, 6) construction of stabilization fill keyways to ensure slope stability and prevention of landslides, 7) immediate landscaping, irrigation, and maintenance of engineered slopes, 8) acceptability of all removal bottoms reviewed by a qualified engineering geologist or geotechnical engineer and documented in the as-graded geotechnical report, 9) construction of post-tensioned slab-on-grade foundation or conventionally reinforced foundation designed to resist expansive soils and settlement, 10) maintaining appropriate drainage and infiltration throughout the project site in accordance with regulatory requirements and 11) review by the project geotechnical engineer of any updated rough or precise grading or conventional retaining wall or foundation plans to ensure implementation of the recommendations in the geotechnical investigation, and 12) geotechnical observation and/or testing at the following stages of construction:

- During rough grading (removal/over-excavation bottoms, fill placement, etc.);
- Geologic mapping of temporary backcuts;
- During retaining wall backfill and compaction;
- During utility trench backfill and compaction;
- During precise grading;
- After presoaking building pads and other concrete-flatwork subgrades, and prior to placement of aggregate base or concrete;
- Preparation of pavement subgrade and placement of aggregate base;
- After building and wall footing excavation and prior to placement of steel reinforcement and/or concrete; and
- When any unusual soil conditions are encountered during any construction operation.

This measure shall be implemented to the satisfaction of the City Engineering Division and City Building & Safety Department.

3.6.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure as follows:

As stated previously, the 1979 EIR's Mitigation Measure is designed to require engineering geologic investigations for all new construction within the *Southwest Area* and compliance with the UBC to mitigate the risk of human and structural loss from seismic activity. The intent of this Mitigation Measure is in substantial conformance with prescribed Mitigation Measure 3.6.10.1 of the Modified Project and PPP 3.6-1, which requires the project applicant to comply with all applicable regulations and standards of the current CBC.

~~1979 EIR Mitigation Measure:~~ ~~Engineering geologic investigations should be required for all new construction within the Southwest Area. Construction according to the Earthquake Regulations of the Uniform Building Code and recommendations of a qualified structural engineer should mitigate the risks of human and structural loss.~~

The 2008 EIR's Mitigation Measure GS-1a is replaced with Mitigation Measure 3.6.10.1 of the Modified Project, which specifies the recommendations of the Modified Project-specific geotechnical investigation.

~~2008 Mitigation Measure GS-1a:~~ ~~Grading and Building Design. Prior to the issuance of grading and building permits, the developer shall comply with each measure described in Sections 4.1 through 5.2 of the *Update Geotechnical Investigation Rancho Diamante, Tentative Tract Map 35392, 35393, and 35394 City of Hemet Riverside County, California*, Leighton and Associates, June 15, 2007 (see Appendix X). All grading and design/construction measures recommended by the detailed geological investigation shall be identified on grading and building plans and implemented to the satisfaction of the City Public Works Department.~~

The 2008 EIR's Mitigation Measure GS-1b is addressed as a regulatory policy in PPP 3.6-1 and therefore is omitted from this SEIR.

~~**2008 Mitigation Measure GS-1b:** Construction Design. Prior to the issuance of grading and building permits, the developer shall demonstrate that all grading and building activities comply with the most recent Uniform Building Code seismic design standards. This shall be completed to the satisfaction of the City Public Works Department.~~

The 2008 EIR's Mitigation Measure GS-2a is addressed as a regulatory policy in PPP 3.6-2 through 3.6-4 and therefore is omitted from this SEIR.

~~**2008 Mitigation Measure GS-2a:** Erosion Controls. Prior to the issuance of a grading permit, the developer shall submit a grading plan describing the wind and water erosion controls that will be employed during all grading activities. These controls shall be consistent with Best Management Practices and shall be demonstrated to the satisfaction of the City Engineering Department and any other departments deemed approp1iate by the City. Further, these plans shall include the methods of erosion control and be compiled be a registered civil engineer (also see Mitigation Measures in Sections 4.3, Air Quality pertaining to dust control measures, and 4.8, Hydrology/Water Quality, pertaining to erosion and siltation control measures.~~

3.6.11 Level of Significance After Mitigation

The Modified Project will implement Mitigation Measure 3.6.10.1 (PDF 3.6-1) to ensure grading and preparation of the Modified Project site will occur in accordance with the recommendations of the project-specific geotechnical investigation, PPP 3.6-1 to ensure building design and construction occurs in accordance with 2019 Title 24 Standards of the CBC, and PPP 3.6-2 to ensure detailed grading plans for each phase of development are prepared in conformance with applicable standards of the City, the CBC, and the project-specific geotechnical investigation. When compared to the Approved Project, which is also not located within a currently designated Alquist-Priolo Earthquake Fault Zone or County of Riverside Fault Zone, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from fault rupture, seismic ground shaking, seismic-related ground failure, unstable geologic units, and expansive soils.

Through design and construction of the Modified Project site in conformance with applicable State law and local regulations, as outlined in PDFs 3.6-1 and 3.6-2 and PPPs 3.6-1 through 3.6-4, impacts related to landslides and rockfalls would be similar to those identified for the Approved Project (i.e., less than significant).

Implementation of PDFs 3.6-1 and 3.6-2 and PPPs 3.6-2 through 3.6-4 would ensure construction and operational impacts associated with soil erosion hazards remain less than significant. When compared to the Approved Project, for which Mitigation Measure GS-2a was prescribed to minimize the potential for soil erosion during construction and operation, the proposed Modified Project would have similar (i.e., less than significant) impacts from soil erosion and loss of topsoil, albeit through compliance with regulatory policy rather than mitigation.

Implementation of Mitigation Measure 3.6.10.1 (PDF 3.6-1) and PDF 3.6-2 and PPPs 3.6-1 through 3.6-4 will provide adequate protection for the proposed Modified Project to the extent required to reduce seismic risk to an "acceptable level." The "acceptable level" of risk is defined by the California Code of

Regulations as “that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project” [Section 3721(a)]. Therefore, repair and remedial work of the proposed development may be required after a significant seismic event.

In summary, no new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any geology and soils impacts of the Modified Project.

3.7 HAZARDS AND HAZARDOUS MATERIALS

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to hazards and hazardous materials as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet. Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. Riverside County, California. April 1979.
- City of Hemet, *General Plan 2030*. January 2012.
- County of Riverside, *Airport Land Use Commission (ALUC) Development Review: Case Number ZAP1061HR19* – GPA15-002 (General Plan Amendment), SPA 15-001 (Specific Plan Amendment), TTM36841 (Tentative Tract Map). February 27, 2020 (Appendix F4).
- County of Riverside, *Airport Land Use Commission Notice of Airport in Vicinity.* February 13, 2020 (Appendix F3).
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- County of Riverside. *Hemet-Ryan Airport Land Use Compatibility Plan*. February 2017.
- Federal Aviation Administration, Obstruction Evaluation Service: Determination of No Hazard to Air Navigation. October 28, 2019 (Appendix F5).
- IWS Environmental, Inc. *Phase I Environmental Site Assessment. Rancho Diamante Tract No. 36841, Hemet, California*. November 2016 (Appendix F1).
- LSA Associates, Inc. *Hazardous Wildlife Attractants Analysis of 13 Water Quality Control Basins for the Proposed Rancho Diamante Residential Development in Hemet, Riverside County, California.* February 4, 2020 (Appendix F2).
- Riverside County Airport Land Use Commission. *Hemet-Ryan Airport Land Use Compatibility Plan.* Chapter 3, Individual Airport Policies and Compatibility Maps. February 9, 2017.
- Riverside County Airport Land Use Commission. *Riverside County Airport Land Use Compatibility Plan. Volume 1 Policy Document.* Chapter 2, Countywide Policies. October 14, 2004.

Scoping Process/NOP Comments: Potential impacts to hazards and hazardous waste materials were not identified during the public scoping meeting held in August 2016 for the proposed Modified Project.

The City received no comments in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts related to hazards and hazardous waste materials.

The City received one comment letter in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential hazard-related impacts. The Riverside County Airport Land Use Commission (ALUC) provided a letter dated April 23, 2019 (see Appendix A2). Similar to their response to the initial NOP, the ALUC letter identifies the residential density guidelines from the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) that apply to the Modified Project and outlines ALUC's land use review authority. Due to the General Plan and Specific

Plan Amendments proposed as part of the Modified Project, the ALUC noted the project is required to be submitted to the ALUC for final review. No additional comments were received in response to the recirculated NOP concerning the proposed Modified Project's potential impacts to hazards and hazardous waste materials.

3.7.1 Regulatory Setting

3.7.1.1 Federal Regulations

There are no federal regulations regarding hazards and hazardous materials that are applicable to the proposed Modified Project.

3.7.1.2 State Regulations

California Code of Regulations and California Health and Safety Code. The California Code of Regulations (CCR) and the California Health and Safety Code incorporate the requirements of the Federal Resource Conservation and Recovery Act (RCRA) Subtitle I and set registration and permitting requirements, construction/operational standards, closure requirements, licensing of underground storage tank contractors, financial responsibility requirements, release reporting/corrective action requirements, and enforcement. Additionally, these provisions regulate the abatement process in the event of contamination of hazardous wastes. Specifically, the California Health & Safety Code establishes standards, regulations, and requirements for the installation, inspection, registration, maintenance, and abandonment of underground storage tanks. These regulations also require the installation of leak detection systems and/or monitoring of underground storage tank installations. Since 1998, all underground storage tanks have been required to include corrosion protection, leak detection, and spill/overflow devices.

Businesses that utilize hazardous materials are subject to Emergency Planning and Community Right-to-Know (Proposition 65) requirements as delineated in the California Health and Safety Code. These regulations require worker notification of hazardous substances in the workplace. The proposed retail/office businesses are subject to these requirements. In addition, Title 8 of the CCR Sections 1532.1 and 1529, provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to lead and asbestos. Lead- and asbestos-contaminated debris must be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

Chapter 4 of Title 14 of the CCR establishes requirements for the development, regulation, and conservation of oil and gas resources. Specifically, Section 1723 et seq. establishes standards for the plugging and abandonment of oil wells, while Section 1981 outlines the regulations and standards for modifying existing wells and sets forth additional standards for plugging abandoned wells.

California Hazardous Waste Control Law. The Hazardous Waste Control Act (Health and Safety Code, Division 20, Chapter 6.5) created the State hazardous waste management program, which is similar to, but more stringent than, the federal program under the Federal RCRA (42 United States Code Section 6901 et seq.). The California Hazardous Waste Control Law regulates the generation, transportation, treatment, storage, and disposal of hazardous waste by large-quantity generators through comprehensive life cycle or "cradle to grave" tracking requirements. Regulations in 26 CCR list more than 800 materials, including asbestos and polychlorinated biphenyls, which may be hazardous and establish criteria for their identification, packaging, and disposal. Under the Hazardous Waste Control Act, hazardous waste generators must complete a manifest that accompanies the waste from the generator to the transporter to the ultimate disposal location. Copies of the manifest must be filed with the State's DTSC.

Hazardous Waste and Substances Sites List. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal-EPA) to develop, at least annually, an updated Cortese List. DTSC is responsible for a portion of the information contained in the Cortese List. DTSC's Brownfields and Environmental Restoration Program (Cleanup Program) EnviroStor database provides DTSC's component of Cortese List data by identifying an Annual Workplan (now referred to State Response and/or Federal Superfund) and Backlog sites listed under Health and Safety Code Section 25356. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. CEQA requires the Lead Agency to consult the lists compiled pursuant to Section 65962.5 of the Government Code to determine whether a project and any alternatives are located on a site that is included on any such list. The Project site is not included on any hazardous materials site compiled pursuant to California Government Code Section 65962.5.

State Occupational Safety and Health Act. The Federal Occupational Safety and Health Act is implemented through the California Occupational Safety and Health Administration (Cal/OSHA). Specifically, Cal/OSHA requires special training of handlers of hazardous materials, notification to employees who work in the vicinity of hazardous materials, acquisition from the manufacturer of material safety data sheets that describe the proper use of hazardous materials, and training of employees to remediate any accidental hazardous material releases. Cal/OSHA also requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. Asbestos-containing materials have historically been used in some building materials such as acoustical tiles and ceiling coatings, joint compound, caulking, flooring materials, and asbestos cement water mains. In addition, lead-based paint may be found on the remnant structures, and PCBs are used in electrical equipment (e.g., transformers, capacitors, circuit-breakers, and voltage regulators). Therefore, in order to be conservative, the presence of asbestos-containing materials, lead-based paints, and PCB-containing fixtures cannot be ruled out. Since the proposed Modified Project includes the demolition of remnant structures that may have the potential to release asbestos and lead, and construction workers could potentially be exposed to soil gases and residual soil contamination, this provision would be applicable.

Cal/OSHA's regulatory purview includes the following provisions to minimize the potential for release of asbestos, lead, and other airborne contaminants during construction and demolition activities.

- **Asbestos.** Cal/OSHA regulations prohibit emissions of asbestos from demolition and construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices to minimize the potential for release of asbestos; and require notice to federal and local government agencies before beginning demolition or construction activities that could disturb asbestos.
- **Lead.** Cal/OSHA establishes a maximum safe exposure level for types of construction work where lead exposure may occur, including demolition activities where materials containing lead are present; removal or encapsulation of materials containing lead; and new construction, alteration, repair, or renovation of structures with materials containing lead. Inspection, testing, and removal of lead-containing building materials must be performed by State-certified contractors who comply with applicable health and safety and hazardous materials regulations. Building materials with lead-based paint attached are not typically considered hazardous waste unless the paint is chemically or physically removed from the building debris.
- **Airborne Contaminants.** Cal/OSHA regulates exposure to airborne contaminants (e.g., soil gases such as hydrogen sulfide) during construction under Title 8, Section 5155, Airborne Contaminants,

which establishes which compounds are considered a health risk, the exposure limits associated with such compounds, protective equipment, workplace monitoring, and medical surveillance required for compliance.

The characterization and disposal of environmentally regulated materials such as asbestos containing materials, lead based paints, polychlorinated biphenyls, mercury, diethylhexyl phthalate (DEHP), and electronic wastes is regulated by the DTSC under Title 22 CCR.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. Cal-EPA grants to qualifying local agencies oversight and permitting responsibility for certain State programs pertaining to hazardous waste and hazardous materials. This is achieved through the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) (27 CCR Division 1, Subdivision 4, Chapter 1, Sections 15100–15620), created by State legislation in 1993 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following emergency and management programs:

- Hazardous materials release response plans and inventories (business plans);
- California Accidental Release Prevention Program (CalARP);
- Underground Storage Tank Program;
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure Plans;
- Hazardous Waste Generator and On-site Hazardous Waste Treatment (tiered permitting) Programs; and
- California Uniform Fire Code: Hazardous material management plans and hazardous material inventory statements.

Emergency Services Act. Under the Emergency Services Act, the State of California developed an emergency response plan to coordinate emergency services provided by federal, State, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an important part of the plan, which is administered by the California Office of Emergency Services (OES). This office coordinates the responses of other agencies, including the EPA, the California Highway Patrol, the nine Regional Water Quality Control Boards, the various air quality management districts, and county disaster response offices.

California Public Utilities Code Section 21676 (Airport Land Use Commission). Projects located within zones administered by airport land use compatibility plans must comply with project-specific conditions imposed by the Airport Land Use Commission with jurisdiction over such airports.

3.7.1.3 Local Regulations

Hemet General Plan. The City's General Plan outlines several General Plan programs and policies pertaining to hazards and hazardous materials throughout the City. The following policies would be applicable to the Modified Project:

- **LU-10.1 Airport Influence Area.** Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Plan and General Plan policies. All legislative land use proposals and Discretionary Uses and Incompatible Uses per Table 2.5 that are located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission (ALUC) for consistency with the adopted Hemet-Ryan Airport Land Use Compatibility Plan. All non-legislative land use proposals that are subject to CEQA review by the

City of Hemet and located within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment.

- **PS-4.1 Land Use Compatibility.** Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances by the Airport Land Use Commission.
- **PS-4.2 Airport Safety Zones.** Consult with Riverside County to maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety for both the present runway configurations and for possible future expansion as identified in the Hemet-Ryan Airport Land Use Compatibility Plan and the Hemet-Ryan Airport Master Plan.
- **PS-4.4 Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk shall be reviewed for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Compatibility Plan, as may be amended from time to time.
- **PS-4.5 Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.
- **PS-4.7 Avigation Easements.** Avigation easements shall be required for all land uses in Safety Areas I, II, and III as part of the development review process. As appropriate, based on location, avigation easements may be required in other areas of the City of Planning Area.
- **PS-4.8 Project Operating Compatibility.** Development applications shall be required to demonstrate that the project is compatible with the following airport land use restrictions:
    - Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indictor approved by the Federal Aviation Administration, shall be prohibited.
    - Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited.
    - Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
    - Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
- **PS-5.1 Enforce Regulations.** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.
- **PS-5.2 Maintain Response Programs.** Maintain effective programs for responding to hazardous material emergencies.
- **PS-5.4 Multi-Jurisdictional Local Hazard Mitigation Plan.** Implement goals and objectives contained in the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan to reduce risks from natural and other hazards and to serve as a guide for decision makers as they commit resources to reducing the effect of natural and other hazards.
- **PS-7.4 Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.

Riverside County Airport Land Use Compatibility Plan. The Riverside County ALUC administers the Airport Land Use Compatibility Plans for airports countywide. The Riverside County ALUCP are designed to provide guidance for conducting airport land use compatibility planning as required by Article 3.5, Airport Land Use Commissions, Public Utilities Code Sections 21670 – 21679.5. The intent of the proposed Modified Project is to maintain consistency with the regulations defined in the Riverside County ALUCP for the Hemet Ryan Airport.[1] The Modified Project site is located in Zones C (32.02 acres) and D (213.05 acres) of the Hemet-Ryan ALUCP (refer to Figure 3.7.1). The Zones of the Hemet-Ryan ALUCP were established in accordance with the *California Airport Land Use Planning Handbook* and are designated to guide development near the Hemet-Ryan ALUCP with airport hazards (i.e., airplane crashes) taken into consideration. The proposed Modified Project was reviewed and approved by the Riverside County ALUC on February 13, 2020 under case ZAP1061HR19, and the proposed Specific Plan Amendment (SPA 15-001), General Plan Amendment (GPA 15-002), and Tentative Tract Map 36841 (TTM 15-003) were all determined consistent with the *2017 Hemet-Ryan ALUCP* pursuant to project-specific conditions prescribed to Tentative Tract Map 36841 (TTM 15-003) (refer to Appendix F4 and Sections 3.7.6, 3.7.7.5, and 3.7.10 below).

3.7.2 Certified EIR Findings

The 1979 EIR did not address hazards and hazardous materials. The 2008 EIR concluded the Approved Project would require a soil assessment, prohibit construction of schools and places of assembly because of proximity to the Hemet-Ryan Airport, obtain avigation easements, provide homeowners with "Notice of Airport Vicinity," restrict building/object heights, shield outdoor lighting, complete Federal Aviation Administration (FAA) Form 7460, prohibit construction of land uses hazardous to aircraft, and approval from the Riverside County Airport Land Use Commission.

The 2008 EIR concluded that the Approved Project was used for agriculture activities since the early 1900s. These activities created the potential for soil and groundwater to be impacted by agricultural chemicals such as pesticides, herbicides, and fertilizers. The Approved Project proponent was required to obtain a National Pollutant Discharge Elimination System (NPDS) permit for the Approved Project that requires adoption of a site-specific Storm Water Pollution Prevention Plan (SWPP) that identifies Best Management Practices (BMPs) for the handling of hazardous materials used during project construction. Adherence to provisions of the NPDES permit and applicable BMPs contained in the site-specific SWPP will ensure that potential impacts related to the handling and use of these materials during construction of the Approved Project are less than significant. It was also concluded that since the Approved Project consists of residential and open space uses, no hazardous materials will be used or transported. The Approved Project site is not located within 0.25 mile of an existing school. The EIR concluded the Approved Project would not result in creating a significant hazard to the public or the environment and that the Riverside County Airport Land Use Commission must review land use decisions in the vicinity of Hemet-Ryan Airport.

3.7.3 Existing Environmental Setting

The proposed Modified Project is located in the southwestern portion of the City of Hemet and comprises APNs 465-100-016, 465-100-022, 465-110-020, 465-110-021, 465-110-022, 465-110-023, and 465-110-027. The site is undeveloped and highly disturbed with ruderal vegetation. The majority of the site is covered by sparse non-native plants and is regularly plowed for weed abatement. The site has been used for growing crops, primarily oat and wheat dry farming, dating back to at least the 1930s.

[1] *Current Compatibility Plans.* Riverside County Airport Land Use Commission. http://www.rcaluc.org/Plans/New-Compatibility-Plan. (Accessed February 21, 2020).

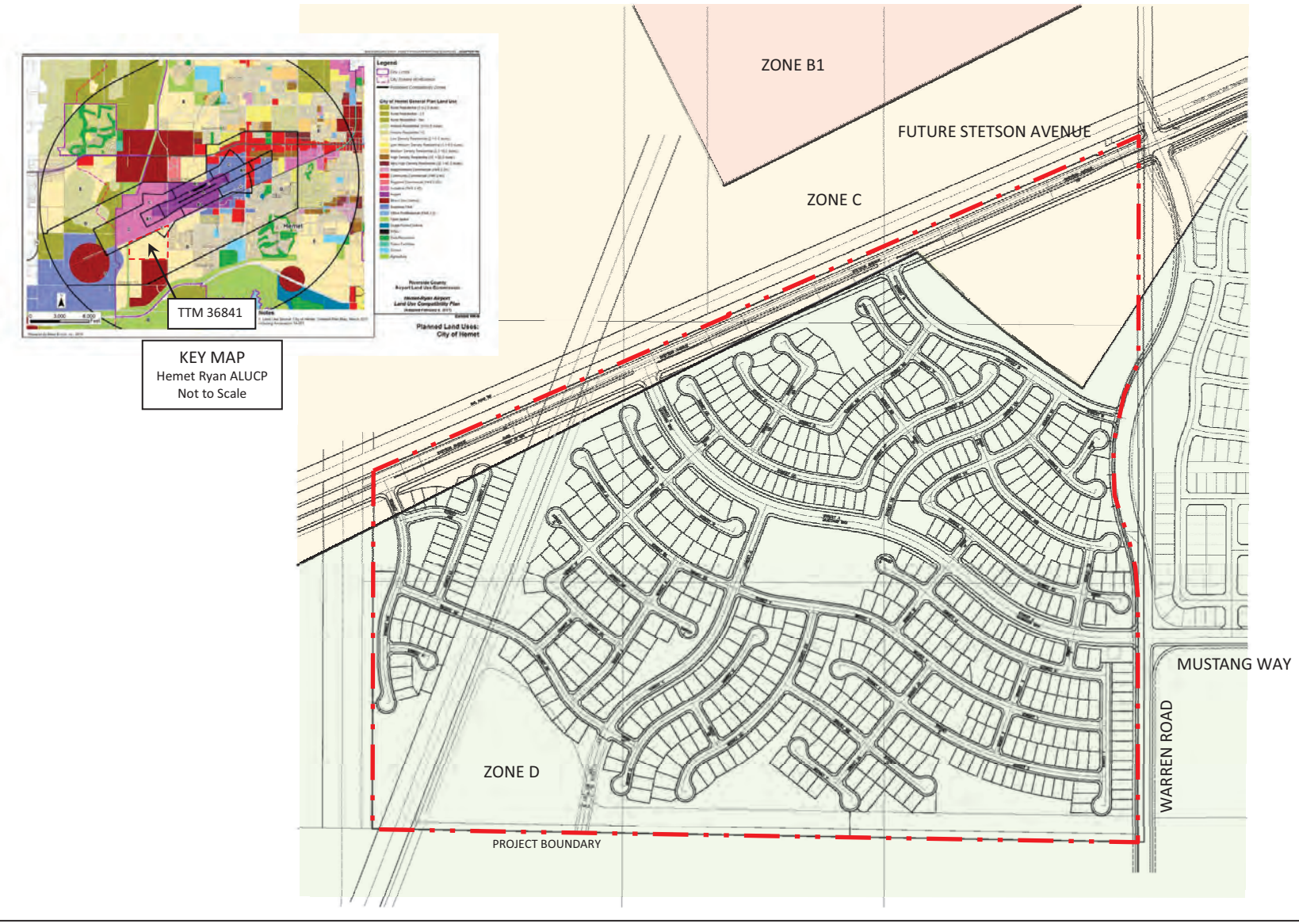

FIGURE 3.7.1

LSA

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NO SCALE

SOURCE: Pangaea Land Consultants, Inc.

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Rancho Diamante Phase II
Subsequent Environmental Impact Report

Location of the Modified Project in Zones C and D of the Hemet-Ryan ALUCP

20.C

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A farmhouse and barn occupied the eastern portion of the site near the existing intersection of Warren Road and Mustang Way from 1949 (possibly earlier) to approximately 1990, with portions of the concrete footings from the structures and a grouping of approximately 10 eucalyptus trees, still present. A Phase I Environmental Site Assessment was prepared for the Modified Project and concluded that there is environmental concern on the site in the form of chemicals applied during historic agricultural use of the site.

The Modified Project site is approximately 2,400 feet southeast of the Hemet-Ryan Airport. The existing primary runway is 4,315 feet long. The Riverside County ALUC approved a minor amendment to the Hemet-Ryan ALUCP in 2009. In February 2017, the ALUC adopted a new Hemet-Ryan ALUCP. The 2017 Hemet-Ryan ALUCP aligned with a newer airport master plan and Caltrans land use compatibility guidelines. On May 14, 2019, the City Council approved General Plan Amendment (GPA) 19-001 to the 2030 Hemet General Plan Land Use, Circulation, and Public Safety elements to bring the text into conformance with the Hemet-Ryan ALUCP approved by the Riverside County ALUC in February 2017. The 2017 ALUCP reflects the 2012 Hemet-Ryan Airport Master Plan and complies with Caltrans Division of Aeronautics Land Use Compatibility Guidelines.

The Modified Project site is located in Zone C Extended Approach/Departure Zone (Zone C) and Zone D Primary Traffic Patterns and Runway Buffer Area (Zone D) of the Hemet-Ryan ALUCP. Specifically, residential units that will be developed as part of the Modified Project will be located primarily within Zone D, and the commercial use associated with the Modified Project will be located in Zone C of the Hemet-Ryan ALUCP. Portions of five residential lots would be located within Zone C. Figure 3.7.1 shows the location of the Modified Project within Zones C and D of the Hemet-Ryan ALUCP.

Zone C of the Hemet-Ryan ALUCP is defined by large areas located to the east and west of the airport property. The development intensity for this zone allows 100 persons/acre not to exceed 300 persons/acre for any single acre. Zone D of the Hemet-Ryan ALUCP is divided into two parts; where Zone D west is the area west of Cawston Avenue with allowable development intensities of 200 persons/acre not to exceed 800 persons/acre in any single acre, and Zond D east allows greater intensities of 300 persons/acre not to exceed 1,200 person/acre in any single acre.

The City General Plan is consistent with the new Hemet-Ryan ALUCP Plan and therefore provides the City with proper land use controls to avoid locating incompatible land uses within the vicinity of the airport. As stated in the General Plan, the State law requires that General Plans be consistent with land use compatibility plans approved by Airport Land Use Commissions.

3.7.4 Methodology

A Phase I Environmental Site Assessment for proposed Tentative Tract Number 36841 was prepared in November 2016. The Phase I Site Assessment was done within the scope and limitations of ASTM Standard Practice E1527-13 and the United States Environmental Protection Agency (EPA). The purpose of the Phase I Site Assessment was to identify and assess the environmental conditions of the project site that could lead to having an impact on the use of the property. Hazards related to seismic activity, unstable soils, and landslides are evaluated in SEIR Section 3.6, Geology and Soils.

A preliminary review of the proposed Modified Project TTM 36841 by the Riverside County ALUC indicated the proposed water quality control basins have potential to attract wildlife hazardous to operation of the Hemet-Ryan Airport. In accordance with ALUC Staff recommendations, a Qualified Wildlife Hazard Biologist who meets the standards of the FAA Advisory Circular (AC) No. 150/2500-36B conducted a Hazardous Wildlife Attractants Analysis (Appendix F2) of the proposed water quality control basins for the Modified Project. The Hazardous Wildlife Attractants Analysis prescribes performance standards to be implemented during design and construction of the Modified Project in

order to reduce the potential for the proposed water quality control basins to attract significant numbers of hazardous wildlife, such as large birds. These performance standards are prescribed to the basins and beyond the scope of regulatory policy and therefore are presented as mitigation in Section 3.7.10 below.

3.7.5 Thresholds of Significance

Appendix G of the *CEQA Guidelines* (14 CCR 15000 et seq.) provides guidance for evaluating whether a project may result in significant impacts. Based on Appendix G, the Modified Project could have a significant impact on hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- Located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project result in a safety hazard for people residing or working the project area.
- Located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evaluation plan.
- Expose people or structures to a significant risk or loss, injury or death involving wildland fires.

3.7.6 Proposed Modified Project Design Features and Compliance Measures

The Phase I Environmental Site Assessment (see Appendix F1) identified evidence of environmental concerns on the Modified Project site. Historical use of the site for agriculture may have contaminated the soil on the site with agriculturally related chemicals; therefore, soil testing will be conducted on the Modified Project site. This testing will be implemented as part of **2008 Mitigation Measure HHM-1a** for the Modified Project.

The Riverside County ALUC prescribed various Conditions on the design, construction, and operation of the Modified Project in order to find it consistent with the 2017 Hemet-Ryan ALUCP under case ZAP1061HR19 (Appendix F4). These Conditions regard project lighting, water quality control basins, interior noise levels, and structure height and will be implemented as part of **MM 3.7.10.1 through MM 3.7.10.6, MM 3.11.10.6, and 2008 Mitigation Measures HHM-5g,** and **HHM-5i** to dictate development of the Modified Project near the Hemet-Ryan ALUCP with the goal to minimize airport hazards. There are no additional project design features or compliance measures related to hazards and hazardous materials applicable to the Modified Project.

3.7.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.7.7.1 Significant Hazard through Transport, Use, or Disposal of Hazardous Materials

Threshold:	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The 1979 EIR did not address hazards and hazardous material impacts associated with the Approved Project. The 2008 EIR identified the need for management practices and permits necessary for handling hazardous waste materials during Approved Project construction activities. The long-term maintenance activities associated with residential land uses would not result in a substantial amount of hazardous waste. The 2008 EIR stated that the Approved Project only involves residential and open space uses and concluded these types of uses do not involve the transportation and use of hazardous materials.

Similar to the Approved Project, construction activities associated with the Modified Project would use hazardous and flammable substances, such as, diesel fuel and motor oil in the operation of heavy machinery for grading and building construction. These construction vehicles may need maintenance that could potentially result in a minor release of oil, diesel fuel, transmissions fluid, or other potentially hazardous materials. The Modified Project applicant will similarly be required to obtain an NPDES permit and will require adoption of a site-specific SWPPP that identifies the BMPs for handling of hazardous materials commonly used during construction activities. With adherence to the NPDES permit and applicable BMPs as described in **PPP 3.8-1** and **3.8-3** (refer to Section 3.8 Hydrology and Water Quality), potential impacts related to the handling and use of materials during construction of the Modified Project would be less than significant. A Phase I ESA was prepared for the Modified Project on November 4, 2016 (Appendix F1). The purpose of the Phase I ESA was to identify, to the extent feasible, the environmental conditions in connection with the property in regard to hazardous materials. Since the Modified Project site is located in an area that was historically used for agricultural uses, there is potential that on-site soil may be contaminated with agricultural chemicals such as pesticides, herbicides, and fertilizers. During Modified Project construction activities, the potential for release of such agricultural chemicals would be increased due to grading and soil relocation activities. Similar to the Approved Project, a slightly modified version of **Mitigation Measure HHM-1a** would be implemented by the Modified Project to reduce potential impacts to construction workers or nearby sensitive receptors due to the potential release of agricultural chemicals.

The Modified Project will include the development of residential uses and commercial uses; whereas, the Approved Project included the development of residential uses and open space areas. The long-term maintenance activities associated with the upkeep of residential units include the use of fertilizers and landscape equipment (e.g., lawn mowers and edgers). However, these activities do not normally result in a substantial amount of hazardous materials. The commercial uses of the Modified Project may include the use and storage of hazardous materials; however, such materials would be typical of those uses in commercial/retail buildings. As a condition of approval of the Modified Project, owners of businesses within the commercial use area of the site would be required to maintain (and keep within the businesses) a set of Material Safety Data Sheets that provides information on the type of hazardous materials stored and used in the buildings, and directions in the event an accidental release of such materials were to occur. Overall, similar to the Approved Project, the Modified Project would not result in the storage, transportation, generation or disposal of large quantities of hazardous substances.

When compared to the Approved Project, impacts from the Modified Project associated with the routine transport, use, or disposal of hazardous materials would be the same (i.e., less than significant). Additional mitigation specific to the Modified Project is not required.

3.7.7.2 Hazard through Upset and Accident Conditions

Threshold:	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

The 1979 EIR did not address hazards for the Approved Project. The 2008 EIR concluded the residential and open space uses of the Approved Project would not result in foreseeable upset and accident conditions that would release hazardous materials into the environment, and mitigation was not required.

The Modified Project would include the development of residential uses and commercial uses on the site; whereas, the Approved Project included the development of residential and open space uses. Typically, small quantities of hazardous materials are stored and used at residential units; however, larger quantities of hazardous materials may be stored and used at the commercial uses that will be developed on site. As a condition of approval of the Modified Project, owners of businesses within the commercial use area of the site would be required to maintain (and keep within the businesses) a set of Material Safety Data Sheets that provides information on the type of hazardous materials stored and used in the buildings, and directions in the event an accidental release of such materials were to occur.

Overall, similar to the Approved Project, the uses associated with the Modified Project would not store or use enough hazardous chemicals that would result in a significant hazard to the public or environment through foreseeable upset and/or accident conditions. When compared to the Approved Project, impacts from the Modified Project associated would be the same (i.e., less than significant). Additional mitigation specific to the Modified Project is not required.

3.7.7.3 Emit Hazardous Emissions within One-Quarter Mile of a School

Threshold:	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

The 1979 EIR did not address hazards materials for the Approved Project. The 2008 EIR found the Approved Project was not located within 0.25 mile of an existing school or proposed school. Additionally, due to the type of hazardous materials used at residential and open space areas, the 2008 EIR determined that the Approved Project would not handle or emit hazardous materials in quantities that are considered significant.

The Modified Project site is approximately 0.90 mile west of Harmony Elementary School (located at 1500 S Cawston Avenue in Hemet); therefore, similar to the Approved Project, the Modified Project is not located within 0.25 mile of a school. The Hemet General Plan EIR (Exhibit 4.12-1) does show that a future school may be developed near the Modified Project site; however, the exact distance from the Modified Project site is not known at this time. Similar to the Approved Project, the Modified Project consists of uses that will not emit or handle a large amount of hazardous materials. Owners of businesses within the commercial use area of the site would be required to maintain (and keep within the businesses) a set of Material Safety Data Sheets that provides information on the type of hazardous materials stored and used in the buildings, and directions in the event an accidental release of such materials were to occur.

When compared to the Approved Project, the Modified Project's impacts to schools from the release of hazardous materials would be the same (i.e., less than significant). Additional mitigation specific to the Modified Project is not required.

3.7.7.4 Site Located on a List of Hazardous Materials Site

Threshold:	Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

The 1979 EIR did not address hazards for the Approved Project. A Phase I ESA was completed a part of the 2008 EIR for the Approved Project. The Phase I included a standard computer search of federal, state and regional regulatory agency databases identify and locate properties in the area of concern that have been reported as sites known or suspected to contain underground storage tanks, or have been the scene of hazardous materials spills, pursuant to Government Code Section 65962.5. Based on the database result, the Approved Project was found to not have any underground storage tanks, recorded spills of hazardous materials, or as having been impacted by an off-site source of contamination. Within a one-mile radius, there are no recorded industrial or business that use or generate hazardous materials or contaminated groundwater plumes.

The Phase I ESA completed for the Modified Project found that other than the application of chemicals on the Modified Project site for agricultural purposes, there have been no records of any dumping or spills of hazardous materials. Additionally the Phase I ESA found no records of adjacent or nearby properties that may negatively affect the Modified Project site. For this reason, impacts to the Modified Project related to being located on a site containing hazardous materials would be less than significant and no mitigation is required.

When compared to the Approved Project, impacts to the Modified Project associated with being located on a site containing hazardous materials would be the same (i.e., less than significant). Additional mitigation specific to the Modified Project is not required.

3.7.7.5 Located Within an Airport Land Use Plan

Threshold:	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 the Project area?

The 1979 EIR did not address airport hazards for the Approved Project. The 2008 EIR analyzed the Approved Project's consistency with the 1992 Hemet-Ryan ALUCP, current at the time the EIR was undertaken. Because the Hemet-Ryan ALUCP was based on outdated aircraft data, the 2008 EIR also analyzed the Approved Project's consistency with the California Airport Land Use Planning Handbook (2002). The 2008 EIR found mitigation measures were required, and discretionary review by the Riverside County Airport Land Use Commission was necessary. A portion of the Approved Project (TM 35394) was proposed within Airport Area II of the 1992 Hemet-Ryan ALUCP, which prescribes a minimum residential lot of 2.5 acres. However, development of TM 35394 under the Approved Project included residential lots of 5,000 and 6,000 square feet. Accordingly, the 2008 EIR found the Approved Project would result in a potentially significant impact associated with the 1992 Hemet-Ryan ALUCP and prescribed **Mitigation Measures HHM-5a** through **HHM-5i**. Even with implementation of **Mitigation Measures HHM-5a** through **HHM-5i**, the Approved Project would not be consistent with the 1992 Hemet-Ryan ALUCP due to incompatible density allocation, and impacts were determined to be significant and unavoidable.

Similar to the Approved Project, the Modified Project is approximately 2,400 feet southeast of the Hemet-Ryan Airport. The existing primary runway (runway 5-23) is 4,315 feet long and the Airport Master Plan proposes a 500-foot eastward expansion of this runway in the future. The proposed runway 5-23 extension will increase the usable runway length to 4,815 feet only for takeoffs to the west. Hemet-Ryan Airport also has a secondary runway, runway 4-22, that has been used in the past by sailplane-

related launches and landings. Runway 4-22 is anticipated to be closed in the future per the Airport Master Plan. In 2010, there was an estimated 69,500 annual airport operations at Hemet-Ryan Airport, and the Master Plan anticipates an increase up to 87,150 annual airport operations by 2036. The aircraft mix using the Hemet-Ryan Airport will continue to consist of turbo-prop airplanes, helicopters, and piston-engine airplanes. Jet-propelled aircraft usage will continue to remain minimal at Hemet-Ryan Airport.

As shown in Figure 3.7.1 the Modified Project is located in Zones C (32.02 acres of the Modified Project site) and D (213.05 acres of the Modified Project site) of the Hemet-Ryan ALUCP. The Zones of the ALUCP were established in accordance with the *California Airport Land Use Planning Handbook* and are designated to guide development near the Hemet-Ryan ALUCP with airport hazards (i.e., airplane crashes) taken into consideration. Zone C, the Extended Approach/Departure Zone, consists of large areas east and west of the airport property where development intensity for nonresidential uses is limited to an allowable average of 100 persons per acre and not to exceed 300 persons per acre of any single acre. Residential densities in Zone C are permitted up to a maximum of 0.20 dwelling unit per acre, or 1 dwelling unit per 5 acres. Zone D (west of Cawston Avenue), the Primary Traffic Patterns and Runway Buffer Area Zone, allows for development intensities for nonresidential uses of 200 persons per acre not to exceed 800 persons per acre in any single acre. Notwithstanding the criteria set forth in Countywide Policies 3.13(a) and 3.1.3(b) and the Basic Compatibility Criteria matrix detailed in Table 2A of the *Riverside County Airport Land Use Compatibility Plan, Volume 1 Policy Document*, Zone D allows residential densities greater than or equal to 3.0 dwelling units per net acre and less than or equal to 1 dwelling unit per 2.5 acres, but prohibits new residential development at intermediate densities greater than 0.4 and less than 3.0 dwelling units per acre.[2] Table 3.7.A summarizes the development criteria for different land uses within Zones C and D of the Hemet-Ryan ALUCP.[3]

The Modified Project will include the development of up to five residential units and a maximum of 100,000 square feet of commercial uses in Zone C (32.02 acres of the Modified Project site) of the Hemet-Ryan ALUCP. The proposed density of the residential units in Zone C will equate to 0.16 unit per acre, which is below the maximum development density of 0.20 unit per acre and is therefore within the density standards of the Hemet-Ryan ALUCP Zone C.

The *Riverside County Airport Land Use Compatibility Plan, Volume 1 Policy Document* recommends selection from three methods (parking ordinance, maximum occupancy per the California Building Code, or survey of similar uses) to calculate the maximum number of people per acre for the proposed commercial uses (Planning Area XIII) in Zone C.[4] With the exception of prohibited uses specified in Table 3.7.A, the proposed commercial uses are speculative. Additionally, the commercial use is defined as “Regional Commercial” under the proposed General Plan Amendment, whereby patrons would be drawn from a regional rather than a local market. Accordingly, calculation of maximum occupancy per the City’s Off-Street Parking Ordinance for a shopping center (1 space for every 250 square feet of

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2 *Hemet-Ryan Airport Land Use Compatibility Plan*. *Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps.* Riverside County Airport Land Use Commission. Page HR-3. Adopted February 9, 2017.

3 Whereas the Policies set forth in Table 2A of Chapter 2, Countywide Policies, of the *Riverside County Airport Land Use Compatibility Plan* establish basic compatibility criteria for the various zones (A through E) of airports within Riverside County, the Hemet-Ryan ALUCP modifies or supplements the Countywide Policies for nonresidential land uses, as detailed in Table 3.7.A.

4 Appendix C: Methods for Determining Concentrations of People. *Riverside County Airport Land Use Compatibility Plan Policy Document.* Riverside County Airport Land Use Commission. December 2004.

Table 3.7.A: Compatibility Criteria for Land Use Actions

Zone	Locations	Maximum Densities/Intensities				Additional Criteria	
		Residential (d.u./ac)[1]	Nonresidential Uses (people/acre)[2]		Required Open Land[3]	Prohibited Uses[4]	Other Development Conditions[5]
			Average[6]	Single Acre[7]			
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 acre)	100	300	20%	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Buildings with >3 aboveground habitable floors • Highly noise-sensitive outdoor non-residential uses[9] • Hazards to flight[8] • Theatres, meeting halls and other assembly facilities, and stadiums.	• Minimum NLR of 20 dB in residences (including mobile homes) and office buildings[10] • Airspace review required for objects >70 feet tall[11] • Deed notice required
D[14]	Primary Traffic Patterns and Runway Buffer Area	1. ≤0.4 d.u./net ac *or*[12] 2. ≥3.0 d.u./net ac	200	800	10%	• Highly noise-sensitive outdoor non-residential uses[9] • Hazards to flight[8]	• Airspace review required for objects >70 feet tall[11] • Children's schools, hospitals, nursing homes discouraged[13] • Deed notice required

d.u./ac = dwelling units per acre

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at a single point in time, whether indoors or outside.

[3] Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community General Plan or a Specific Plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.

[4] The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

[5] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by State law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.

[6] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[7] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.

[8] Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.

[9] Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

[10] NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.

[11] This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.

[12] Two options are provided for residential densities in *Compatibility Zone D*. Option 1 has a density limit of 0.2 dwelling unit per acre (i.e., an average parcel size of at least 5.0 gross acres). Option 2 requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.

[13] Discouraged uses should generally not be permitted unless no feasible alternative is available.

[14] Zone D west of Cawston Avenue.

Sources: Table 2A. *Riverside County Airport Land Use Compatibility Plan. Volume 1 Policy Document.* Chapter 2, Countywide Policies. Riverside County Airport Land Use Commission. October 14, 2004.
Section HR-2. *Hemet-Ryan Airport Land Use Compatibility Plan.* Chapter 3, Individual Airport Policies and Compatibility Maps. Riverside County Airport Land Use Commission. February 9, 2017.

gross floor area)[5] is used in this analysis because the Parking Ordinance method is most appropriate where the use is expected to be dependent upon access by vehicles.[6] Pursuant to the City Parking Ordinance, the commercial use in Zone C is anticipated to require 400 parking spaces to accommodate employees and visitors to the site. Assuming that every parking spot were occupied with a vehicle containing four people,[7] the maximum number of people anticipated within the 19.67-acre Planning Area XIII would be 1,600 or approximately 81 persons per acre, which is below the maximum densities/ intensities average of 100 people per acre as prescribed under the Land Use Compatibility Criteria of Hemet-Ryan ALUCP.

The Modified Project will include development of up to 581 residential units in Zone D of the Hemet-Ryan ALUCP. Policies 2.3(a) and (b) of the plan specify densities in Zone D (213.05 acres of the Modified Project site) shall be calculated on a "net" rather than "gross" basis, excluding open space required for environmental conservation purposes and separate lots used for common areas, public facilities, recreational areas, and drainage basins. For the Modified Project site, open space lots one acre or larger within Zone D account for 48.20 acres. Deletion of these areas alone results in a net 164.85 residential acres and a net residential density of 3.52 dwelling units per acre in Zone D, which is above the permitted minimum density of 3.0 units per acre. Therefore, the proposed residential development density will comply with the minimum density standards of Zone D as prescribed by the Hemet-Ryan ALUCP.

Pursuant to the District Regulations detailed in the Page Ranch Planned Community Development (PCD) Specific Plan (SP), the heights of the residential and commercial buildings within the Modified Project site will be in conformance with provisions of the Hemet Municipal Code, Section 90, Article XI and Article XXVI, respectively. Accordingly, residential and commercial structures would not exceed maximum structure heights of 35 feet, which is below the 70-foot threshold prescribed by the ALUCP for Zones C and D (refer to Table 3.7.A).

The elevation of Hemet-Ryan Airport's Runway 5-23 at its southwesterly terminus is 1,499 feet above mean sea level (amsl). At a distance of 2,400 feet from the runway to the commercial portion of the site, any structure with a top point elevation exceeding 1,523 feet amsl would require notice to, and review by, the FAA Obstruction Evaluation Service (OES). The commercial area (Planning Area XIII) has an existing ground elevation of 1,513 feet amsl. As a worst-case scenario for the purpose of the FAA OES, development of Planning Area XIII is assumed to reach up to 40 feet in height even though zoning code for the C-2 General Commercial Zone typically allows structures up to 35 feet in height. For structures up to 40 feet tall in Planning Area XIII, the maximum top point elevation would be 1,553 feet amsl, and FAA OES review of Form 7460-1 is required. The Applicant submitted Form 7460-1 to the FAA OES for review and was assigned Aeronautical Study Number 2019-AWP-10893-OE. The FAA OES reviewed the application and issued a Determination of No Hazard to Air Navigation letter on October 28, 2019 (Appendix F5).

The highest pad elevation for the proposed residential structures is approximately 1,509 feet amsl, and residential structures would not exceed a height of 35 feet, for a maximum top point elevation of 1,544 feet amsl. Although the residential development elevation is lower than the elevation of the potential commercial uses and the residential area is at least 3,600 feet from Runway 5-23, the proposed

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5 City of Hemet Municipal Code. Article XL. – Off-Street Parking. Section 90-1423. – Schedule of required off-street parking spaces.

6 Appendix C: Methods for Determining Concentrations of People. *Riverside County Airport Land Use Compatibility Plan Policy Document.* Page C-1. Riverside County Airport Land Use Commission. December 2004.

7 The assumption of four persons per vehicle is a conservative estimate intended to offset the potential for some patrons to arrive via alternative transportation or by foot from the adjacent residential uses.

maximum top point elevation of 1,544 feet amsl would exceed the critical top point elevation of 1,535 feet amsl for the residential uses. In lieu of submitting Form 7460-1 to the FAA OES for each home in the tract, Riverside County ALUC staff recommended the Applicant prepare a table specifying the pad elevation, maximum potential top point elevation, and distance from the runway for each of the proposed lots as part of a single submittal of Form 7460-1 to the FAA OES for the entire residential portion (Planning Area X) of the Modified Project.

The Riverside County ALUC further reviewed the proposed Modified Project for hazards to flight from potential Bird Aircraft Strike Hazards (BASH). The Riverside County ALUC indicated development of water quality management facilities located within 5,000 or 10,000 feet of the Airport Operations Area (depending on the type of aircraft) must be designed and operated so as not to create above-ground standing water and attract large bird species that could be stricken by aircraft and create a crash hazard. In order to evaluate the potential for BASH, the Applicant commissioned a wildlife hazard study (Appendix F2) from a qualified wildlife hazard biologist in accordance with FAA Advisory Circular No. 150/2500-36B to review the proposed water quality management facilities, also known as low impact development (LID) best management practices (BMPs). In accordance with FAA Advisory Circular No. 150/5200-33B, the proposed LID BMPs shall be designed to ensure a maximum 48-hour detention period after rain events, they remain dry between rainfall events, and they are landscaped in accordance with the guidance provided in Riverside County ALUC *Landscaping Near Airports* brochure and the *Airports Wildlife and Stormwater Management* brochure. These measures would eliminate or minimize use by bird species such as Canada geese, other waterfowl, and turkey vultures that could present a potential BASH at Hemet-Ryan Airport.

In order to promote safety related to airport operations near the Modified Project site, **Mitigation Measures (MM) 3.7.10.1 through MM 3.7.10.6, and MM 3.11.10.6** shall be implemented. **Mitigation Measure 3.7.10.1** will inform residents and business owners of potential safety hazards associated with residing or working on a site near an active airport. **Mitigation Measure 3.7.10.2** will require coordination between the City, Modified Project Applicant, and the owner of the Hemet-Ryan Airport to consider potential measures to revise aircraft operations occurring near and over the proposed Modified Project site. **MM 3.7.10.3** is prescribed to reduce the potential for BASH at the Hemet-Ryan Airport in accordance with Riverside County ALUC and FAA standards. **MM 3.7.10.4 through MM 3.7.10.6** require review of the Modified Project by the FAA as applicable to ensure structure heights do not result in hazards to air navigation. **MM 3.11.10.6** will ensure airport operations would not generate noise in excess of countywide criterion levels. Additionally, the Modified Project would implement **2008 Mitigation Measures HHM-5g** and **HHM-5i** from the Approved Project (with slight modifications from the original mitigation measures), as they continue to be applicable in reducing airport hazards to people residing and working on the Modified Project site.

As described above, the Modified Project will be developed consistent with Zone C and Zone D developmental requirements prescribed in the Hemet-Ryan ALUCP with implementation of **MM 3.7.10.1 through MM 3.7.10.6, MM 3.11.10.6, and 2008 Mitigation Measures HHM-5g,** and **HHM-5i.** Through condition to implement these measures, the Riverside County ALUC found City of Hemet Case Nos. GPA15-002 (General Plan Amendment), SPA 15-001 (Specific Plan Amendment) as it pertains to Planning Areas VI, X, and XIII, and TTM36841 (Tentative Tract Map) *consistent* with the 2017 Hemet-Ryan ALUCP on February 13, 2020 under Case No. ZAP1061HR19 (Appendix F4). Modified Project impacts related to airport safety hazards for people residing or working the Project area would be less than significant. As compared to the Approved Project, impacts associated with potential hazards from airport operations would be reduced (i.e., significant and unavoidable under the Approved Project versus less than significant under the Modified Project).

3.7.7.6 In the Vicinity of a Private Airstrip

Threshold:	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?

The 1979 and 2008 EIRs did not address safety hazards from a private airstrip for the Approved Project.

There are no private airstrips or helipads within the immediate vicinity of the Modified Project site, and there is no plan to develop such facilities in proximity to the Modified Project site.

The proposed Modified Project is located approximately 4,500 feet (0.85 mile) north of the Hemet Model Masters-Simpson Field, a recreational airstrip for flying radio-controlled fixed wing and multi-rotor drone aircraft. Due to the substantial distance and scale of model aeronautics occurring at this facility, implementation of the proposed Modified project is not expected to result in a safety hazard for people residing or working in the Project area. Accordingly, implementation of the Modified Project will not result in a safety hazard for people residing or working on the site due to operations at a private airstrip. No impact would occur, and no mitigation is required.

3.7.7.7 Interfere With Emergency Response or Evacuation Plan

Threshold:	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The 1979 and 2008 EIRs did not address potential Approved Project interference with adopted emergency response plans or emergency evacuation plans.

The site plan of the Modified Project shows multiple access points along Stetson Avenue, New Warren Road, and Warren Road. These access points will allow for residents and people working on the site to exit the area and access local main and regional roads in the event of an emergency evacuation. The Modified Project will also include improvements to the local roadway system with an extension of Mustang Way to the new alignment of Stetson Avenue. The off-site road improvements would be consistent with road improvement standards prescribed by the City of Hemet. The internal circulation system (internal streets) of the Modified Project will be reviewed by the Hemet Fire Department to ensure that they are developed to City of Hemet roadway design standards to allow for the adequate movement of emergency response equipment. During construction of the Modified Project and off-site street improvements, temporary road closures or lane closures may be required; however, as a condition of approval, the applicant and construction contractor will be required to provide closure plans to local emergency service providers to ensure response routes are maintained and not compromised. Implementation of the Modified Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, and no mitigation is required.

3.7.7.8 Expose People or Structures to a Significant Wildlands Fire Risk

Threshold:	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?

The 1979 and 2008 EIRs did not address wildland fire risks associated with Approved Project implementation. The City of Hemet Fire Department is responsible for fire suppression, rescue activities, and hazardous materials incidents within the City. The City has entered into mutual aid agreements with CALFIRE and the Idyllwild Fire Protection District to ensure expedited services and the best care possible for the community.

Similar to the Approved Project, the Modified Project is located in an urbanized portion of the City of Hemet. According to the CALFIRE Fire Hazard Severity Zone Map for the City of Hemet[8] the Modified Project site is located in a Local Responsibility Area (LRA) that is classified as Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ). The residential and commercial buildings that will be developed under the Modified Project will be designed to comply with the most current California Fire Code, which requires implementation of defensible space, automatic sprinkler systems in residential and commercial buildings, building material for different load occupancies, and additional design features. Implementation of standard building design will reduce potential exposure of people and structures on the Modified Project site to risk or loss, injury, or death involving exposure to fires and wildland fires. Impacts would be less than significant and no mitigation is required.

3.7.8 Cumulative Impacts

3.7.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The 2008 EIR concluded that the Approved Project would create a potential impact for hazards and hazardous waste in the region. The greatest cumulative impacts on hazards and hazardous waste would be the incremental increase in the use of hazardous materials, mainly from domestic sources (i.e. household cleaners, gardening chemicals, automotive fluids, etc.).Growth may also increase the amount of illegal dumping of these materials in the area, which is destructive to natural waterways. The residential development of sites within the safety zones of the Hemet/Ryan Airport would increase the number of people potentially at risks associated with airport use. The Certified EIR concluded the Approved Project is consisted with existing regulations and would not have a cumulatively considerable impact to hazards and hazardous waste pursuant to *CEQA Guidelines* 15064(h)(3) and 15130 (b)(I)(B).

Hazards and hazardous waste impacts at the project level are not considered cumulatively significant. Based on the safe use of common domestic source hazardous materials, policies established within the City of Hemet and the Airport Land Use Commission concerning land uses within the vicinity of the Hemet/Ryan Airport, and the evacuation rates for this area, the Modified Project (similar to the Approved Project) would not make a significant contribution to any cumulatively considerable impacts related to hazards. Therefore, no additional mitigation is required.

The Modified Project would be consistent with development standards for Zones C and D as prescribed under the Hemet-Ryan ALUCP. These development standards have been created to promote safety and to ensure land use development is implemented consistently to reduce potential hazards near an active airport. Implementation of **Mitigation Measures (MM) 3.7.10.1** through **3.7.10.6, MM 3.11.10.6,** and **2008 Mitigation Measures HHM-5g** and **HHM-5i** would reduce safety hazard for people residing or working in the Modified Project area related to operational activities at Hemet-Ryan Airport. Related projects within the City of Hemet and unincorporated areas of Riverside County may result in similar impacts if locations of these projects were within restricted development areas of Hemet-Ryan Airport. However, each related project, similar to the Modified Project would be required to conduct project-specific impact analysis to determine the potential of exposing people to safety hazards from nearby airports. The Modified Project would not combine with other projects to result in a cumulatively considerable impact related to safety hazards from nearby airports, as such analysis is considered on a project-by-project basis.

[8] CALFIRE, Fire Hazard Severity Zones Maps, website: https://osfm.fire.ca.gov/media/5914/hemet.pdf (accessed December 9, 2019).

3.7.9 Level of Significance Before Mitigation

Construction and operational activities of the Approved Project and Modified Project have the potential to use and store small amounts of hazardous materials; however, if any hazardous materials are released, the quantity of the stored material is small enough as to not result in a hazard to people. Impacts would be less than significant and mitigation measures would not be needed. Historically, the site has been used for agricultural use; therefore, potential exists for agricultural chemicals in soil on the site to be released during Approved and Modified Project construction activities. This may result in potentially significant impacts if such residual chemicals are released and construction workers or nearby sensitive receptors are exposed.

The 2008 EIR indicated implementation of the Approved Project in the safety zones of the Hemet/Ryan Airport would increase the number of people potentially at risks associated with airport use. The City of Hemet and the Airport Land Use Commission have established policies that ensure compatible land uses and reduce the risk associated with the safety of people residing or working within the project area. The 2008 EIR concluded that the Approved Project, prior to implementation of mitigation, would not be consistent with the 1992 Hemet-Ryan ALUCP resulting in a potentially significant impact prior to the implementation of mitigation. Since certification of the 2008 EIR, the Hemet-Ryan ALUCP was updated and approved in 2017. In May 2019, the Hemet City Council approved General Plan Amendment (GPA) 19-001, bringing the text of the 2030 Hemet General Land Use, Circulation, and Public Safety Elements in conformance with the 2017 Hemet-Ryan ALUCP. The residential and commercial uses of the Modified Project now align with the 2017 Hemet-Ryan ALUCP and the 2030 Hemet General Plan. Both of these plans consider land use development near the Hemet-Ryan Airport and take into consideration safety hazards from the airport operation. Since the Approved Project is now aligned and consistent with both of these plans, it can be inferred that safety hazards associated with airport operations at adjacent land uses have been reduced. The Approved Project has been determined to be consistent with 2017 Hemet-Ryan ALUCP and the 2030 Hemet General Plan and reduces potential airport related hazardous conditions at the site. Impacts are considered less than significant prior to mitigation.

All other hazard and hazardous materials impacts associated with the Approved Project and Modified Project have been determined to be less than significant prior to the implementation of mitigation.

3.7.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.7.10.1 Mitigation for the Proposed Modified Project

The following mitigation measures shall be implemented by the applicant of the Modified Project and enforced by the City of Hemet.

MM 3.7.10.1 Prior to issuance of building permits, the Modified Project's Applicant shall provide evidence to the City of Hemet that the following measures are in place:

- **Avigation Easement.** The Project Proponent shall grant to the County of Riverside an easement for free and unobstructed passage of all aircraft in the airspace over, through, across, and adjacent to the Project site. The easement shall be in a form substantially consistent with that provided in the Hemet-Ryan Airport Land Use Compatibility Plan and shall be approved by the City Attorney for the City of Hemet and the County Counsel for the County of Riverside and shall be duly recorded with the County Clerk to run with the title to all subdivided lots. This easement, in addition to providing certain rights to the airport to assure it

continued operation, will also serve as notice to all prospective buyers of the location and potential impacts of the airport.

- **Notice of Airport in Vicinity**. The Riverside County Airport Land Use Commission *Notice of Airport in Vicinity* (Appendix F3) shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraints Sheet (ECS) of the final tract map, if an ECS is otherwise required.
- **Seller Disclosure.** California Civil Code section 1102 "Disclosure Upon Transfer of Residential Real Estate" requires that a Real Estate Transfer Disclosure Statement (TDS) be completed by the Seller and acknowledged by the Buyer. The Project Proponent shall ensure that the TDS in Section 3: Easements and Section 11: Neighborhood Noise be completed to show the existence of the Avigation Easement and the presence of potentially significant noise impact from aircraft using Hemet-Ryan Airport.
- **Sales Material.** The Project Proponent shall ensure that all model homes, sales brochures, and other potential items include notice of the nearby location of the airport and the presence of potential noise and safety impacts.

MM 3.7.10.2 The Modified Project applicant, the City of Hemet, and owners of the Hemet-Ryan Airport shall coordinate with each other prior to issuance of building permits to discuss and potentially implement measures that will help reduce airport operations above the Modified Project site without compromising airport operations. Examples of measures that would reduce potential airport hazards to people residing and working on the Modified Project site include, but are not limited to, the following:

- **Extended Pattern and Raise Pattern altitude.** Many of the smaller aircraft using Runway (RW) 22 are able to turn soon after takeoff and fly the traffic pattern in locations very near the runway and at relatively low altitudes. (Less than 1,000 feet Above Ground Level [AGL]). By encouraging departing aircraft to maintain runway heading (straight out) until reaching the end of the runway or until reaching the end of airport property, they will achieve higher altitudes thus decreasing noise and potential safety hazards. Also, the pattern altitude is published at 1,000 feet AGL. Raising the published pattern altitude to 1,500 feet AGL will promote a similar effect.
- **Business Jet Noise Abatement Departure.** Business jets have the greatest potential to create noise disturbance to ground population. A noise abatement departure procedure must be developed to have departing business jets maintain runway heading until reaching a certain altitude, e.g. 2,500 feet AGL. This will place flight tracks further from the project area, thus reducing noise; and it will place aircraft at higher altitudes before them being turning maneuvers that stress the aircraft, and thus decrease potential safety impacts.

As the Hemet-Ryan Airport is privately owned and operated and not part of the Modified Project, the owners of the Hemet-Ryan Airport would not be mandated to implement such measures.

MM 3.7.10.3 Prior to issuance of grading permits, the Project Applicant shall provide evidence to the City that the following performance standards are applied to all ground-level or

aboveground water detention basins or facilities, including water quality management basins detailed in Project Design Feature 3.8-2:

- Maximum 48-hour detention period after the design storm and remain totally dry between rainfall events.
- Vegetation around such facilities, such as red fescue (*Festuca rubra*), sedges (*Carex* sp.) and rushes (*Juncus* sp.), that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping.
- Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.
- Landscaping in the detention basins, if not rip-rap, shall be in accordance with the guidance provided in Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure, and the *Airports Wildlife and Stormwater Management* brochure available at www.rcaluc.org and Appendix F2, which lists acceptable plants from Riverside County Landscape Guide, or other alternative landscaping as may be recommended by a wildlife hazard biologist (refer to Appendix F2).
- Slopes along portions of the basins designed to detain stormwater runoff shall be equal to or greater than 3:1.

The Final Water Quality Management Plan detailed in Plan, Policy, or Program 3.6-4 shall specify maintenance intervals for the water quality management basins to ensure the required 48-hour drawdown time following the design storm is maintained. In addition, the Project Applicant shall ensure that the Homeowner's Association (HOA) or similar entity prepare a Planting, Maintenance, and Management Plan for the water quality management basins prior to occupancy to eliminate seeding, shelter, and incompatible vegetation in accordance with the Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure and the *Airports Wildlife and Stormwater Management* brochure.

MM 3.7.10.4 Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the Project Applicant shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level.

MM 3.7.10.5 Prior to issuance of building permits, the Project Applicant shall provide evidence to the City that no buildings shall exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level. The Maximum height and top point elevation shall not be amended without further review by the Riverside County Airport Land Use Commission and the Federal Aviation Administration, provided, however, that reduction in structure height or elevation shall not require further review.

Temporary construction equipment used during actual construction of the proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

MM 3.7.10.6 Within five days after construction of the proposed building evaluated pursuant to Federal Aviation Administration (FAA) Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height (refer to Appendix F5), FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project Applicant or his/her designee and electronically filed with the FAA (go to https://oeaaa.faa.gov for instructions). This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the evaluated coordinate location. Although not required in accordance with FAA Aeronautical Study No. 2019-AWP-10893-OE, any marking and/or lighting installed voluntarily by the Project Applicant for aviation safety shall comply with *FAA Advisory Circular 70/7460-1 L Change 2* and shall be maintained in accordance therewith for the life of the Project.

MM 3.11.10.6 Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures:

- Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events.
- Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

3.7.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided under each revised mitigation measure.

Every hazard-related mitigation measure presented in the Certified EIR for the Approved Project is discussed below. This SEIR concludes the intent of **2008 Mitigation Measures HHM-1a** and **HHM-5a** through **HHM-5i** in the 2008 EIR to the proposed Modified Project while in other cases require updates in accordance with current regulatory standards. The 1979 EIR did not include mitigation measures for Hazards and Hazardous Waste.

The 2008 EIR's **Mitigation Measures HHM-1a, HHM-5g**, and **HHM-5i** are applicable to the Modified Project. Minor modifications of the text are provided in accordance with current regulatory standards and the Riverside County ALUC's Staff Report for the Modified Project (Case Number ZAP1061HR19) dated February 13, 2020.

2008 Mitigation Measure HHM-1a: If during construction activities, ~~on TTMs 35392, 35393 and 35394~~ the Modified Project site any discolored soil, soils with an unusual odor, or undocumented subsurface structures are encountered during future development on the site, a qualified soil investigation professional shall investigate the soil, and if necessary procure samples for testing. Any contamination shall be properly remediated to residential standards in conjunction with an oversight agency (either ~~Riverside County Fire Department~~ the Hemet Fire Department or the California Department of Toxic Substances Control). If abandoned septic tanks, pits, or leach lines are uncovered, the Riverside County Department of Public Health shall be contacted to coordinate the proper abandonment of these features.

2008 Mitigation Measure HHM-5g: Any outdoor lighting installed on the Modified Project site shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. All lighting plans ~~should~~ shall be reviewed and approved by the Hemet-Ryan airport manager and the Riverside County Airport Land Use Commission prior to Modified Project approval.

2008 Mitigation Measure HHM-5i: The following uses shall be prohibited from the Modified Project ~~project~~ site:

- Hazardous material facilities;
- Hazardous uses (e.g., aboveground storage tanks);
- Outdoor stadiums;
- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or ~~a straight final approach~~ toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator;

- Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport;
- Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; ~~and~~
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; and
- Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and, in the Zone C portion of the property, all of the above, plus libraries, daycare centers, theaters, meeting halls and other assembly facilities, and stadiums.

The 2008 EIR's **Mitigation Measures HHM-5a** through **HHM-5f, HHM-5h,** and **HHM-5j** are no longer applicable for the reasons provided after each mitigation measure.

~~**2008 Mitigation Measure HHM-5a:** The following uses shall be prohibited from Tentative Tract Map 35394: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks, professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility or day care).~~

Tentative Tract Map 35394 overlaid approximately 99 acres of the Modified Project. This area of the Modified Project will be developed with a single-family residential neighborhood, which is not a prohibited use per **Mitigation Measure HHM-5a** and the land use and zoning designations prescribed by the City of Hemet on the Modified Project site. For these reasons, **Mitigation Measure HHM-5a** does not apply to the Modified Project.

~~**2008 Mitigation Measure HHM-5b:** The following uses, if proposed within Tentative Tract Maps 35392 or 35393, shall require discretionary approval by the Riverside County Airport Land Use Commission: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks, professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility of daycare).~~

With implementation of **MM 3.7.10.1 through MM 3.7.10.6, MM 3.11.10.6, and 2008 Mitigation Measures HHM-5g,** and **HHM-5i,** the Riverside County ALUC found the proposed Modified Project *consistent* with the 2017 Hemet-Ryan ALUCP on February 13, 2020 under Case No. ZAP1061HR19 (Appendix F4). Additionally, Tentative Tract Maps 35393 and 35395 are not part of the Modified Project. Therefore, **2008 Mitigation Measure HHM-5b** does not apply.

~~**2008 Mitigation Measure HHM-5c:** The project applicant shall obtain discretionary approval for the density proposed in Tentative Tract Map 35394 by the Riverside County Airport Land Use Commission.~~

With implementation of **MM 3.7.10.1 through MM 3.7.10.6, MM 3.11.10.6, and 2008 Mitigation Measures HHM-5g,** and **HHM-5i,** the Riverside County ALUC found the proposed Modified Project *consistent* with the 2017 Hemet-Ryan ALUCP on February 13, 2020 under Case No. ZAP1061HR19 (Appendix F4). Additionally, Tentative Tract Map 35394 is not part of the Modified Project. Therefore, **2008 Mitigation Measure HHM-5c** is not applicable to the Modified Project.

~~**2008 Mitigation Measure HHM-5d:** Prior to the issuance of building permits, the developer shall record Aviation Easements covering the entire parcels proposed for development to the County of Riverside as owner operator of the Hemet-Ryan Airport. The Aviation Easement shall be filed with the Riverside County Clerk. Evidence of the filing shall be submitted to the City of Hemet.~~

~~**2008 Mitigation Measure HHM-5e:** A "Notice of Airport Vicinity" shall be distributed to all potential home buyers within the project site. The Notice shall also be distributed within the disclosure section of the purchase agreement for each home.~~

2008 Mitigation Measures HHM-5d and **HHM-5e** are replaced with Modified Project **Mitigation Measure MM 3.7.10.1,** which specifies the implementation of avigation easements as well as notifications for people residing, working, or owning a business on the site in accordance with Riverside County ALUC's site-specific review of the Modified Project.

~~**2008 Mitigation Measure HHM-5f:** Height limits within the project shall be restricted to 35 feet or two stories, whichever is less.~~

2008 Mitigation Measure HHM-5f is replaced with Modified Project **Mitigation Measures MM 3.7.10.4** through **3.7.10.6,** which specify FAA OES review of the proposed residential and commercial structure heights in accordance with Riverside County ALUC's site-specific review of the Modified Project.

~~**2008 Mitigation Measure HHM-5h:** The developer shall complete the Federal Aviation Administration Form 7460 and provide documentation to the City of Hemet that the form was submitted.~~

2008 Mitigation Measure HHM-5h is replaced with Modified Project **Mitigation Measures MM 3.7.10.4** through **3.7.10.6,** which specify FAA OES review of the proposed residential and commercial structure heights in accordance with Riverside County ALUC's site-specific review of the Modified Project.

~~**2008 Mitigation Measure HHM-5j:** There are 4.8 acres within Tentative Tract Map 35394 in the Inner Turning Zone near the northwestern corner that shall be designated with a land use consistent with the California Airport Land Use Planning Handbook unless the plan for extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits. If the plan for the extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits, a subsequent analysis shall be conducted to ensure that the project is consistent with the new zone designations.~~

With implementation of **MM 3.7.10.1 through MM 3.7.10.6, MM 3.11.10.6, and 2008 Mitigation Measures HHM-5g,** and **HHM-5i,** the Riverside County ALUC found the proposed Modified Project *consistent* with the 2017 Hemet-Ryan ALUCP on February 13, 2020 under Case No. ZAP1061HR19

(Appendix F4). Additionally, Tentative Tract Map 35394 is not part of the Modified Project. Therefore, **2008 Mitigation Measure HHM-5j** does not apply to the Modified Project.

3.7.11 Level of Significance after Mitigation

As the Approved and Modified Projects share the same physical boundaries, on which agricultural production occurred historically, there is potential that remnant agricultural chemicals are located in the soil. As such, both the Approved and Modified Projects would implement **2008 Mitigation Measure HHM-1a** requiring soil testing and potential remediation during construction if agricultural chemicals are located within the on-site soils. Implementation of this mitigation measure would reduce potential exposure to construction workers on site to hazardous materials and therefore would result in a less than significant impact.

The 2008 EIR determined that, even with mitigation implemented (**HHM-5a through HHM-5i**), the Approved Project would not be consistent with the 1992 Airport Land Use Plan due to inconsistent density allocation in Airport Area II over TR 35394; as such, the findings concluded that impacts would be significant and unavoidable. However, with implementation of **MM 3.7.10.1 through MM 3.7.10.6, MM 3.11.10.6, and 2008 Mitigation Measures HHM-5g,** and **HHM-5i,** the Riverside County ALUC found the proposed Modified Project *consistent* with the 2017 Hemet-Ryan ALUCP on February 13, 2020 under Case No. ZAP1061HR19 (Appendix F4). The Hemet-Ryan ALUCP takes into account safety hazards and proposed land uses in close proximity to operations of Hemet-Ryan Airport and the potential for injury to residents or people working in such areas. Since the Modified Project is consistent with the 2017 Hemet-Ryan ALUCP, safety hazards to people residing or working on the site are reduced compared to the conditions presented in the Certified EIR. The Modified Project would implement **MM 3.7.10.1 through MM 3.7.10.6, MM 3.11.10.6, and 2008 Mitigation Measures HHM-5g,** and **HHM-5i** to ensure residents and people working on site know the potential hazards from operations at Hemet-Ryan Airport. Implementation of the Modified Project would therefore result in a less than significant impact, and mitigation would further reduce the frequency, intensity, and severity of hazards associated with operations at Hemet-Ryan Airport.

All other hazard or hazardous materials impacts of the Approved and Modified Projects have been determined to be less than significant without implementation of mitigation measures.

Overall, as compared to the Approved Project, impacts associated with potential hazards from airport operations would be reduced (i.e., significant and unavoidable under the Approved Project versus less than significant with mitigation under the Modified Project) with implementation of the Modified Project. No new alternatives have been identified that would substantially or further reduce any hazards and hazardous materials impacts of the Modified Project.

3.8 HYDROLOGY AND WATER QUALITY

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to hydrology and water quality as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- City of Hemet. *Master Flood Control and Drainage Plan*. January 24, 1984.
- Chang Consultants. *Preliminary Drainage Study for Tentative Tract Map No. 36841 (Rancho Diamante)*. January 20, 2019 (Appendix G1).
- Chang Consultants. *Project Specific Water Quality Management Plan. Rancho Diamante, Tentative Tract Map No. 36841*. October 5, 2015; Revised February 1, 2018 and January 20, 2019 (Appendix G2).
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Eastern Municipal Water District. *2015 Urban Water Management Plan*. June 2016.
- Eastern Municipal Water District. *Draft Water Supply Assessment Report, Rancho Diamante*. June 19, 2018 (Appendix G3).
- Federal Emergency Management Agency. *Flood Insurance Rate Map No. 06065C2085G*. Map Revised August 28, 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Riverside County Flood Control and Water Conservation District. *Hydromodification Susceptibility Documentation Report and Mapping: Santa Ana Region.* January 18, 2017.

Scoping Process/NOP Comments: The City received a comment during the public scoping meeting held August 2016 for the proposed Modified Project regarding concern for standing water in the Hemet Channel north of the existing Solera residential development project adjacent and east of the Modified Project site. Project impacts to the Hemet Channel are discussed below in Section 3.8.7.4.

The City received two comment letters in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to hydrology and water quality. The California Department of Fish and Wildlife (CDFW) provided a letter dated August 30, 2016, and the Metropolitan Water District of Southern California (MWD) provided a letter dated August 29, 2016 (see Appendix A1).

The CDFW commented that the Draft SEIR should address project-related changes on drainage patterns and water quality within, upstream, and downstream of the project site, including: volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. These project related changes are addressed in Section 3.8.7 below, as well as in Section 3.4.7 of this SEIR with regard edge effects and the wildlands/urban interface. The CDFW also included suggestions for determination of impacts from and mitigation for the proposed Modified Project, and further

recommended coordination between the applicant and the CDFW pursuant to Fish and Game Code Section 1602.

The MWD commented that the Draft SEIR should evaluate the Modified Project's potential effects to the water quality of MWD's supplies from potential incompatible uses. The Modified Project's potential effects to the water quality are addressed in Section 3.8.7 below.

No additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to hydrology and water quality.

3.8.1 Regulatory Settings

3.8.1.1 Federal Regulations

Clean Water Act. In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States from any point source unlawful unless the discharge is in compliance with a NPDES permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the National Pollutant Discharge Elimination System (NPDES) permit scheme. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S., to obtain certification from the state that the discharge will comply with other provisions of the act. (Most frequently required in tandem with a Section 404 permit request.)
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California.
- Section 402(p) requires permits for discharges of storm water from industrial/construction and Municipal Separate Storm Sewer Systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the United States Army Corps of Engineers (USACE).

EPA regulations require NPDES permits for discharges of storm water from industrial/construction and MS4s. To comply with the permits, storm water pollution controls must be implemented for construction and industrial activity that discharges either directly to surface waters or indirectly through separate municipal storm drains. Pollution control is achieved by establishing engineering measures that have been designed, tested, and successfully implemented throughout the past decades, such as bioretention basins and sediment traps, during both the construction period and the operational phases of a project. In California, the RWQCBs administer the NPDES permitting program.

Pursuant to Section 404 of the CWA, the USACE regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary

system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met. A project-specific discussion regarding Section 404 issues is provided in Section 3.4, Biological Resources of this SEIR.

National Flood Insurance Program (NFIP). Beginning with the Flood Control Act of 1936, Congress assigned the USACE the responsibility for flood control engineering works and later for floodplain information services. Flood control was provided through the construction of dams and reservoirs. Despite these programs and rapidly rising federal expenditures for flood control, flood losses continued to rise. In 1968, Congress passed the National Flood Insurance Act, which created the NFIP. The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by federal programs, or by federally supervised, regulated, or insured agencies or institutions.

National Flood Insurance Program Reform Act of 1994. In 1994, the National Flood Insurance Program Reform Act went through its first major revision since its inception. Included in this revision were provisions that if a lender were to escrow an account and if the structure were in the floodplain, then the lender *must* escrow for flood insurance. The revised legislation also included increased flood insurance limits and the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving federal disaster assistance. If the flood insurance policy were not maintained, in the event of another disaster, no disaster assistance would be made available for that structure.

3.8.1.2 State Regulations

Porter-Cologne Water Quality Control Act. California's Porter-Cologne Act,[1] enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. It prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant."

Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and for regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan.

RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. The water quality standards developed for particular water segments vary depending on uses. Additionally, the SWRCB identifies waters failing to meet standards for specific pollutants, which are then State-listed in accordance with CWA Section 303(d). If a state

[1] Water Code §§13000 et seq.

determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-source point controls (NPDES permits or Waste Discharge Requirements), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

The NPDES General Permit issued by the SWRCB applies to all construction activities that result in the disturbance of at least one acre of total land area, or activity that is part of a larger common plan of development of one acre or greater. The RWQCB regulates hydromodification[2] as well as surface and groundwater quality through adoption of water quality plans and standards, and issuance of water quality permits and waivers. The NPDES permit deals with both the construction phase and operational phase of development projects. For the construction phase of a project, the NPDES permit identifies the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

The implementation of NPDES permits ensures the State's mandatory standards for the maintenance of clean water and the federal minimum standards are met. Coverage under an NPDES permit regulates sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP establishes a process whereby the operator evaluates potential pollutant sources at the site and implements best management practices (BMPs) designed to prevent or control the discharge of pollutants in storm water runoff.

Storm water control measures during construction and grading will be outlined in the construction NPDES permit and SWPPP prepared for the proposed Modified Project. Examples of such BMP control measures include but are not limited to the following:

- Temporary detention basins for runoff and silt containment;
- Regular street-sweeping and truck washing prior to exiting construction areas;
- Covering of soil hauling trucks to minimize dust generation (and silt buildup on project roads;
- Dirt rockers at project exits to reduce soil transported out of construction areas;
- Monitoring of runoff and protection devices during storm events;
- Use of silt fencing, gravel bags, and/or straw bales to channel runoff to temporary basins; and
- Identification of emergency procedures in case of hazardous materials spills.

For all projects subject to the Construction General Permit (CGP), applicants are required to develop and implement an effective Water Quality Management Plan (WQMP); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP. The purpose of a WQMP is to:

1) Identify all pollutant sources, including sources of sediment that may affect the quality of storm water discharges associated with daily use/activity (storm water discharges) from the property site;
2) Identify non-storm water discharges;

[2] Hydromodification is the alteration of the hydrologic characteristics of coastal and non-coastal waters, which, in turn, could cause degradation of water resources.

3) Identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the property site; and

4) Develop a maintenance schedule for BMPs designed to reduce or eliminate pollutants.

The project applicant will be required to obtain a construction NPDES permit prior to any site grading. In addition, the NPDES permit will require the identification of post-construction BMPs to be incorporated into the project-specific WQMP to control the post-construction entry of contaminants into storm flows.

California Fish and Game Code. Sections 1600 et seq. of the California Fish and Game Code define the responsibilities of the CDFW and require public and private applicants to obtain a Streambed Alteration Agreement for projects that would "… divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake designated by the CDFW in which there is at any time an existing fish or wildlife resource or from which those resources derive benefit, or would use material from the streambed designated by the department." CDFW wardens and/or unit biologists typically have the responsibility for formulating and issuing Streambed Alteration Agreements. The CDFW, through provisions of the Code (Sections 1601–1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW.

Senate Bill 610 and California Water Code Section 10912. Pursuant to Senate Bill 610 and California Water Code Section 10912(a)(7), a project would require a Water Supply Assessment if it would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

Groundwater Management Act (AB 3030). The Groundwater Management Act[3] provides a systematic procedure for an existing local agency to develop a groundwater management plan. Assembly Bill (AB) 3030 allows a local agency whose service includes a groundwater basin that is not already subject to groundwater management pursuant to law or court order to adopt and implement a groundwater management plan and includes plans to mitigate overdraft conditions, control brackish water, and to monitor and replenish groundwater.

Sustainable Groundwater Management Act of 2014 (Senate Bills 1168 and 1319, Assembly Bill 1739). In March 2014, the Governor's Office released a draft framework soliciting input on actions that can be taken to ensure local groundwater managers have the tools and authority to manage groundwater sustainably. In response, Senate Bill (SB) 1168 and AB 1739 were introduced. These bills moved through the legislation process in nearly identical form while the authors and administration convened multiple stakeholder meetings and further developed the provisions of the bills. On August 22, 2014, both bills were amended to divide the provisions between the two bills. In tandem, SB 1168 and AB 1739 provide a comprehensive groundwater sustainability management program.[4] In September 2014, SB 1168 and 1319, and AB 1739 were enacted, amending and adding to the State's Government and Water Codes relative to the management of groundwater resources. The three bills comprise the Sustainable Groundwater Management Act of 2014 (SGMA). The SGMA provides for the

[3] California Water Code, §§ Sections 10750–10756

[4] *Sustainable Groundwater Management Act of 2014*, Association of California Water Agencies. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Docs/Update2013/Volume4/groundwater/18SB1168_AB1739_Sustainable_GW_mgt.pdf (accessed October 19, 2016).

formation of local groundwater sustainability agencies (GSAs), which are responsible for monitoring and sustainably managing groundwater basins.

Cobey-Alquist Flood Plain Management Act (Sections 8000–9651 of the California Water Code). The Cobey-Alquist Flood Management Act states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource, and the floodplains of the State are a land resource to be developed in a manner that, in conjunction with economically justified structural measures for flood control, would result in prevention of loss of life and of economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management and to provide State assistance and guidance. As part of its discretionary review process, the City must determine how the project will comply with this Act and not create flooding impacts on new occupied land uses.

California Civil Code Section 1103. California Civil Code Section 1103 requires notification to those potentially affected of the risk involved in locating within a special flood hazard area (any type Zone "A" or "V") designated by the Federal Emergency Management Agency or an area of potential flooding shown on an inundation map prepared pursuant to Section 6161 of the Water Code.

California Toxics Rule. On May 18, 2000, the State Environmental Protection Agency (Cal-EPA) promulgated numeric water quality criteria for priority toxic pollutants and other provisions for water quality standards to be applied to waters in the State of California. Cal-EPA promulgated this rule based on the Administrator's determination that the numeric criteria are necessary in California to protect human health and the environment. The rule fills a gap in California water quality standards that was created in 1994 when a State court overturned the State's water quality control plans containing water quality criteria for priority toxic pollutants. Thus, the State of California has been without numeric water quality criteria for many priority toxic pollutants as required by the CWA, necessitating this action by Cal-EPA. These federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA.

3.8.1.3 Local Regulations

Sana Ana River Basin Water Quality Control Plan (Basin Plan). The Santa Ana RWQCB has adopted a Water Quality Control Plan (Basin Plan) for its region of responsibility, which includes the City of Hemet (City). The RWQCB has delineated water resource area boundaries based on hydrological features. For purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the hydrologic areas described in the Basin Plan. The Basin Plan also establishes implementation programs to achieve water quality objectives to protect beneficial uses and requires monitoring to evaluate the effectiveness of the programs. These objectives must comply with the State anti-degradation policy (State Board Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Municipal Separate Storm Sewer System Permit System. The City is a co-permittee under the NPDES MS4 Permit.[5] The NPDES MS4 permit is intended to regulate the discharge of urban runoff

[5] California Regional Water Quality Control Board, Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements: *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities,* Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ.

from the MS4 within the Santa Ana Region. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction.

The permit contains provisions for receiving water limitations, discharge prohibitions, and storm water management, monitoring and reporting for reducing pollutants to applicable standards. The Local Implementation Plan (LIP) describes how the City will implement the requirements of the MS4 Permit. The 2010 MS4 Permit mandates a Low Impact Development (LID) approach to storm water treatment and management of runoff discharges. The project site must be designed to minimize imperviousness, detain runoff, and infiltrate, reuse, or evapotranspirate runoff where feasible. LID BMPs should be used to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces, in accordance with the Riverside County Flood Control and Water Conservation District's September 2011 *Design Handbook for Low Impact Development Practices*. The project must ensure that runoff does not create a hydrologic condition of concern (i.e., hydromodification). The RWQCB continuously updates impairments as studies are completed.

Water Quality Management Plan. This proposed Modified Project is subject to the Riverside County Water Quality Management Plan for Urban Runoff (RCWQMP) requirements under the "New Development" category. According to the RCWQMP, "New Development" applicable to the Modified Project includes residential development of 10 dwelling units or more, including single family and multi-family dwelling units, condominiums, and apartments; and commercial development where the land area represented by the proposed map or permit proposed for disturbance is 100,000 square feet or more. Accordingly, a project- and site-specific Water Quality Management Plan (WQMP) is required to identify, measure, and control the post-construction volume of storm water runoff that could result in discharge of pollutants and hydromodification of downstream waters that may be associated with the implementation of the Modified Project.

Hemet General Plan. The General Plan defines policies related to hydrology and water quality within the City. General Plan Community Services and Infrastructure (CSI) Policies CSI-4.3 and CSI-4.8 require the City to prevent pollutant discharge into drainage systems. General Plan Policies CSI-2.8, CSI-2.9, and CSI-4.4 and General Plan EIR Program CSI-P-3 are designed to protect groundwater resources in the planning area through aquifer recharge preservation and protection and implementation of measures to reduce demand for drinking water (and therefore reduce demand for groundwater pumping from the basins).

General Plan Policies CSI-4.4, CSI-4.5, and CSI-4.6 require each individual project to retain storm water at or near the site of generation for percolation and mitigation of adjacent flooding and to incorporate vegetated or landscaped swales to the extent possible. Policies PS-2.1 and PS-2.2 would require maintenance of waterways used for flood control to keep them free of obstructions and require that areas subject to erosive flooding be preserved in a natural state. Policies CSI-4.4 and CSI-4.7 protect groundwater resources in the planning area through minimization of urban storm water runoff and aquifer recharge preservation and protection. Additionally in accordance with Policies CSI-4.2 and CSI-4.8, the City must ensure public storm drainage systems adequately accommodate a 100-year flood flow and design and upgrade street storm drains based on the relative risk to public health and safety, the potential for hindrance of emergency access, and egress from excessive flood depth.

General Plan Public Safety (PS) Policies PS-2.1, and PS-2.2, as well as General Plan EIR Programs CSI-P.5, PS-P-7, PS-P-8, PS-P-9, PS-P-11, and PS-P-12 require all future development within the planning area to protect life and property from 100-year flood hazards, dam failures, seiche hazards, and mudflows.

3.8.2 Certified EIR Findings

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR concluded grading and construction within the site will expose ground surfaces and increase the potential for erosion and the off-site transport of sediment in storm water runoff, as well as the potential for spills from heavy equipment, machinery and materials. Operation of the Approved Project would increase the pollutant load (typically comprised of minor amounts of oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter) in surface runoff flowing through or originating from the site. Drainage flows would be conveyed to the improved Hemet Channel and Thornton Channel via on-site paseo swales and storm drain improvements before discharging into the Salt Creek channel. There are no existing streams or rivers on site that would be altered. Mitigation Measures HWQ-1a through HWQ-1e were prescribed to ensure a final WQMP was developed to identify, measure, and control the post-construction volume of storm water runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the Approved Project. To attenuate risks of on-site and off-site flooding, Mitigation Measures HWQ-1f and HWQ-1g were prescribed to ensure proposed flood control and storm drain facilities are constructed in accordance with the project-specific hydrology studies and permit requirements of responsible regulatory agencies.

The Certified EIR concluded groundwater constitutes 85 percent of the City's water supply. Based on the EMWD's 2005 UWMP, water supplies to the Approved Project area are forecast to be available through Year 2025 and beyond (from both groundwater and imported water) with continued mandatory practice of water use efficiency, recharging of the Canyon Basin, and the increased use of recycled water.

The 2008 Draft EIR concluded a small portion of TTM 35392 is located within a 100-year flood zone (Zone AE) along the Hemet Channel but that the City's planned construction of New Stetson Avenue parallel to the Hemet Channel would remove the portion of TTM 35392 from the 100-year flood zone. Accordingly, the Certified EIR prescribed Mitigation Measure HWQ-7a to submit to Federal Emergency Management Agency (FEMA) an application to revise the FIRM to remove the portion of TTM 35392 from the 100-year AE flood zone. The 2008 Draft EIR further concluded portions of the Approved Project are located within the dam inundation zone of the Diamond Valley Reservoir but that the likelihood of dam failure is too low resulting in a less than significant impact due to the technology that is used to build modern dams, including the most current seismic safety requirements. The nature of Diamond Valley Lake (manmade, size, type of water body) renders risks from seiches and tsunamis less than significant. Mudflows or landslides are not anticipated due to the Approved Project site's relatively flat topography. The Approved Project would be designed and constructed to channel peak 100-year flood flows so that the project would not impede or redirect flood flows.

With implementation of mitigation, all impacts to hydrology and water quality would be reduced to **less than significant** levels.

3.8.3 Existing Environmental Setting

3.8.3.1 Hydrology

The Modified Project site is undeveloped and supports low lying sporadic vegetation. The site is within the jurisdiction of the Santa Ana RWQCB. Storm water runoff from the majority of the site sheet flows over the gently sloping ground surface in a southwesterly direction. The Hemet Channel (Line 1A) abuts the northern boundary of the site in a northeast/southwest alignment and will not be modified. The City's *Master Flood Control and Drainage Plan* identifies a 100-year total flow rate not to exceed 200 cubic feet per second (cfs) entering the Hemet Channel from the site (from Line 3C).

A drainage channel and a detention basin are located along the southern border of the proposed Modified Project site. The drainage channel and basin were constructed as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. The drainage channel represents the east-west segment of Line 3B from the City of Hemet's *Master Flood Control and Drainage Plan* and conveys storm water runoff into the detention basin for infiltration. Overflow volumes are conveyed via an offsite drainage channel (north-south continuation of Line 3B) to the south to the improved channel at Simpson Road. The *Master Flood Control and Drainage Plan* indicates that the 100-year flow rate immediately downstream of the site should not exceed 345 cfs. The north-south portion of Line 3B between the Modified Project site and Simpson Road will be improved as part of the Modified Project to facilitate conveyance of storm water runoff to Salt Creek approximately one mile south of the Modified Project site. The southerly half of north-south Line 3B between Simpson Road and Salt Creek has already been constructed.

Salt Creek continues west to Canyon Lake, which is an adequate sump. Line 1A, Line 3B, and Salt Creek are engineered and maintained to ensure design flow capacity. Line 1A and 3B are Master Plan facilities. Andrea Gonzalez from the Riverside County Flood Control and Water Conservation District stated that Salt Creek meets the exemption criteria.[6] A November 25, 2014, letter (see Appendix 7: Hydromodification of Appendix G2 in this SEIR) from the City of Menifee confirms that the Salt Creek segment within its jurisdiction also meets the exemption criteria. Therefore, the Modified Project is exempt from hydromodification.

3.8.3.2 Water Quality

The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Modified Project site drains to Hemet Channel or Line 3B of the City's Master Drainage Plan, discharging to Salt Creek, through the Railroad Canyon Reservoir of the San Jacinto River to Temescal Creek, and then into Reach 3 of the Santa Ana River and the Prado Basin Management Zone before ultimately flowing to the Pacific Ocean.

The Basin Plan for the Santa Ana Region is the basis for the Santa Ana RWQCB regulatory programs. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained (or maintained) to protect the designated beneficial uses, and describes implementation programs to protect waters in the region. Tables 3.8.A and 3.8.B identify the designated beneficial uses for receiving waters. These designations provide a description of how water is used and what beneficial purposes it serves. Table 3.8.A provides a description of each of these beneficial water uses, while Table 3.8.B provides the specific locations of the various beneficial use designations.

Table 3.8.A: Descriptions of Beneficial Uses

Designated Beneficial Use	Description of Beneficial Use
Municipal and Domestic Supply (MUN)	Waters used for community, military, municipal, or individual water supply systems including, but not limited to, drinking water supply.
Agricultural Supply (AGR)	Waters used for farming, horticulture or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
Groundwater Recharge (GWR)	Waters used for natural or artificial recharge of groundwater proposed for future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.

[6] *Hydromodification Susceptibility Documentation Report and Mapping: Santa Ana Region.* January 18, 2017. Map 2: HCOC Applicability Map, SAR Permittees. *(http://rcflood.org/downloads/NPDES/Documents/SA_WAP/AppA_HydromodificationSusceptibilityReport.pdf).*

Table 3.8.A: Descriptions of Beneficial Uses

Designated Beneficial Use	Description of Beneficial Use
Warm Freshwater Habitat (WARM)	Waters that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
Wildlife Habitat (WILD)	Water that support wildlife habitats including, but not limited to, the preservation and enhancement of vegetation and prey species used by wildlife, such as waterfowl.
Rare and Endangered Species Habitat (RARE)	Waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under State or Federal law as rare, threatened, or endangered.
Water Contact Recreation (REC1)	Waters used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.
Non-contact Water Recreation (REC2)	Waters used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.
Spawning, Reproduction, and Development (SPWN)	Waters that support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.
Industrial Service Supply (IND)	Waters used for industrial activities that do not depend primarily on water quality. These uses may include, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well re-pressurization.
Limited Warm Freshwater Habitat (LWRM)	Waters support warm water ecosystems which are severely limited in diversity and abundance as the result of concrete-lined watercourses and low, shallow dry weather flows which result in extreme temperature, pH, and/or dissolved oxygen conditions. Naturally reproducing finfish populations are not expected to occur in LWRM waters.

Source: Chapter 3: Beneficial Uses, Current Santa Ana Basin Plan. January 24, 1995; Updated February 2016. http://waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2016/Chapter_3_Feb_2016.pdf. (Accessed April 29, 2019).

Table 3.8.B: Locations of Beneficial Uses

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Master Drainage Plan Line 3B	None	None	N/A
Salt Creek	None	MUN, REC1, REC2, WARM, WILD	N/A
Canyon Lake (aka: San Jacinto River Reach 2)	[Nutrients], Pathogens	MUN, AGR, GWR, REC1, REC2, WARM, WILD	N/A
Lake Elsinore	[Nutrients], PCBs, [Organic Enrichments/Low Dissolved Oxygen], Sediment Toxicity, Unknown Toxicity	REC1, REC2, WARM, WILD	N/A

Table 3.8.B: Locations of Beneficial Uses

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Temescal Creek (Reach 5)	None	AGR, GWR, REC1, REC2, WARM, WILD, RARE	Distance from project to nearest tributary RARE waterbody is over 17 miles (Temescal Creek, Reach 5)
Temescal Creek (Reach 4)	None	AGR, GWR, REC1, REC2, WARM, WILD, RARE	N/A
Temescal Creek (Reach 3) – Lee Lake	None	AGR, IND, GWR, REC1, REC2, WARM, WILD	N/A
Temescal Creek (Reach 2)	None	AGR, IND, GWR, REC1, REC2, WARM, LWRM	N/A
Temescal Creek (Reach 1)	pH	REC1, REC2, WARM, WILD	N/A
Santa Ana River (Reach 3)	Copper, Lead, [Pathogens]	AGR, GWR, REC1, REC2, WARM, WILD, RARE, SPWN	Prado Dam to Mission Boulevard (City of Riverside)
Prado Basin Management Zone	None	REC1, REC2, WARM, WILD, RARE	Prado Flood Control Basin
Santa Ana River (Reach 2)	Indicator Bacteria	AGR, GWR, REC1, REC2, WARM, WILD, RARE	17th Street in Santa Ana to Prado Dam
Santa Ana River (Reach 1)	None	REC1, REC2, WARM, WILD	N/A
Tidal Prism of Santa Ana River (to within 1,000 feet of Victoria Street) and Newport Slough	None	None	At Tidal Prism

Source: Chang Consultants. *Project Specific Water Quality Management Plan. Rancho Diamante, Tentative Tract Map No. 36841*. Table 1A: Identification of Receiving Waters. October 5, 2015, Revised February 1, 2018 and January 20, 2019. (Appendix G2).

3.8.3.3 Water Supply and Groundwater

The Modified Project site is located within the Hemet Subbasin of the 235-square-mile San Jacinto Ground Water Basin (Department of Water Resources Bulletin 118 Groundwater Basin Number 8-05). Groundwater in this portion of the Hemet Subbasin is estimated between 50 and 120 feet below surface grade.[7] The Eastern Municipal Water District (EMWD) would provide the proposed Modified Project with water supplies. Portions of the groundwater basin from which EMWD pumps potable groundwater are adjudicated under the Hemet-San Jacinto Watermaster and subject to adjusted base production rights. EMWD's water supply reliability is primarily established through Metropolitan Water District of

[7] *Phase I Environmental Site Assessment, Rancho Diamante Tract No. 36841, Hemet, California.* Page 11. IWS Environmental, Inc. November 4, 2016.

Southern California (MWD), of which EMWD is a member agency. Recent development of two desalinization plants operated by the EMWD has increased its reliance on regional groundwater, in conjunction with imported water from the MWD, for its potable water sources.[8]

No direct groundwater withdrawals would be required for the Modified Project. Under the 2007 Hemet/ San Jacinto Groundwater Management Area Water Management Plan (HSJ Management Plan) prepared pursuant to AB 3030, EMWD will be responsible for providing water to recharge the groundwater basin. To prevent continued overdraft in the Hemet Subbaisn, EMWD has developed alternatives to assure water supply reliability, including an Integrated Recharge and Recovery Program (IRRP), filtration plants to treat and deliver imported water to areas dependent on groundwater, and recycled water use for irrigation of landscape and agriculture. In addition to the existing IRRP, EMWD is developing the Enhanced Recharge and Recovery Program (ERRP) to increase conjunctive use and facilitate groundwater banking. Phase 1 of the ERRP program is included in the Santa Ana River Conservation & Conjunctive Use Program, a cooperative program to store imported water during wet years for use during dry years. Both management plan areas are part of the San Jacinto Groundwater Basin (Department of Water Resources Bulletin 118 Groundwater Basin Number 8-05). As detailed in Tables ES-4 and ES-5 of the EMWD 2015 Urban Water Management Plan (UWMP), the EMWD is projected to meet current and projected water demands through the year 2040 under normal, historic single-dry and historic multiple-dry year scenarios. EMWD's 2015 UWMP also discloses that in the event of a water supply shortage or water emergency, the City has in place water shortage contingency plans, which ensure provision of priority water services to all its existing and anticipated customers.

3.8.3.4 Floodplain

According to the most recent Flood Insurance Rate Map (FIRM), the vast majority of the Modified Project site is located within Flood Zone X (other flood areas).[9] A portion of Planning Area XIII where commercial uses are proposed and the area of proposed off-site improvements to Warren Road are within Flood Zone AE.[10] Additionally, the northern boundary of the Modified Project site abuts Flood Zone AE along the Hemet Channel. The proposed construction of the westerly half of new Warren Road, including modifications to the Stetson Avenue intersection at the northeast corner of the Modified Project site and a realigned transition back to the existing Warren Road alignment would occur within Flood Zone AE. The off-site drainage channel (north-south continuation of Line 3B) to be improved between the Modified Project site and Simpson Road is located within Flood Zone A.[11] Finally, the western portion (approximately 25 percent) of Modified Project site is located within the dam inundation zone of the Diamond Valley Reservoir (Figure 3.8.1).

3.8.4 Methodology

The Hydrology Study, prepared for the Modified Project, used the Rational Method to estimate the peak discharge for drainage area based on ratio of runoff depth to rainfall depth, time-averaged rainfall intensity for a storm duration equal to the time of concentration, the area of the basin, and the land use type and soil condition. The study determined the required storage volume of BMPs to mitigate

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8 *2015 Urban Water Management Plan.* Page 5-2. Eastern Municipal Water District. June 2016.

9 Flood Zone X (other flood areas) are areas of 0.2 percent annual chance (500-year) flood; areas of 1 percent annual chance (100-year) flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance (100-year) flood.

10 Flood Zone AE is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with base flood elevations determined.

11 Flood Zone A is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with no base flood elevations determined.

increased runoff from the proposed Modified Project. The post-project flows have been allocated to flow in a manner that resembles the existing conditions.

Overall, the evaluation of hydrology and water quality impacts associated with the proposed Modified Project includes the following:

- Determine the construction phase water quality impacts based on NPDES standards;
- Determine the construction impacts on drainage patterns and drainage capacity;
- Determine the operational water quality impacts based on NPDES standards;
- Determine the operational impacts on drainage patterns and drainage capacity; and
- Determine the impacts on local groundwater table levels.

The project-specific WQMP was developed in compliance with the City's NPDES MS4. It characterized the physical properties of project site and receiving waters, divided the project site into Drainage Management Areas (DMAs), and identified BMPs based on the required amount of runoff to be captured, or the Design Capture Volume (DCV). The DCV is the volume of runoff produced by the "Design Storm," which is the 85th percentile 24-hour storm event.

Drainage pattern and capacity impacts from the hydrology report are evaluated against the CEQA significance criteria for runoff, flooding, and water quality to determine the potential for significant impacts.

A preliminary review of the proposed Modified Project TTM 36841 by the Riverside County Airport Land Use Commission (ALUC) indicated the proposed LID BMPs have potential to attract wildlife hazardous to operation of the Hemet-Ryan Airport. In accordance with ALUC Staff recommendations, a Qualified Wildlife Hazard Biologist who meets the standards of the Federal Aviation Administration (FAA) Advisory Circular (AC) No. 150/2500-36B conducted a Hazardous Wildlife Attractants Analysis (Appendix F2) of the proposed LID BMPs for the Modified Project. The Hazardous Wildlife Attractants Analysis prescribes performance standards to be implemented during design and construction of the Modified Project in order to reduce the potential for the proposed water quality control basins to attract significant numbers of hazardous wildlife, such as large birds. Details of the Hazardous Wildlife Attractants Analysis, including measures to reduce impacts, are presented in Section 3.7, *Hazards and Hazardous Materials* of this SEIR.

3.8.5 Thresholds of Significance

The City has not established local CEQA significance thresholds; therefore, this SEIR incorporates the hydrology and water quality questions included in the Certified EIR in accordance with Appendix G ("CEQA Checklist") of the State *CEQA Guidelines*. Per the Certified EIR, a significant impact from hydrology and water quality would occur if the project was determined to:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- 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;

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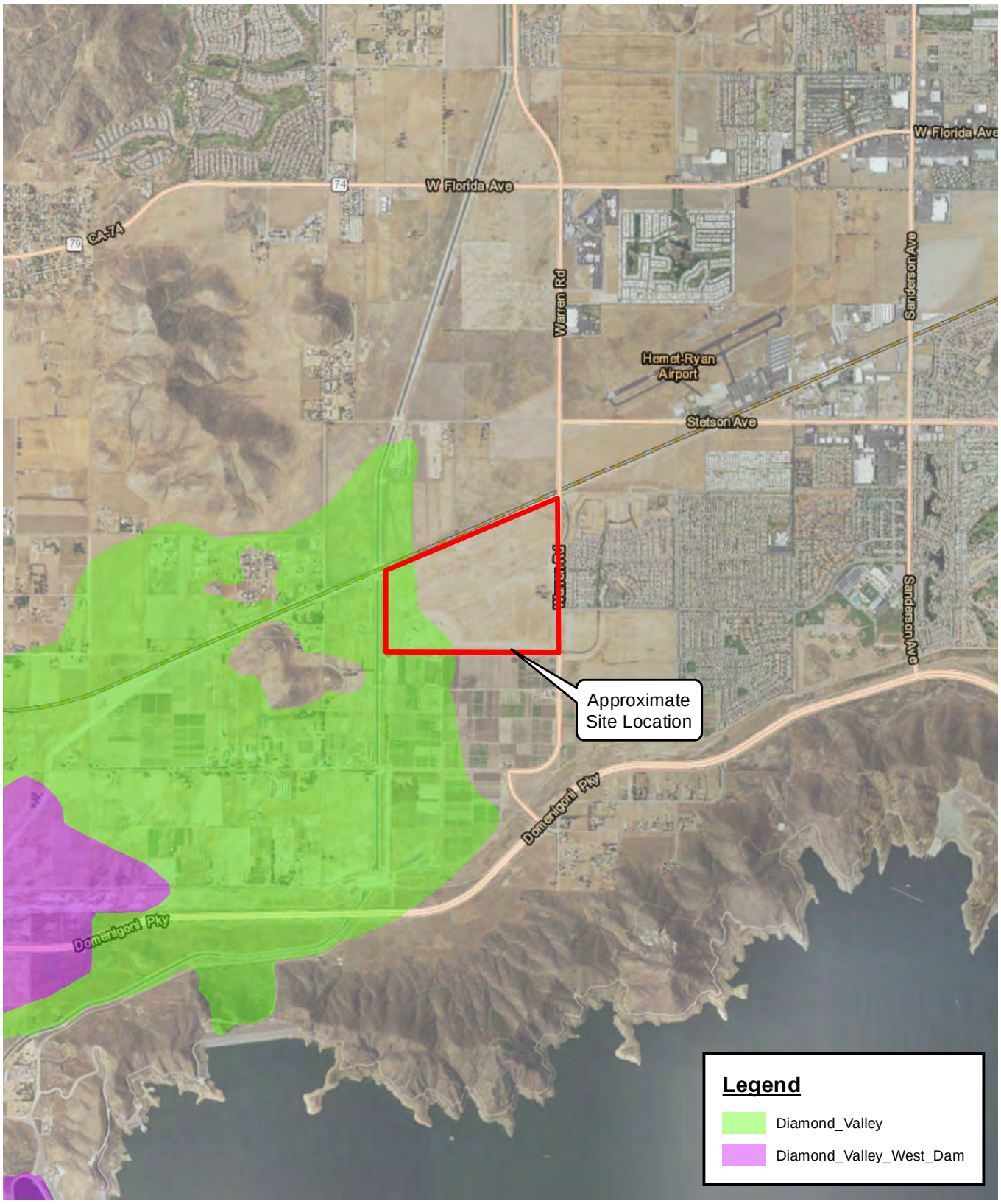

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FIGURE 3.8.1

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Rancho Diamante Phase II
Subsequent Environmental Impact Report

Diamond Valley Reservoir Dam Inundation Area

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- 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;
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- 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;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- 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; or
- Result in inundation by seiche, tsunami, or mudflow.

3.8.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to hydrology and water quality.

PDF 3.6-2 Impervious areas will be planted as soon as possible and include a mixture of trees, shrubs and ground cover guided by the plant palette contained in the "Inland Empire Landscape Guide" sponsored in part by Eastern Municipal Water District to prevent soil erosion.

PDF 3.8-1 The Modified Project will incorporate a variety of drought-tolerant landscaped areas that will provide water quality treatment of on-site runoff before discharge to the Hemet Channel and Salt Creek.

PDF 3.8-2 The Modified Project will incorporate a site-specific storm drain system to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This will be accomplished by constructing 11 infiltration basins (Best Management Practices (BMPs) 1 through 11) throughout the Modified Project site and 2 bioretention basins (BMPs 12 and 13) near the northeast corner of the site. All thirteen BMPs will be designed and constructed with design capture volumes (DCV) sufficient to retain storm water runoff for infiltration and/or treatment prior to conveyance off site into the Hemet Channel and Salt Creek in accordance with the Final Water Quality Management Plan (WQMP) (refer to **PPP 3.6-4**). The bioretention basins will provide water quality treatment during percolation with a pollutant removal efficiency rating of at least 80 percent. In order to mitigate impacts from birds potentially being attracted to the infiltration and bioretention basins and interfering with nearby operations of the Hemet-Ryan Airport, additional performance standards are prescribed to the basins above and beyond regulatory policy as detailed in **Mitigation Measure 3.7.10.3** in Section 3.7, *Hazards and Hazardous Materials* of this SEIR.

PDF 3.8-3 Under post-development conditions, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's *Master Flood Control and Drainage Plan*. The proposed streets and storm drain systems will convey the majority of the Modified Project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The

on-site runoff as well as the tributary off-site runoff from the east will be detained by a detention basin (BMP Infiltration Basin 4) within the southwesterly portion of the Modified Project site. The basin will be generally at the location of the existing detention basin, but the footprint will be modified to fit the development. The 100-year flow released from BMP Infiltration Basin 4 will be less than 345 cubic feet per second (cfs) in accordance with the *Master Flood Control and Drainage Plan*.

PDF 3.8-4 The Modified Project will construct a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road. The northerly portion of this segment of Line 3B will be improved as an earthen trapezoidal channel with a 20-foot bottom width and 4:1 (horizontal:vertical) side slopes. The maximum 100-year flow rate capacity in this segment of the channel is 365 cfs in accordance with the *Master Flood Control and Drainage Plan*. The southerly portion of this segment of Line 3B will be improved as a trapezoidal channel with concrete banks and an earthen bottom. This segment of the improved channel will have a 13-foot bottom width and 2:1 side slopes. The maximum 100-year flow rate in this segment of Line 3B is 505 cfs in accordance with the *Master Flood Control and Drainage Plan*.

PDF 3.8-5 The Modified Project will incorporate on-site drainage, anchoring methods to prevent floating structures, elevation of buildings above flood levels, and flood proofing, which requires buildings to be inspected and certified by a professional engineer, surveyor or building inspector in accordance with the *Master Flood Control and Drainage Plan* and National Flood Insurance Program Section 60.3.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from hydrology and drainage.

PPP 3.8-1 Prior to grading permit issuance, the Project Proponent shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Evidence that an NPDES permit has been issued shall be provided to the City of Hemet prior to issuance of the first grading permit.

PPP 3.8-2 Development in 100-year flood hazard areas as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map requires flood-resistant construction pursuant to the regulations set forth in National Flood Insurance Program (NFIP) Section 60.3. Additionally, NFIP Section 60.3(d) requires a Federal Emergency Management Agency (FEMA) permit for a Floodway Encroachment for construction in Flood Zone A and Flood Zone AE 100-year flood zones. A notice to FEMA of final base flood elevations must be provided for development within Flood Zone A, and the lowest floor (including basement) must be built above a predetermined base flood elevation (BFE) for both Flood Zone A and Flood Zone AE. Prior to grading plan approval, the developer shall obtain a Conditional Letter of Map Revision based on Fill (CLOMR-F) from FEMA. Prior to issuance of the first building permit, the developer shall obtain a Letter of Map Revision based on Fill (LOMR-F) from FEMA. In accordance with California Civil Code Section 1103, notification must occur to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area.

PPP 3.6-3 Prior to grading permit issuance, the Project Proponent shall prepare a Storm Water Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and allow periodic inspection of the construction site by City of Hemet staff or its designee to confirm compliance.

PPP 3.6-4 A Final Water Quality Management Plan (WQMP) is required to identify, measure, and control the post-construction volume of storm water runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the implementation of the Modified Project. The Final WQMP shall specify low impact development best management practices (LID BMPs) to address Hydrologic Conditions of Concern for the project site in accordance with the Riverside County Flood Control and Water Conservation District's September 2011 *Design Handbook for Low Impact Development Practices*, National Pollutant Discharge Elimination System Permit Number CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ. Specifically, the Final WQMP shall demonstrate that proposed LID BMPs shall ensure post-development runoff volume, time of concentration, and peak flow velocity for the 2-year frequency storm shall not exceed that of the pre-development condition by more than five percent. Maintenance intervals for the LID BMPs shall be specified in the Final WQMP. The proposed LID BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the City for review and approval prior to issuance of grading permits.

3.8.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.8.7.1 Discharge Requirements

Threshold:	Would the proposed project violate any water quality standards or waste discharge requirements?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the channel would mitigate flood hazards. The 2008 Draft EIR concluded grading and construction within the site will expose ground surfaces and increase the potential for erosion and the off-site transport of sediment in storm water runoff, as well as the potential for spills from heavy equipment, machinery and materials. Operation of the Approved Project would increase the pollutant load (typically comprising minor amounts of oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter) in surface runoff flowing through or originating from the site. Specific pollutants of concern which could be conveyed to downstream waters of Salt Creek, Canyon Lake, San Jacinto River (Reach 1) and Lake Elsinore include sediment/turbidity, nutrients, oxygen demanding substances, and pathogens (bacteria/viruses). 2008 Mitigation Measures HWQ-1a through HWQ-1e were prescribed to ensure a final WQMP was developed to identify, measure, and control the post-construction volume of storm water runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the Approved Project. Impacts would be reduced to **less than significant** levels with mitigation.

Pollutants of concern during construction and operation of the proposed Modified Project include bacterial indicators (pathogens), metals, nutrients, toxic organic compounds, and sediments. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. In addition, chemicals, liquid products, and petroleum products (such as paints, solvents, and fuels) may be spilled or leaked and have the potential to be transported via storm runoff into downstream receiving waters (e.g., Salt Creek, Temescal Creek, Santa Ana River and, ultimately, the Pacific Ocean).

As indicated in PPP 3.8-1, construction activities must comply with the requirements of the SWRCB NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit. Compliance with Construction General Permit requires preparation of an SWPPP, as specified in PPP 3.6-3. BMPs detailed in the SWPPP would be implemented during construction activities to minimize erosion and siltation and prevent spills. Construction BMPs would include but not

be limited to erosion control,[12] sediment control,[13] and good housekeeping practices.[14] These BMPs are designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. The SWPPP would be developed, and construction BMPs selected and implemented to target pollutants of concern during construction. The construction BMPs would be designed to retain sediment and other pollutants on site so they would not reach receiving waters.

The Modified Project site is currently undeveloped, and implementation of the proposed Modified Project would substantially increase impervious surfaces on-site. The increase in impervious surfaces would potentially increase the volume and velocity of storm water runoff and increase pollutant loading to downstream receiving waters. As discussed below, operational BMPs would be implemented to reduce pollutants of concern during operation of the Modified Project.

As detailed in Figure 3.8.2, the Modified Project site is divided into 13 DMAs, each of which would be managed by either a proposed infiltration basin (DMAs 1–11) or bioretention basin (DMAs 12 and 13). Table 3.8.C lists the Modified Project DMAs, associated BMPs (infiltration or bioretention basins), and required DCV based on the amount of pervious versus impervious surface area treated for each DMA.

The *Design Handbook for LID BMPs* indicates that typically drainage areas contributing to infiltration and bioretention facilities are 50 and 10 acres maximum, respectively. Discussions with Riverside County Flood Control and Water Conservation District plan reviewers indicate they allow leeway with these thresholds. Although DMAs 2 to 13 meet the area requirements, Table 3.8.C and Figure 3.8.2 indicate that DMA 1 covers 53.35 acres and exceeds the 50-acre threshold. However, DMA 1 contains three individual storm drain systems, so the associated BMP 1 (infiltration basin) can be subdivided to separate basins treating less than 50 acres, if needed, during final engineering. Alternatively, the drainage area can be adjusted to be less than 50 acres, if needed. Final design of the Modified Project-specific BMPs shall be established prior to issuance of grading permits in accordance with PPP 3.6-4.

As specified in PDF 3.8-2, release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream will be minimized through the construction of two bioretention basins (BMPs 12 and 13). Additionally, 11 infiltration basins (BMPs 1 through 11) will be constructed throughout the Modified Project site to manage volume of storm water runoff in accordance with the NPDES MS4 Permit. Each BMP shall be designed with DCV sufficient to retain storm water runoff for infiltration and/or treatment prior to conveyance off-site into the Hemet Channel and Salt Creek in accordance with the Final Water Quality Management Plan (WQMP) (refer to PPP 3.6-4). The bioretention basins will provide water quality treatment during percolation with a pollutant removal efficiency rating of at least 80 percent in accordance with the California Toxics Rule.

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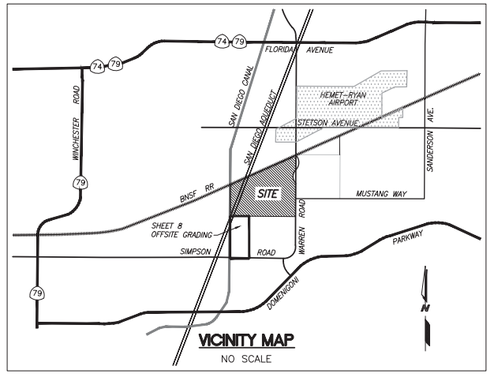
12 Erosion control is any source control that protects and prevents soil particles from detaching by rainfall, flowing water, or wind.

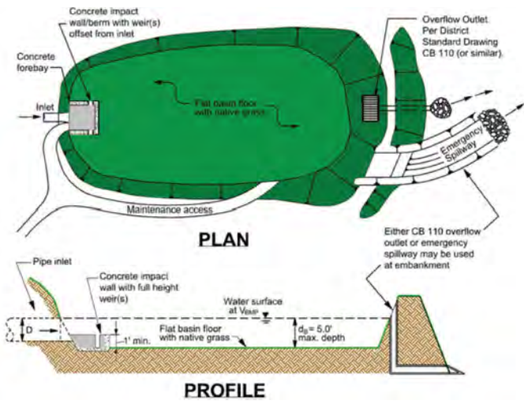
13 Sediment control is any practice that traps soil once it has been detached and moved by rain, flowing water, or wind.

14 Non-storm water management and material management "good housekeeping practices" prevent pollution by limiting or reducing potential pollutants at their source or eliminating off-site discharge. Waste management and materials pollution control "good housekeeping practices" prevent pollution by limiting or reducing potential pollutants at their source before they come in contact with storm water.

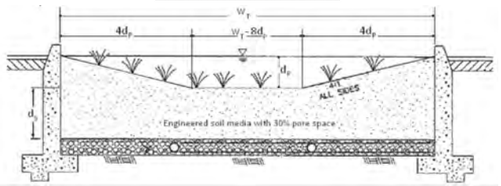


VICINITY MAP

NO SCALE



INFILTRATION BASIN DETAILS



NOTE:
BIORETENTION BASINS SHALL BE BASED ON "LID BMP HANDBOOK" REQUIREMENTS. THE RECOMMENDED PONDING DEPTH, Dp, IS 6 INCHES.

BIORETENTION BASIN DETAIL

LEGEND:

- DRAINAGE MANAGEMENT AREA (DMA) BOUNDARY
- 3.62 AC DMA ACREAGE
- PROPOSED DRAINAGE FACILITY
- OVERLAND FLOW PATH (FROM RATIONAL METHOD)
- 10 PROPOSED INFILTRATION (NO. 1–11) OR BIORETENTION BASIN (NO. 12–13)
- AVAILABLE INFILTRATION/BIORETENTION BASIN FOOTPRINT
- PROPOSED OVERFLOW LOCATION

DMA/BMP	DRAINAGE AREA, AC	IMPERVIOUS AREA, AC	PERVIOUS AREA, AC	REQUIRED WQ BASIN FOOTPRINT, AC	AVAILABLE WQ BASIN FOOTPRINT, AC	ACTUAL WQ BASIN FOOTPRINT USED, AC
1	53.35	31.02	22.33	0.46	1.65	0.46
2	22.34	11.93	10.41	0.16	2.45	0.16
3	14.34	8.32	6.02	0.11	0.47	0.11
4	36.71	16.64	20.07	0.23	8.97	0.23
5	9.97	5.62	4.35	0.08	0.61	0.08
6	2.50	1.42	1.08	0.02	0.13	0.02
7	4.14	2.37	1.77	0.03	0.19	0.03
8	1.87	1.08	0.79	0.01	0.07	0.01
9	10.55	6.07	4.48	0.08	0.43	0.08
10	9.32	5.50	3.82	0.09	0.16	0.09
11	29.60	16.98	12.62	0.27	1.30	0.27
12	6.68	3.86	2.82	0.12	0.25	0.12
13	2.63	1.49	1.14	0.05	0.14	0.05

NOTE:
TABLE SHOWS THAT THE AVAILABLE INFILTRATION AND BIORETENTION BASIN FOOTPRINTS ARE GREATER THAN THE REQUIRED FOOTPRINT. THEREFORE, THE AVAILABLE FOOTPRINT IS SUFFICIENT FOR ENTITLEMENT PURPOSES.

DMA/BMP AREAS AND FOOTPRINTS



FIGURE 3.8.2

LSA

N

0 200 400

FEET

SOURCE: PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN, REVISION DATE: JANUARY 20, 2019.

I:\HET1601\G\Proposed Water Quality Management basin.ai (2/24/2020)

Rancho Diamante Phase II

Subsequent Environmental Impact Report

Proposed Water Quality Management Basins

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Table 3.8.C: Storm Water Management for the Modified Project Site

DMA	BMP	Impervious DMA Area (Square Feet)	Pervious DMA Area (Square Feet)	Total Acres	Sum of DMA Areas × Runoff Factor	Required DCV (Cubic Feet)	Minimum Proposed Capture Volume (Cubic Feet)
1	Infiltration Basin 1	1,351,231	900,821	53.35	1,304,801	72,851	72,852
2	Infiltration Basin 2	519,671	346,738	22.34	501,846	28,020	28,020
3	Infiltration Basin 3	362,419	241,758	14.34	349,982	19,541	19,541
4	Infiltration Basin 4	724,838	483,516	36.71	699,964	39,081	39,082
5	Infiltration Basin 5	244,807	162,914	9.97	236,363	13,197	13,197
6	Infiltration Basin 6	61,855	41,382	2.50	59,746	3,336	3,336
7	Infiltration Basin 7	103,237	68,825	4.14	99,690	5,566	5,566
8	Infiltration Basin 8	47,045	31,363	1.87	45,428	2,536	2,537
9	Infiltration Basin 9	264,409	176,418	10.55	255,340	14,257	14,257
10	Infiltration Basin 10	239,580	159,430	9.32	231,316	12,915	12,916
11	Infiltration Basin 11	739,649	493,099	29.60	714,234	39,878	39,878
12	Bioretention Basin 12	168,142	111,949	6.68	162,348	9,064	9,065
13	Bioretention Basin 13	64,904	43,560	2.63	62,706	3,501	3,502

Source: Chang Consultants. *Project Specific Water Quality Management Plan. Rancho Diamante, Tentative Tract Map No. 36841*. Table C.1: DMA Classifications, Table C.5: Type 'D' Areas Draining to BMPs, and Table D.3: DCV Calculations for LID BMPs. October 5, 2015, Revised February 1, 2018 and January 20, 2019. (Appendix G2).

As specified in PDF 3.8-3, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's *Master Flood Control and Drainage Plan*. The proposed streets and storm drain systems will convey the majority of the Modified Project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The on-site runoff as well as the tributary off-site runoff from the east will be detained by an improved on-site detention basin (BMP Infiltration Basin 4) appropriately sized to capture the site's minimum DCV within the southwesterly portion of the Modified Project site (Figure 3.8.2). The 100-year flow released from the detention basin will be less than 345 cfs in accordance with the *Master Flood Control and Drainage Plan*.

To account to a potential increase on runoff volume, the Modified Project will implement PDF 3.8-4, which includes improvements to a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road. The maximum 100-year flow rate capacity of the northerly portion of this segment of Line 3B will be 365 cfs, which will be capable of conveying the anticipated

345 cfs (or less) of runoff from the on-site detention basin, in accordance with the *Master Flood Control and Drainage Plan*. The maximum 100-year flow rate capacity of the southerly portion of this segment of Line 3B will be 505 cfs in accordance with the *Master Flood Control and Drainage Plan*.

Because compliance with the requirements of the NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit would require implementation of construction and operational BMPs to reduce pollutants of concern, Modified Project impacts related to violation of water quality standards, waste discharge requirements, and degradation of water quality would be **less than significant,** and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would result in similar (less than significant) impacts regarding water quality through implementation of PDFs and PPPs.

3.8.7.2 Groundwater Supplies

Threshold:	Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The Certified EIR concluded groundwater constitutes 85 percent of the City's water supply. Based on the EMWD's 2005 UWMP, water supplies to the Approved Project area are forecast to be available through Year 2025 and beyond (from both groundwater and imported water) with continued mandatory practice of water use efficiency, recharging of the Canyon Basin, and the increased use of recycled water. Impacts would be **less than significant** and no mitigation is required.

Development of the proposed Modified Project would convert pervious surfaces to impervious surfaces, thus reducing the capacity of the Modified Project site to facilitate infiltration of surface flows into the groundwater table. As specified in PDF 3.8-3, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's *Master Flood Control and Drainage Plan*. The proposed streets and storm drain systems will convey the majority of the project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The improved channel's earthen bottom will ensure storm water runoff from impervious areas of the project site have opportunity for infiltration. Additionally, the on-site runoff as well as the tributary off-site runoff from the east will be detained by an improved on-site detention basin appropriately sized to capture the site's minimum DCV within the southwesterly portion of the Modified Project site, further facilitating infiltration of storm water into the local groundwater aquifer.

No direct groundwater withdrawals would be required for the proposed Modified Project. According to the project-specific Water Supply Assessment (WSA), groundwater is not being proposed to serve the Modified Project, as EMWD considers current groundwater production to be utilized completely by existing customers. New developments, including the proposed Modified Project, will be supplied with additional imported water from one of the following sources: (1) treated imported water from MWD; (2) untreated imported water from MWD, which is subsequently treated by EMWD; or (3) untreated imported water treated by EMWD and recharged into the San Jacinto River Groundwater Basin for later withdrawal.

MWD's 2015 UWMP provides information about MWD's regional supply reliability and projected demands. Based on information provided by EMWD and other member agencies, MWD concludes that it is able to meet projected demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD Water Supply Allocation Plan (WSAP) to preserve supplies in storage by requiring a reduction in demand by member agencies,

including the EMWD, pursuant to SB 1168 and 1319, and AB 1739. Since the proposed Modified Project will not be served via groundwater, and implementation of PDF 3.8-3 will not preclude or obstruct on-site infiltration of storm water into the local groundwater aquifer, the proposed Modified Project will not deplete groundwater supplies or interfere with groundwater recharge. **No impact** would occur and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar impacts (no impact) to groundwater supplies.

3.8.7.3 Drainage Pattern and Erosion/Siltation

Threshold:	Would the proposed project 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?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. Drainage flows also would be conveyed to the improved Hemet Channel and Thornton Channel via on-site paseo swales and storm drain improvements before discharging into the Salt Creek channel. There are no existing streams or rivers on-site that would be altered. Impacts would be **less than significant** and no mitigation is required.

Construction of the proposed Modified Project would expose and disturb soil and temporarily alter drainage patterns during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed Section 3.6.7.5 and indicated in PPP 3.6-3, the NPDES Construction General Permit requires preparation of an SWPPP to identify construction BMPs that would be implemented to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. Additionally, as specified in PDF 3.6-2, landscaping and slope maintenance will be conducted as soon as possible in order to reduce erosion potential by minimizing exposure of soils to wind, water, and gravity.

The Modified Project site is currently undeveloped, and conversion of pervious areas to impervious areas could increase peak flow of on-site storm water runoff and result in erosion of downstream waterbodies. As specified in PDF 3.8-3, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's *Master Flood Control and Drainage Plan*. The proposed streets and storm drain systems will convey the majority of the Modified Project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The on-site runoff as well as the tributary off-site runoff from the east will be detained by an improved on-site detention basin (BMP Infiltration Basin 4) appropriately sized to capture the site's DCV within the southwesterly portion of the Modified Project site (Figure 3.8.2). The 100-year flow released from the detention basin will be less than 345 cfs in accordance with the *Master Flood Control and Drainage Plan*.

To account for a potential increase on runoff volume, the Modified Project will implement PDF 3.8-4, which includes improvements to a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road. The maximum 100-year flow rate capacity of the northerly portion of this segment of Line 3B will be 365 cfs, which will be capable of conveying the anticipated 345 cfs (or less) of runoff from the on-site detention basin, in accordance with the *Master Flood Control and Drainage Plan*. The maximum 100-year flow rate capacity of the southerly portion of this segment of Line 3B will be 505 cfs in accordance with the *Master Flood Control and Drainage Plan*.

The Modified Project runoff will be conveyed by either *Master Flood Control and Drainage Plan* Line 3B or the Hemet Channel (Line 1A) to Salt Creek. Salt Creek continues west to Canyon Lake, which is

an adequate sump and exempts the proposed Modified Project from hydromodification.[15] Improving the existing on-site east-west segment of Line 3B and detention basin, as well as the existing off-site north-south segment of Line 3B, would ensure the Modified Project would not alter the existing drainage pattern of the site or area. Furthermore, enhancing the capacity of the existing drainage facilities to convey storm water through the Modified Project site would minimize impacts related to off-site erosion and siltation. Finally, the closest river or stream is the Salt Creek located approximately one mile south of the Modified Project site. Therefore, development of the Modified Project would not alter the course of a stream or river. Modified Project impacts related to erosion and siltation would be **less than significant**. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts.

3.8.7.4 Drainage Pattern and Flooding

Threshold:	Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the channel would mitigate flood hazards. Drainage flows also would be conveyed to the improved Hemet Channel and Thornton Channel via on-site paseo swales and storm drain improvements before discharging into the Salt Creek channel. There are no existing streams or rivers on-site that would be altered. To attenuate risks of on-site and off-site flooding, Mitigation Measures HWQ-1f and HWQ-1g were prescribed to ensure proposed flood control and storm drain facilities are constructed in accordance with the project-specific hydrology studies and permit requirements of responsible regulatory agencies. Impacts would be reduced for the Approved Project to **less than significant with mitigation**.

According to the most recent FIRM, the vast majority of the Modified Project site is located within Flood Zone X (other flood areas).[16] A portion of Planning Area XIII where commercial uses are proposed and the area of proposed off-site improvements to Warren Road are within Flood Zone AE.[17] Additionally, the northern boundary of the Modified Project site abuts Flood Zone AE along the Hemet Channel. The off-site drainage channel (north-south continuation of Line 3B) to be improved between the Modified Project Site and Simpson Road is located within Flood Zone A.[18]

The Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment and will not be modified. Offsite drainage improvements include seven connections to the existing Hemet Channel, which will contribute storm water runoff volume at approximately 180 cfs. The City's *Master Flood Control and Drainage Plan* identifies a 100-year total flow rate not to exceed 200 cfs entering the Hemet Channel from the Modified project site (from Line 3C). Therefore, storm water runoff generated

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15 *Hydromodification Susceptibility Documentation Report and Mapping: Santa Ana Region.* January 18, 2017. Map 2: HCOC Applicability Map, SAR Permittees. *(http://rcflood.org/downloads/NPDES/Documents/SA_WAP/AppA_HydromodificationSusceptibilityReport.pdf).*

16 Flood Zone X (other flood areas) are areas of 0.2 percent annual chance (500-year) flood; areas of 1 percent annual chance (100-year) flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance (100-year) flood.

17 Flood Zone AE is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with base flood elevations determined.

18 Flood Zone A is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with no base flood elevations determined.

by the Modified Project will not exceed the capacity of the Hemet Channel, and on-site and off-site flooding of the Hemet Channel as a result of the Modified Project is not expected to occur.

As detailed in Section 3.8.7.3, the Modified Project runoff will be conveyed by either *Master Flood Control and Drainage Plan* Line 3B or the Hemet Channel (Line 1A) to Salt Creek. Salt Creek continues west to Canyon Lake, which is an adequate sump and exempts the proposed Modified Project from hydromodification.[19] Improving the existing on-site east-west segment of Line 3B and detention basin as specified in PDF 3.8-3, as well as the existing off-site north-south segment of Line 3B as specified in PDF 3.8-4, would ensure the Modified Project would not alter the existing drainage pattern of the site or area. Furthermore, enhancing the capacity of the existing drainage facilities to convey storm water through the Modified Project site to downstream flood control facilities in accordance with the City's *Master Flood Control and Drainage Plan* would minimize impacts related to on-site and off-site flooding. Finally, the closest river or stream is the Salt Creek located approximately one mile south of the Modified Project site. Therefore, development of the Modified Project would not alter the course of a stream or river. Modified Project impacts related to alteration of existing drainage patterns of the site or area which could lead to flooding on- or off-site would be less than significant through implementation of PDFs 3.8-3 and 3.8-4 and compliance with the City's *Master Flood Control and Drainage Plan* as a matter of regulatory policy rather than through implementation of mitigation. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts as the Approved Project but without mitigation.

3.8.7.5 Drainage Capacity

Threshold:	Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities to mitigate flood hazards. The 2008 Draft EIR concluded construction and operation of the Approved Project would increase the pollutant load (typically comprised of minor amounts of sediment, oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter) in surface runoff flowing through or originating from the site. Specific pollutants of concern which could be conveyed to downstream waters of Salt Creek, Canyon Lake, San Jacinto River (Reach 1) and Lake Elsinore include sediment/turbidity, nutrients, oxygen demanding substances, and pathogens (bacteria/viruses). 2008 Mitigation Measure HWQ-1e was prescribed to ensure a final WQMP was developed to identify, measure, and control the post-construction volume of storm water runoff that could result in erosion and/or discharge of pollutants and hydromodification of downstream waters that may be associated with the Approved Project. Impacts would be reduced to **less than significant** levels with mitigation.

As detailed in Section 3.8.7.1, Pollutants of concern during construction and operation of the proposed Modified Project include bacterial indicators (pathogens), metals, nutrients, toxic organic compounds, and sediments. Construction activities must comply with the requirements of the SWRCB NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit, as indicated in PPP 3.8-1. A SWPPP, as specified in PPP 3.6-3, will incorporate

[19] *Hydromodification Susceptibility Documentation Report and Mapping: Santa Ana Region.* January 18, 2017. Map 2: HCOC Applicability Map, SAR Permittees. *(http://rcflood.org/downloads/NPDES/Documents/SA_WAP/AppA_HydromodificationSusceptibilityReport.pdf).*

construction BMPs for erosion control,[20] sediment control,[21] and good housekeeping practices.[22] These BMPs are designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs will prevent spills, leaks, and discharge of construction debris and waste into receiving waters. The SWPPP would be developed, and construction BMPs selected and implemented to target pollutants of concern during construction. The construction BMPs would be designed to retain sediment and other pollutants on site so they would not reach receiving waters.

The Modified Project site is currently undeveloped, and implementation of the proposed Modified Project would substantially increase impervious surfaces on-site. The increase in impervious surfaces would potentially increase the volume and velocity of storm water runoff and increase pollutant loading to downstream receiving waters. As discussed below, operational BMPs would be implemented to reduce pollutants of concern during operation of the Modified Project.

As specified in PDF 3.8-2, release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream will be minimized through the construction of two bioretention basins (BMPs 12 and 13). Additionally, 11 infiltration basins (BMPs 1 through 11) will be constructed throughout the Modified Project site to manage volume of storm water runoff in accordance with the NPDES MS4 Permit (refer to Table 3.8.C and Figure 3.8.2). Each BMP shall be designed with DCV sufficient to retain storm water runoff for infiltration and/or treatment prior to conveyance off-site into the Hemet Channel and Salt Creek in accordance with the Final Water Quality Management Plan (WQMP) (refer to PPP 3.6-4). The bioretention basins will provide water quality treatment during percolation with a pollutant removal efficiency rating of at least 80 percent in accordance with the California Toxics Rule.

As specified in PDF 3.8-3, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's *Master Flood Control and Drainage Plan*. The proposed streets and storm drain systems will convey the majority of the project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The on-site runoff as well as the tributary off-site runoff from the east will be detained by an improved on-site detention basin (BMP Infiltration Basin 4) appropriately sized to capture the site's minimum DCV within the southwesterly portion of the Modified Project site (Figure 3.8.2). The 100-year flow released from the detention basin will be less than 345 cfs in accordance with the *Master Flood Control and Drainage Plan*.

To account to a potential increase on runoff volume, the Modified Project will implement PDF 3.8-4, which includes improvements to a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road. The maximum 100-year flow rate capacity of the northerly portion of this segment of Line 3B will be 365 cfs, which will be capable of conveying the anticipated 345 cfs (or less) of runoff from the on-site detention basin, in accordance with the *Master Flood Control and Drainage Plan*. The maximum 100-year flow rate capacity of the southerly portion of this segment of Line 3B will be 505 cfs in accordance with the *Master Flood Control and Drainage Plan*.

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[20] Erosion control is any source control that protects and prevents soil particles from detaching by rainfall, flowing water, or wind.

[21] Sediment control is any practice that traps soil once it has been detached and moved by rain, flowing water, or wind.

[22] Non-stormwater management and material management "good housekeeping practices" prevent pollution by limiting or reducing potential pollutants at their source or eliminating off-site discharge. Waste management and materials pollution control "good housekeeping practices" prevent pollution by limiting or reducing potential pollutants at their source before they come in contact with stormwater.

Offsite drainage improvements include seven connections to the existing Hemet Channel, which will contribute storm water runoff volume at approximately 180 cfs. The City's *Master Flood Control and Drainage Plan* identifies a 100-year total flow rate not to exceed 200 cfs entering the Hemet Channel from the Modified project site (from Line 3C). Therefore, storm water runoff generated by the Modified Project will not exceed the capacity of the Hemet Channel.

The proposed improvements to on-site and off-site drainage facilities will be adequately sized in accordance with the City's *Master Flood Control and Drainage Plan.* Therefore, Modified Project impacts related to the capacity of the existing or planned stormwater drainage systems would be **less than significant** with implementation of PDFs. Because compliance with the requirements of the NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit would require implementation of construction and operational BMPs to reduce pollutants of concern, Modified Project impacts related to substantial additional sources of polluted runoff would be **less than significant** with implementation of PPPs. When compared to the Approved Project, the proposed Modified Project would have similar impacts (less than significant).

3.8.7.6 Water Quality

Threshold:	Would the proposed project otherwise substantially degrade water quality?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities to mitigate flood hazards. The 2008 Draft EIR concluded construction and operation of the Approved Project would increase the pollutant load (typically comprised of minor amounts of sediment, oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter) in surface runoff flowing through or originating from the site. Specific pollutants of concern which could be conveyed to downstream waters of Salt Creek, Canyon Lake, San Jacinto River (Reach 1) and Lake Elsinore include sediment/turbidity, nutrients, oxygen demanding substances, and pathogens (bacteria/viruses). 2008 Mitigation Measures HWQ-1a through HWQ-1g were prescribed to ensure a final WQMP was developed to address post-construction volume of storm water runoff that could result in discharge of pollutants and hydromodification of downstream waters, and to ensure proposed flood control and storm drain facilities are constructed in accordance with the project-specific hydrology studies and permit requirements of responsible regulatory agencies. Impacts would be reduced to **less than significant** levels with mitigation.

As discussed in Sections 3.8.7.1, 3.8.7.3, and 3.8.7.5 and specified in PDFs 3.8-2, 3.8-3, and 3.8-4, the proposed improvements to on-site and off-site drainage facilities will be adequately sized in accordance with the City's *Master Flood Control and Drainage Plan* to ensure Modified Project impacts to downstream waters remains less than significant. As specified in PDF 3.6-2, landscaping and slope maintenance will be conducted as soon as possible in order to reduce erosion potential by minimizing exposure of soils to wind, water, and gravity. PDF 3.8-1 will ensure the Modified Project will incorporate a variety of drought-tolerant landscaped areas that will provide water quality treatment of on-site runoff before discharge to the Hemet Channel and Salt Creek.

Because compliance with the requirements of the NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit would require implementation of construction and operational BMPs to reduce pollutants of concern, as specified in PPPs 3.8-1, 3.6-3, and 3.6-4, Modified Project impacts related to substantial additional sources of polluted runoff would be less than significant with implementation of PPPs. When compared to the Approved Project, the proposed Modified Project would result in similar impacts (less than significant).

3.8.7.7 Housing Placement in Flood Hazard Area

Threshold:	Would the proposed project 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?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities to mitigate flood hazards. The 2008 Draft EIR concluded a small portion of TTM 35392 is located within a 100-year flood zone (Zone AE) along the Hemet Channel but that the City's planned construction of New Stetson Avenue parallel to the Hemet Channel would remove the portion of TTM 35392 from the 100-year flood zone. Accordingly, the Certified EIR prescribed Mitigation Measure HWQ-7a to submit to FEMA an application to revise the FIRM to remove the portion of TTM 35392 from the 100-year AE flood zone. Impacts from flooding would be **less than significant** with mitigation.

According to the most recent FIRM, all housing proposed under the Modified Project will be located within Flood Zone X (other flood areas).[23] The project-specific Drainage Study compared the contours of Flood Zone X with the proposed residential pad elevations and determined all residential pads are above the 100-year water surface with at least a foot of freeboard in accordance with PDF 3.8-5. Modified Project impacts to housing within a 100-year flood hazard area would be **less than significant**. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., **less than significant**) impacts without mitigation.

3.8.7.8 Structure Placement in Flood Hazard Area

Threshold:	Would the proposed project place within a 100-year flood hazard area, structures which would impede or redirect flood flows?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities to mitigate flood hazards. The 2008 Draft EIR concluded the Approved Project would be designed and constructed to channel peak 100-year flood flows so that the project would not impede or redirect flood flows. Impacts would be **less than significant** and no mitigation is required.

A portion of Planning Area XIII where commercial uses are proposed and the area of proposed off-site improvements to Warren Road are within Flood Zone AE.[24] Additionally, the northern boundary of the Modified Project site abuts Flood Zone AE along the Hemet Channel. The City plans to realign Stetson Avenue from its current east/west alignment to a northeast/southwest alignment adjacent to the south of the Hemet Channel and within the proposed TTM 36841. The City's realignment of Stetson Avenue is proposed independent of the Modified Project and, as indicated in the Certified EIR, would remove the 100-year flood zone (Flood Zone AE) designation from the south side of the Hemet Channel where commercial uses are proposed.

The proposed construction of the westerly half of new Warren Road, including modifications to the Stetson Avenue intersection at the northeast corner of the Modified Project site and a realigned transition back to the existing Warren Road alignment would occur within Flood Zone AE, and

[23] Flood Zone X (other flood areas) are areas of 0.2 percent annual chance (500-year) flood; areas of 1 percent annual chance (100-year) flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance (100-year) flood.

[24] Flood Zone AE is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with base flood elevations determined.

improvements to a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road, as indicated in PDF 3.8-4, are proposed within Flood Zone A.[25]

It should be noted that off-site improvements to the segment of Line 3B between the Modified Project site and Simpson Road will occur in accordance with the City's *Master Flood Control and Drainage Plan* for the purposes of safely conveying storm water runoff in order to prevent episodes of flooding. According to the project-specific Drainage Study, the northerly portion of this segment of Line 3B will be an earthen trapezoidal channel with a 20-foot bottom width and 4:1 (horizontal:vertical) side slopes. A normal depth analysis indicates that the channel can convey runoff with normal depth of 3.7 feet, and the maximum 100-year flow rate capacity of the northerly portion of this segment of Line 3B will be 365 cfs, which will be capable of conveying the anticipated 345 cfs (or less) of runoff from the on-site detention basin, in accordance with the *Master Flood Control and Drainage Plan*. The southerly portion of this segment of Line 3B will have a 13-foot bottom width and 2:1 side slopes. A normal depth analysis indicates that the channel can convey the runoff with normal depth of 4.8 feet, and the maximum 100-year flow rate capacity of the southerly portion of this segment of Line 3B will be 505 cfs in accordance with the *Master Flood Control and Drainage Plan*.

As detailed in PPP 3.8-2, the Modified Project would be required to file a notice to FEMA of final base flood elevations for development within Flood Zone A and incorporate drainage features and/or design elements to ensure construction within Flood Zone A and Flood Zone AE will not increase the upstream high-water elevation above a pre-established Base Flood Elevation (BFE) in accordance with NFIP Section 60.3 and PDF 3.8-5. Additionally, NFIP Section 60.3(d) requires a FEMA permit for a Floodway Encroachment for construction in Flood Zone A and Flood Zone AE 100-year flood zones, and the lowest floor (including basement) must be built above a predetermined BFE for both Flood Zone A and Flood Zone AE. Prior to grading plan approval, the developer shall obtain a Conditional Letter of Map Revision based on Fill (CLOMR-F) from FEMA. Prior to issuance of the first building permit, the developer shall obtain a Letter of Map Revision based on Fill (LOMR-F) from FEMA. Through compliance with NFIP Section 60.3, as specified in PPP 3.8-2, and project design pursuant to PDF 3.8-5, Modified Project impacts from construction of structures which would impede or redirect flood flows within a 100-year flood hazard area would be **less than significant**. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., **less than significant**) impacts without mitigation.

3.8.7.9 Dam Inundation Area

Threshold:	Would the proposed project 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?

The 2008 Draft EIR concluded portions of the Approved Project are located within the dam inundation zone of the Diamond Valley Reservoir but that the likelihood of dam failure is low due to the technology that is used to build modern dams, including the most current seismic due safety requirements. Due to the low potential for dam failure, impacts would be **less than significant**, and no mitigation is required.

The western portion (approximately 25 percent) of Modified Project is located within the dam inundation zone of the Diamond Valley Reservoir (Figure 3.8.1). Accordingly, the Modified Project will be implemented in accordance with PPP 3.8-2 and PDF 3.8-5 to ensure flood hazards are reduced through incorporation of on-site drainage, anchoring methods to prevent floating structures, elevating buildings above flood levels, and flood proofing, which requires buildings to be inspected and certified by a

[25] Flood Zone A is a 100-year flood zone designation (1 percent chance of being equaled or exceeded during a given year) with no base flood elevations determined.

professional engineer, surveyor or building inspector. The proposed Modified Project will be conditioned to meet these requirements, including compliance with State Civil Code Section 1103 requiring notification to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. These requirements will be confirmed through the City's plan review process. Therefore, through compliance with PPP 3.8-2 and implementation of PDF 3.8-5, impacts from placing a structure within an area that would expose people or structures to a significant risk of loss, injury, or death as a result of the failure of a levee or dam will be **less than significant**. No mitigation is required. When compared to the Approved Project, impacts of the proposed Modified Project would be similar (i.e., **less than significant**) to those of the Approved Project.

3.8.7.10 Seiche, Tsunami, or Mudflow

Threshold:	Would the proposed project result in inundation by seiche, tsunami, or mudflow?

The 2008 Draft EIR concluded the nature of Diamond Valley Lake (manmade, size, type of water body) renders risks from seiches and tsunamis less than significant. Mudflows or landslides are not anticipated due to the Approved Project site's relatively flat topography. Impacts would be **less than significant**, and no mitigation is required.

Tsunamis are large waves that occur in coastal areas. Since the City is not located in a coastal area, no impact from inundation by tsunami will occur. The proposed Modified Project site and its surroundings have generally flat topography. Therefore, impacts from mudflows are unlikely and less than significant.

Seiches are oscillations in enclosed bodies of water (e.g., lakes or water tanks) that are caused by a number of factors, most often wind or seismic activity. Diamond Valley Lake is a relatively large man-made waterbody located approximately 2 miles south of the Modified Project Site. As detailed in Sections 3.8.7.8 and 3.8.7.9, the Modified Project will be implemented in accordance with PPP 3.8-2 and PDF 3.8-5 to ensure flood hazards are reduced through incorporation of on-site drainage, anchoring methods to prevent floating structures, elevating buildings above flood levels, and flood proofing, which requires buildings to be inspected and certified by a professional engineer, surveyor or building inspector. The proposed Modified Project will be conditioned to meet these requirements, including compliance with State Civil Code Section 1103 requiring notification to those potentially affected of the risk involved in locating within a flood hazard or dam inundation area. These requirements will be confirmed through the City's plan review process. Therefore, through compliance with PPP 3.8-2 and implementation of PDF 3.8-5, Modified Project impacts from seiches would be **less than significant**. No mitigation is required. When compared to the Approved Project, impacts of the proposed Modified Project would be similar (i.e., **less than significant**) to those of the Approved Project.

3.8.8 Cumulative Impacts

3.8.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the channel would mitigate flood hazards. The 2008 Draft EIR concluded incremental impacts to waterways and groundwater from development of impervious surfaces would be mitigated through implementation of BMPs to treat "first flush" urban pollutants and compliance with local water agencies' Urban Water Management Plans, which require developers to decrease on-site runoff and properly plan flood control improvements. Additionally, cumulative impacts to local and regional water supplies is speculative and beyond the scope of the Certified EIR analysis. Nevertheless, the Approved Project represents such a small portion of potential cumulative water impacts for the region that its proportion of potential impacts are not cumulatively considerable. No mitigation is required.

The cumulative area for the hydrology and water quality resources cumulative impacts analysis is the Santa Ana River Watershed and its tributaries, including the San Jacinto River Watershed, which is where the Modified Project is located. Other reasonably foreseeable projects within the watershed will result in a cumulative increase in impervious surfaces, changes in the type and density of land use, and corresponding changes in the amount and characteristic of runoff. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. All future development in the City, County, and throughout the Santa Ana River Watershed will be required to comply with the applicable requirements of the NPDES permit program, City and County MS4 Permits, and water quality standards defined by local, regional, State, and federal agencies. Therefore, all planned projects will be required to mitigate for effects to hydrology and water quality resources on a project-by-project basis.

Implementation of PDFs and compliance with NPDES and MS4 Permit requirements, as well as the City's *Master Flood Control and Drainage Plan* and Section 60.3 of the NFIP, would address volume and velocity of storm water runoff that could result in discharge of pollutants and hydromodification of downstream waters during construction and operation. These PPPs and PDFs also would ensure the Modified Project and its occupants would be protected from flood hazards. Therefore, construction and operation of the proposed Modified Project would not result in cumulatively considerable temporary or permanent impacts related to hydrology and water quality resources. Furthermore, the proposed Modified Project would not be dependent on local groundwater and therefore would not contribute cumulatively to its depletion. MWD concludes that it is able to meet projected water demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD WSAP to preserve supplies in storage by requiring a reduction in demand by member agencies, including the EMWD, thus reducing impacts from cumulative demand on water supplies to less than significant levels. Accordingly, the proposed Modified Project, in conjunction with past, present, and reasonably foreseeable projects, would not make a significant contribution to cumulatively adverse effects to hydrology and water quality resources. Therefore, no avoidance, minimization, and/or mitigation measures for cumulative impacts are required.

3.8.9 Level of Significance Before Mitigation

Development of both the Approved Project and the proposed Modified Project would occur within the Santa Ana River Watershed and its tributaries, including the San Jacinto River Watershed and could generate impacts to waterways and groundwater from development of impervious surfaces that could increase volume and velocity of storm water runoff and quantity of urban pollutants to downstream waters. Additionally, both the Approved Project and proposed Modified Project propose development in areas identified in the FEMA's FIRM as a 100-year flood zone. It was determined the Approved Project would have a **significant impact** on hydrology, drainage, and water quality and mitigation was prescribed. The Modified Project would have a **less than significant** impact on hydrology, drainage, and water quality with implementation of PPPs and PDFs, and no mitigation is required.

3.8.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.8.10.1 Mitigation for the Proposed Modified Project

The proposed Modified Project would be designed, constructed, and operated in accordance with PPPs 3.8-1, 3.8-2, 3.6-3, and 3.6-4 and would implement PDF 3.6-2 and PDFs 3.8-1 through 3.8-5 to address volume and velocity of storm water runoff that could result in discharge of pollutants and hydromodification of downstream waters during construction and operation. These PPPs and PDFs also will ensure proposed flood control and storm drain facilities are constructed in accordance with the City's *Master Flood Control and Drainage Plan*, Section 60.3 of the NFIP, and permit requirements of responsible regulatory agencies. Impacts to hydrology and water quality resources from the proposed

Modified Project would be rendered **less than significant** through compliance with PPPs and PDFs, and no mitigation is required.

3.8.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

Hydrology and water quality resources mitigation measure presented in the 1979 Certified EIR and in the 2008 Draft EIR for the Approved Project is discussed below. This SEIR concludes Mitigation Measure 1 the 1979 Certified EIR does not adequately address impacts to hydrology and water quality resources through its measures to enhance visual resources along flood channels and control hours of construction, fugitive dust and diesel exhaust emissions, construction traffic and energy demand, and equipment theft and therefore is not adopted for the proposed Modified Project.

~~1979 EIR Mitigation Measure 1:~~ ~~Both the City and County have mechanisms to control and guide the development of flood plain area as proposed in the Land Use, Conservation and Open Space Elements of the County and City General Plans. The Federal Flood Insurance Program will mitigate the flood hazard.~~

~~Recreational areas and landscaping should be developed in flood channel areas to prevent adverse visual impacts. Flood control structures should be designed with equal sensitivity for aesthetics and utility.~~

~~Construction impact mitigation measures include:~~

~~1) Limit heavy construction to week days between the hours of 7:00 AM and 6:00 PM.~~

~~2) Use water and temporary paving to prevent dust.~~

~~3) Reduce air pollution by using well maintained equipment.~~

~~4) Reduce traffic problems by advance planning of construction and the use of appropriate traffic regulation and control devices and by using flagmen if necessary.~~

~~5) Conserve energy needed for construction by using proper equipment and properly maintained equipment and by avoiding unnecessary trips and shuttle runs.~~

~~6) Mitigate stored equipment and material problems by appropriate security measures.~~

The 2008 Draft EIR's Mitigation Measures HWQ-1a through HWQ-1e, which require site-specific final WQMPs, are replaced with Modified Project PDFs 3.8-2 through 3.8-4 in accordance with PPPs 3.8-1 and 3.6-4, also which require a site-specific WQMP and associated BMPs but which are designed specifically for the Modified Project site in accordance with current regulatory standards.

~~2008 Mitigation Measure HWQ-1a:~~ ~~Prior to the issuance of a grading permit for each phase of development, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Site Design~~

~~BMPs contained in Table 5 of the *Preliminary Water Quality Management Plan* prepared for the project (Stantec 2007a,b,c).~~

~~**2008 Mitigation Measure HWQ-1b:** Prior to the issuance of a grading permit for each phase of development, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Source Control BMPs contained in Table 9 of the *Preliminary Water Quality Management Plan* prepared for the project (Stantec 2007a,b,c). The BMPs are intended to minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas.~~

~~**2008 Mitigation Measure HWQ-1c:** Prior to the issuance of a grading permit for TTM 35392, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include Treatment Control BMPs, which utilize infiltration basins at each of the six (6) discharge drainage basins A-F as identified in the Preliminary Drainage Report for TTM 32392 (Stantec 2007d). The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.~~

~~**2008 Mitigation Measure HWQ-1d:** Prior to the issuance of a grading permit for TTM 35393, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control BMPs, which utilize an infiltration basin. The developers' engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.~~

~~**2008 Mitigation Measure HWQ-1e:** Prior to the issuance of a grading permit for TTM 35394, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control BMPs, which utilize an infiltration basin. The developers' engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.~~

The 2008 Draft EIR's Mitigation Measure HWQ-1f, which requires approval of all flood control and storm drain structures from the City Public Works Department, is replaced with Modified Project PDFs 3.8-2 through 3.8-5, which detail the flood control and storm drain improvements specific to the Modified Project. These improvements must be implemented as a matter of regulatory policy pursuant to the regulations identified in PPP 3.8-1, 3.8-2, and 3.6-4 and will be reviewed and confirmed as conditions of project approval through the City's plan review process in accordance with current regulatory standards.

~~**2008 Mitigation Measure HWQ-1f:** Prior to the issuance of building permits, the developer shall coordinate the design and obtain approval of all flood control and storm drain structures from the City Public Works Department as identified in the project's preliminary hydrology studies (Stantec 2007x). These improvements shall be implemented to the satisfaction of the City Engineer.~~

The 2008 Draft EIR's Mitigation Measure HWQ-1g, which requires water quality permitting, is replaced with Modified Project Mitigation Measures 3.4.10.5 and 3.4.10.6 detailed in Section 3.4.10, *Biological Resources* of this SEIR, which require water quality permitting and offset to impacts to jurisdictional resources but in accordance with the project-specific Determination of Biologically Equivalent or Superior Preservation (Appendix C5) analysis.

~~**2008 Mitigation Measure HWQ-1g:** Prior to the issuance of a building permit, the developer shall obtain the following permits or approvals relative to any modifications to onsite drainage channels: I) CDFG, 1601 Streambed Alteration Agreement; 2) State Water Resources Control Board, CWA Section 401 Water Quality Certification; 3) USACE, CWA Section 404 Permit; 4) State Water Regional Control Board Construction Permit.~~

The 2008 Draft EIR's Mitigation Measure HWQ-7a, which requires an application to FEMA to revise the FIRM to remove the portion of TTM 35392 from the 100-year flood hazard area, is replaced with Modified Project PDF 3.8-5 and PPP 3.8-2, which require flood-resistant construction pursuant to the regulations set forth in NFIP Section 60.3 and include applications for CLOMR-F and LOMR-F from FEMA as they apply to the proposed Modified Project.

~~**2008 Mitigation Measure HWQ-7a:** The project applicant shall submit to FEMA au application to revise the FIRM to remove the portion of TTM 35392 from the 100-year flood hazard area shown on the map. The revised FIRM for the City of Hemet showing that the project site is not within the **1** 00-year flood hazard area shall be completed prior to granting building permits for the proposed project.~~

The intent of 2008 Mitigation Measures HWQ-1a through HWQ-1g and HWQ-7a in the 2008 Draft EIR is applicable to the proposed Modified Project, but those measures are redundant with PPPs and PDFs identified for the proposed Modified Project. Therefore, all of the Certified EIR Mitigation Measures are replaced with PPPs 3.8-1, 3.8-2, 3.6-3, and 3.6-4, PDF 3.6-2, and PDFs 3.8-1 through 3.8-5, which are designed specifically for the Modified Project site in accordance with current regulatory standards.

3.8.11 Level of Significance After Mitigation

Development of both the Approved Project and the proposed Modified Project would occur within the Santa Ana River Watershed and its tributaries. The Certified EIR prescribed 2008 Mitigation Measures HWQ-1a through HWQ-1g to ensure a final WQMP was developed to address post-construction volume of storm water runoff that could result in discharge of pollutants and hydromodification of downstream waters, and to ensure proposed flood control and storm drain facilities are constructed in accordance with the project-specific hydrology studies and permit requirements of responsible regulatory agencies. Additionally, the Certified EIR prescribed 2008 Mitigation Measures HWQ-7a for an application to FEMA to revise the FIRM to remove the portion of TTM 35392 from the 100-year AE flood zone.

The proposed Modified Project would be designed, constructed, and operated in accordance with PPPs 3.8-1, 3.8-2, 3.6-3, and 3.6-4 and would implement PDF 3.6-2 and PDFs 3.8-1 through 3.8-5 to address volume and velocity of storm water runoff that could result in discharge of pollutants and hydromodification of downstream waters during construction and operation. These PPPs and PDFs also will ensure proposed flood control and storm drain facilities are constructed in accordance with the City's *Master Flood Control and Drainage Plan*, Section 60.3 of the NFIP, and permit requirements of responsible regulatory agencies. Impacts to hydrology and water quality resources from the proposed Modified Project would be **less than significant** through compliance with PPPs and PDFs, and no mitigation is required.

In summary, no new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any hydrology and water quality impacts of the Modified Project.

3.9 LAND USE AND PLANNING

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts associated with land use and planning as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Southern California Association of Governments. *2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).* Adopted April 7, 2016.

Scoping Process/NOP Comments: Potential issues associated with land use and planning were identified during the public scoping meeting held in August 2016 for the proposed Modified Project. One member of the community asked if the proposed Project would be age restricted and another asked if the proposed Project would create financial impacts on the existing Solera community to the east across Warren Road. These issues do not address land use and planning impacts associated with the proposed Project in accordance with CEQA, and therefore are not specifically addressed in this SEIR.

The City received one comment letter dated September 3, 2016, from the Southern California Association of Governments (SCAG) recommending a consistency analysis of the proposed Modified Project in relation to the goals of the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A side-by-side comparison of SCAG goals with discussions of consistency, non-consistency, or non-applicability of the goals and supportive analysis is provided in Table 3.9.A. Performance standards-based mitigation prescribed in the Final Program Environmental Impact Report for SCAG's 2016 RTP/SCS may be considered, as applicable, for adoption and implementation by the City.

The City received one comment letter from SCAG in response to the recirculated NOP issued between April 19 and May 19, 2019 concerning the proposed Modified Project's potential impacts associated with land use and planning. The SCAG letter is dated May 15, 2019 (see Appendix A2). Similar to its response to the initial NOP, SCAG notes it is responsible for reviewing EIRs to ensure consistency with land use-related regional plans are accounted for, including the RTP/SCS.

3.9.1 Regulatory Setting

3.9.1.1 Federal Regulations

There are no federal regulations associated with land use and planning that that apply to the proposed Modified Project.

3.9.1.2 State Regulations

California Government Code Section 65450. Section 65450 et seq. of the California Government Code authorizes cities to prepare, adopt, and administer Specific Plans for portions of their jurisdictions

as a means of implementing the City's General Plan. All Specific Plans must comply with Sections 65450–65457 of the Government Code.

California Constitution, Article XI, Section 7. Article XI, Section 7, of the California State Constitution gives cities and counties the authority to regulate land use. California State Planning and Land Use Law (Government Code Section 65000 et seq.) sets forth minimum standards for the regulation of land use at the city and county level.

California Public Utilities Code Section 21676 (Airport Land Use Commission). Projects located within zones administered by airport land use compatibility plans must comply with project-specific conditions imposed by the Airport Land Use Commission with jurisdiction over such airports.

3.9.1.3 Regional Regulations

Southern California Association of Governments Plans. SCAG (the designated Metropolitan Planning Organization [MPO] for the Counties of Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles) is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG's main responsibilities under State and federal law are preparing the Regional Transportation Plan (RTP) and the Regional Housing Needs Assessment (RHNA). While SCAG does not have formal regulatory authority and cannot directly implement land use decisions, SCAG guides land use planning for the southern California region through intergovernmental coordination and consensus building.

Regional Comprehensive Plan (RCP). The SCAG prepared the 2008 RCP to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region in the coming years. The RCP is a major advisory plan prepared by the SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. The RCP includes nine chapters, each based on specific areas of planning or resource management. Each of the nine chapters contains goals, policies, implementation, and strategies to achieve the SCAG's overall goals of improving the standard of living for all; improving the quality of life for all; and enhancing equity and access to government. Local governments are required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of "regional significance" with the RCP.

Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The 2016–2040 RTP/SCS adopted by SCAG on April 7, 2016, analyzed the region's transportation system, future growth projections, and potential funding sources in order in order to develop a long-term framework for transportation improvements and maintenance. The RTP/SCS replaces SCAG's Compass Blueprint Growth Vision and includes policies and regulations set forth to ensure development within the SCAG regional area is within planned and forecast socioeconomic projections. As part of the RTP, SCAG developed an SCS, which was required by Senate Bill 375, the Sustainable Communities Act of 2008. The SCS is intended to combine land use and transportation planning with the overall goal of reducing greenhouse gas emissions generated by vehicle travel.

3.9.1.4 Local Regulations

Hemet General Plan. The City's General Plan outlines several General Plan programs and policies pertaining to agricultural resources throughout the City. General Plan Programs OS-3.1, OS-3.2, OS-

3.3, and OS-3.4, and Policies OS-P-12, OS-P-13, and LU-P-48 are designed to conserve agricultural lands within the City's planning area by supporting the use of conservation easements to protect agricultural uses and by creating agricultural buffer zones between various land uses.

3.9.2 Certified EIR Findings

The 1979 Certified EIR analyzed the *Southwest Area Plan* comprised of 2,694 acres within the City of Hemet and 547 acres within unincorporated Riverside County. The *Southwest Area* encompassed the 1,621-acre Page Ranch PCD SP Planning Area. The 1979 EIR found implementation of the Approved Project might result in incompatible land uses and produce conflicts in the form of varying development standards promulgated by the City and the County of Riverside. The 1979 EIR Land Use Mitigation Measure 1 required increased coordination between Riverside County, Local Agency Formation Commission (LAFCO), and the City to provide the City with the necessary planning controls to mitigate incompatible land uses and avoid conflicts in development standards.

The most recent Specific Plan Amendment (SPA) to the Page Ranch PCD SP was approved in 2009 (2008 EIR), approved by the City as part of SPA 06-004. The SPA was subject to the environmental analysis contained in the Rancho Diamante Phase II Subsequent EIR (SCH #2007091039). The project approved in 2009 was also named Rancho Diamante Phase II. The Approved Project analyzed in the 2009 covers approximately 99.4 acres of the 245.07 Modified Project acres, although the entire 245.07-acre Modified Project site is within the original Page Ranch PCD SP Planning Area.

The 2008 EIR determined development of Approved Project was contiguous to existing residential development and represented a logical extension of the existing development pattern in the area. The EIR noted the Approved Project would connect to surrounding development by a network of streets, pedestrian oriented parkways, and sidewalks. The 2008 EIR concluded the Approved Project would not divide an established community and therefore no mitigation was required.

The 2008 EIR found the Approved Project would result in an average density of 4.3 dwelling units per acre, within the 8.0 dwelling units per acre envisioned by the City's General Plan Update being considered at that time. The EIR found the Approved Project to be consistent with the General Plan Update and therefore no mitigation was required.

The 2008 EIR found the Approved Project to be consistent with key Concepts and Strategies devised to implement the overall Community Vision of the General Plan Update. The key Concepts and Strategies were identified as follows:

- The General Plan envisions creating at theme to tie together the numerous natural resources and manmade features of the Southwest Hemet area, thereby creating a "sense of place;" and
- Incorporation of open spaces into the fabric of new development.

The 2008 EIR found the Approved Project would implement these Concepts and Strategies because:

- The project is part of the Page Ranch Master Plan, which provides for comprehensive development with a "sense of place."
- Open spaces are provided in each tract either through "paseo" systems or open space areas. The total acreage for open space and paseos ranges from 38.8 acres to 43.7 acres depending on whether or not the school site is developed in TTM 35393.
- The "Paseo" system will achieve the following benefits to the community and City:
    - Create an enhanced sense of community;

- Allow for walkable and bikeable destinations;
- Reduce vehicle trips and miles traveled; and
- Provide convenience for the recreation and educational needs in close proximity to neighborhoods.

- A pedestrian bridge is proposed over Old Warren Road to link TTM 35394 with the community center in the existing Del Webb Project. In addition, pedestrian access is provided to the Del Webb Project from TTM 35392.

The 2008 EIR found the Approved Project to be within the boundaries of the MSHCP. The Approved Project's consistency with the MSHCP was analyzed in the Biological Resources chapter of the EIR. With implementation of the biological resources related mitigation measures found in the Biological Resources chapter, the 2008 EIR concluded the Approved Project would comply with all provisions of the MSHCP and would not conflict with the Plan.

3.9.3 Existing Environmental Setting

The Modified Project site is a former agricultural property that is currently uncultivated. The site is highly disturbed with weedy vegetation and has been regularly disked for the purposes of weed abatement for at least the past twenty years. Surrounding land uses consist primarily of single-family residential uses to the east, and agricultural and undeveloped land to the north, south, and west.

3.9.4 Methodology

The focus of the land use and planning analysis is on land use impacts that would result from implementation of the project. Land use conflicts are identified and evaluated based on existing land uses, land uses proposed as part of the project, land use designations, and standards and policies related to land use. Land use compatibility is based on the intensity and patterns of land uses proposed in order to determine whether the project would result in incompatible uses or impacts to sensitive receptors (e.g., residences, medical facilities, or schools).

Section 15125 (d) of the *CEQA Guidelines* requires EIRs to "discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The objective of such a discussion is to find ways to modify a project, if warranted, to eliminate any identified inconsistencies with relevant plans and policies, and thereby avoid creating an impact to the environment that consistency with the plan would otherwise mitigate. The evaluation of the potential land use impacts associated with implementation of the proposed project is based primarily on the City's General Plan, Zoning Code, and Municipal Code. Where applicable, the proposed project's consistency with SCAG's (a) Regional Comprehensive Plan; (b) Regional Transportation Plan; and (c) Sustainable Communities Strategy Plan related to the RTP also are discussed below. However, the proposed Modified Project's consistency with other regional and local plans (e.g., Air Quality Management Plan, Santa Ana Region Basin Plan, and Riverside County Master Plan of Drainage) are discussed in detail respectively in this SEIR Sections 3.4-Air Quality, 3.4-Biological Resources, and 3.8-Hydrology and Water Quality. The Modified Project's compatibility with the Hemet-Ryan Airport Land Use Compatibility Plan is presented in Section 3.7.7.5 of this SEIR.

3.9.5 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, the proposed Modified Project would have a significant impact associated with land use and planning if it would:

- Physically divide an established community;

- 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; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

3.9.6 Proposed Modified Project Design Features and Compliance Measures

The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project will amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with inclusion of 19.67 acres of Regional Commercial uses on site.

3.9.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.9.7.1 Divide Established Community

Threshold:	Would the project physically divide an established community?

Implementation of the Modified Project would revise the land use boundaries and planning areas within the Approved Project, extend Mustang Way from its current terminus at Warren Road westward and northward through the proposed Modified Project site to realigned Stetson Avenue (on the south side and parallel to the railroad tracks), delete the alignment of Warren Road through the property, reduce residential densities resulting in a corresponding reduction in the dwelling unit count from 744 to 586 units, develop 100,000 square feet of Regional Commercial uses on 19.67 acres, and construct 64.89 acres of public and private HOA parks and open space areas. The Modified Project will also construct off-site water and reclaimed water pipelines in the abutting roads, off-site drainage conveyance features, and construct the westerly half of new Warren Road south of realigned Stetson Avenue.

The 1979 Certified EIR concluded the Approved Project might result in incompatible land uses and produce conflicts in the form of varying development standards promulgated by the City and the County of Riverside. The 1979 EIR Land Use Mitigation Measure 1 required increased coordination between Riverside County, LAFCO, and the City to provide the City with the necessary planning controls to mitigate incompatible land uses and avoid conflicts in development standards. Currently, all of the planning area addressed in the 1979 Certified EIR have been annexed into the City, and 1979 EIR Land Use Mitigation Measure 1 is no longer applicable.

The 2008 EIR found development of Approved Project was contiguous to existing residential development, represented a logical extension of the existing development pattern in the area, and would connect to surrounding development by a network of multi-modal facilities (streets, pedestrian oriented parkways and sidewalks). The 2008 EIR concluded the Approved Project would not divide an established community and therefore no mitigation was required. The proposed Modified Project represents a minor change to the underlying land uses approved as part of the Page Ranch Planned Community PCD 79-93. The Modified Project is contiguous to existing residential development, represents a logical extension of the existing residential development pattern in the area, and connects to surrounding development by a network of multi-modal facilities (streets, pedestrian-oriented parkways, and sidewalks). Additionally, development of 19.67 acres of Regional Commercial uses in Planning Area XIII would facilitate pedestrian access to various retail opportunities and create a more interactive community. Therefore, the Modified Project would not divide an established community, and mitigation is not required. When compared to the Approved Project, the proposed Modified Project would have the same [**less than significant**] impacts related to physically dividing an established community.

3.9.7.2 Conflict with Plans, Policies, or Regulations

Threshold:	Would the project 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?

The 2008 EIR found the Approved Project would result in an average density of 4.3 dwelling units per acre, within the 8.0 dwelling units per acre envisioned by the City's General Plan Update being considered at that time. The EIR found the Approved Project to be consistent with the General Plan Update and therefore no mitigation was required. The proposed Modified Project would reduce the quantity of residences within the Page Ranch Planned Community PCD 79-93 SP from 744 to 586 dwelling units, add 100,000 square feet of Regional Commercial space, and construct 64.89 acres of public/private parks and open space.

The 2008 EIR found the Approved Project to be consistent with key concepts and strategies devised to implement the overall Community Vision of the General Plan Update and identified four characteristics of the Approved Project that would implement the key concepts and strategies (see Section 3.9.2). The Modified Project would also implement these concepts and strategies because:

- The Modified Project is part of the Page Ranch Master Plan, which provides for comprehensive development with a "sense of place."
- 64.89 acres of public and private HOA parks and open space areas are provided in the Modified Project.

The Modified Project does not include a pedestrian bridge over Warren Road included in the Approved Project. The pedestrian bridge was envisioned as a means to allow the age-restricted community (i.e., retired, senior-aged residents) to access the existing community center in the Del Webb Solero neighborhood across Warren Road. The Modified Project is not oriented towards age-restricted uses, and therefore the pedestrian bridge is not needed.

The Modified Project includes sidewalks along all street and roads to allow for pedestrian mobility within the neighborhood and to/from the proposed commercial at the southwest corner of Warren Road/ Stetson Road (realigned). Additionally, paseos are proposed along dispersed open space, pedestrian pathways, and drainage conveyance facilities throughout the community. A distinctive trail system also is proposed, separate from drainage facilities, within Lots LL, MM, OO, V, W, and X of Tentative Tract Map 36841 (Figure 2.6). The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site. Additionally, the proposed Modified Project would have access to a Class 2 (on road) bike lane on Warren Road.

SCAG's 2016 RTP/SCS is designed to integrate land use and transportation networks to promote sustainable development and reduce air pollution and GHG emissions. SCAG's 2016 RTP/SCS contains a number of "Performance Measures"[1] that are used to evaluate various regional land use plan alternatives, with the objective being an improvement over the No Project (i.e., no SCS) baseline. These measures are programmatic-level initiatives designed for application on a regional basis and are not necessarily applicable to individual projects such as the Proposed Modified Project. However, a general discussion of consistency with the goals of SCAG's 2016 RTP/SCS is provided in Table 3.9.A.

[1] *Performance Measures (Appendix).* 2016-2040 SCAG RTP-SCS, Table 2. Adopted April 7, 2016.

Table 3.9.A: SCAG 2016 RTP/SCS Goals

Goal	Consistency Analysis
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	*Consistent:* The proposed Modified Project would develop approximately 100,000 square feet of commercial uses in an area of the City dominated by residential uses lacking supporting retail/commercial services. (DSEIR Sections 3.3.7.1 and 3.12.8.1.)
RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.	*Consistent:* The proposed commercial land use would generally address key issues and implement policies of the 2016 RTP/SCS that reduce VMT (refer to Appendix I3) and associated air pollution emissions. This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses, which would contribute to a reduction of automobile use for local residents consistent with General Plan Policies OS-7.1 and OS-7.5. (DSEIR Sections 3.3.7.1, 3.12.8.1, and 3.15.7.1.)
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	*Consistent:* The Modified Project provides pedestrian connections to surrounding areas, internally linking all on-site uses and connecting to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site. The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to travel safety and reliability for local residents. (DSEIR Section 3.3.7.1).
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.	*Consistent:* The Modified Project proponent shall pay applicable City DIF, County TUMF fees, and fair share fees towards the construction of the future improvements in the study area. Additionally, the proposed Modified Project shall install a traffic signal and left turn lanes at all approaches at the Warren Road/Esplanade Avenue intersection (#22) in order to maintain acceptable transportation service levels. (DSEIR Section 3.15.11).
RTP/SCS G5: Maximize the productivity of our transportation system.	*Consistent:* The Modified Project proposes commercial uses in proximity to residential uses and facilitates alternative modes of transportation between such uses, which would contribute to a reduction of automobile use for local residents, diversify travel, and reduce demand on a single mode of transportation (DSEIR Section 3.3.7.1).
RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	*Consistent:* The proposed commercial land use would generally address key issues and implement policies of the 2016 RTP/SCS that reduce VMT (refer to Appendix I3) and associated air pollution emissions. This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses, which would contribute to a reduction of automobile use for local residents consistent with General Plan Policies OS-7.1 and OS-7.5. (DSEIR Sections 3.3.7.1, 3.12.8.1, and 3.15.7.1).
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	*Consistent:* The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards of the California Building Code. (DSEIR Section 3.3.6).
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.	*Consistent:* Several bus stops have been developed through the Page Ranch PCD along Mustang Way by the Riverside Transit Agency through Route 74 and Route 79 in accordance with 1979 EIR Mitigation Measure 3. The Riverside Transit Agency will continue to service these routes for the occupants of the proposed

Table 3.9.A: SCAG 2016 RTP/SCS Goals

Goal	Consistency Analysis
	Modified Project via extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue (Figure 2.5). (DSEIR Section 3.3.10.2).
RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery, planning, and coordination with other security agencies.[1]	*Not Applicable:* This goal is designed for application on a regional basis to improve the city-wide circulation system. However, implementation of the proposed Modified Project would not obstruct or preclude the intent of this goal because the Modified Project would be developed through coordination and in accordance with Hemet Fire Department standards for circulation/roadway geometry and emergency access/evacuation. (DSEIR Section 3.15.7.5)

Source: *Chapter 4: Creating a Plan for Our Future.* 2016-2040 SCAG RTP-SCS, Page 64. Adopted April 7, 2016.

[1] SCAG does not yet have an agreed-upon security performance measure.

SCAG = Southern California Association of Governments
RTP = Regional Transportation Plan
SCS = Sustainable Communities Strategy
G = Goal
VMT = Vehicle Miles Traveled

The Modified Project provides pedestrian connections to surrounding areas consistent with General Plan Policy OS-7.2. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site. The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to a reduction of automobile use for local residents consistent with General Plan Policies OS-7.1 and OS-7.5.

The proposed Modified Project site and surrounding area is residential in nature and lacks supporting retail/commercial services. The proposed Regional Commercial land use would generally address key issues and implements policies of the City General Plan and SCAG's 2016 RTP/SCS that reduce vehicle miles traveled (VMT) and associated air pollution emissions (refer to Appendix I3 and Section 3.15.7 of this SEIR). This includes developing commercial uses in proximity to residential uses and facilitating alternative modes of transportation between such uses. Therefore, the proposed Modified Project is substantively consistent with the City General Plan and SCAG's 2016 RTP/SCS. When compared to the Approved Project, the proposed Modified Project would have the same [**less than significant**] impacts related to conflicts with applicable land use plans, policies, or regulations. No mitigation is required.

3.9.7.3 Conflict Habitat Conservation Plan or Natural Community Conservation Plans

Threshold:	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The 2008 EIR found the Approved Project to be within the boundaries of the Western Riverside County MSHCP. With implementation of the biological resources related mitigation measures found in the Biological Resources chapter, the 2008 EIR concluded the Approved Project would comply with all provisions of the MSHCP and would not conflict with the Plan. The proposed Modified Project is within the boundaries of the MSHCP. The Modified Project's consistency with the MSHCP is analyzed in the biological resources chapter (3.4 Biological Resources) of this SEIR. When compared to the Approved Project, the proposed Modified Project would have the same [**less than significant with mitigation**] impacts related to conflicts with applicable habitat conservation plans or natural community conservation plans.

3.9.8 Cumulative Impacts

3.9.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The 2008 EIR found development of the Page Ranch Planned Community PCD 79-93 SP would result in suburban-type land uses. The Approved Project along with other cumulative projects would modify the character and quality of life in the project area. The City and County of Riverside are anticipating this transition, and are planning and preparing their General Plans accordingly. The anticipated level of growth is consistent with regional plans (i.e., Western Riverside Sub-regional Comprehensive Plan of the Southern California Association of Governments, SCAQMD's AQMP, Riverside County's Congestion Management Plan). The 2008 EIR found the anticipated growth would not have cumulatively considerable impacts on the environment provided the growth occurs in accordance with the General Plans for the City and the County of Riverside. No mitigation was prescribed.

The Modified Project represents a minor change to the underlying land use approvals envisioned by the City's General Plan and the Page Ranch Planned Community PCD 79-93. The changes can be characterized by a reduction in residential residences and an increase in commercial (100,000 square feet) uses. The anticipated growth associated with the Modified Project would not have cumulatively considerable impacts on the environment provided the growth occurs in accordance with the City General Plan and the Page Ranch Planned Community PCD 79-93 SP as revised by the proposed Modified Project. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [**less than significant**] cumulative impacts on the environment.

3.9.9 Level of Significance before Mitigation

Development of both the Approved Project and the proposed Modified Project would result in less than significant impacts associated with land use and planning. Impacts from the proposed Modified Project would be the same as those identified for the Approved Project (i.e., less than significant).

3.9.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

Mitigation measures identified in the 1979 Certified EIR encouraged coordination between Riverside County, LAFCO, and the City to provide the City with the necessary planning controls to mitigate incompatible land uses and avoid conflicts in development standards. However, through adoption of the *Specific Land Use Plan, Southwest Area* and associated amendments, up to and including the 2008 EIR, the City has already annexed the portions of land, and the coordination related mitigation is not required. The 2008 EIR found all Approved Project impacts associated with land use and planning to be less than significant, and no mitigation was prescribed. This SEIR has similarly found all Modified Project impacts. No mitigation measures were identified in the 2008 Certified EIR.

3.9.10.1 Land Use and Planning Mitigation for the Proposed Modified Project

Mitigation measures to reduce Modified Project impacts associated with land use and planning are not required.

3.9.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and <u>underlined text</u> is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure as follows.

As stated previously, the 1979 EIR prescribed Land Use Mitigation Measure 1 designed to encourage coordination between Riverside County, LAFCO, and the City to provide the City with the necessary

planning controls to mitigate incompatible land uses and avoid conflicts in development standards. Since that time, the City has annexed the portions of land in questions and therefore this measure is no longer required.

~~**1979 EIR Mitigation Measure:** Increased coordination between Riverside County, LAFCO, and the City of Hemet will provide tile City with necessary planning controls mitigating incompatible land uses and conflicting development standards.~~

3.9.11 Level of Significance after Mitigation

The Modified Project's impacts associated with land use and planning were determined to be less than significant and no mitigation is required. As compared to the Approved project, land use and planning impacts of the proposed Modified Project would be the same (i.e., less than significant).

In summary, no new mitigation or alternatives have been identified that would substantially or further reduce any land use and planning impacts of the Modified Project.

3.10 MINERAL RESOURCES

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts associated with mineral resources and mineral resource areas as compared to the Approved Project.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

Scoping Process/NOP Comments: Potential impacts to mineral agricultural resources were not identified during the public scoping meeting held in August 2016 for the proposed Modified Project.

The City received no comments in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to mineral resources. Furthermore, no additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to mineral resources.

3.10.1 Regulatory Setting

3.10.1.1 Federal Regulations

There are no federal regulations regarding mineral resources that are applicable to the proposed Modified Project.

3.10.1.2 State Regulations

Surface Mining and Reclamation Act (SMARA). SMARA requires classification of land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of the area. Construction aggregate resources (sand and gravel) deposits were the first commodity selected for classification by the State Mining and Geology Board. Once mapped, the State Mining and Geology Board is required to designate for future use those areas that contain aggregate deposits that are of prime importance in meeting the region's future need for construction-quality aggregates. There are three key objectives of SMARA regulations:

- Adverse environmental effects are prevented or minimized, and mined lands are reclaimed to a usable condition that is readily adaptable for alternative uses;
- The production and conservation of minerals are encouraged, while consideration is given to values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment; and
- Residual hazards to the public health and safety are eliminated.

The primary objective of the SMARA is for each jurisdiction to develop policies that will conserve important mineral resources, where feasible, that might otherwise be unavailable when needed. The SMARA requires that once policies are adopted, local agency land use decisions must be in accordance with its mineral resource management policies. These decisions must also balance the mineral value

of the resource to the market region as a whole, not just their importance to the local jurisdiction. Under SMARA, areas are categorized into four MRZs as follows:

MRZ-1 Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2a Areas where the available geologic information indicates that there are significant mineral deposits.

MRZ-2b Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.

MRZ-3a Areas where the available geologic information indicates that mineral deposits are known to exist, however, the significance of the deposit is undetermined.

MRZ-3b Areas where the available geologic information indicates that mineral deposits are inferred to exist, however, the significance of the deposit is undetermined.

MRZ-4 Areas where there is not enough information available to determine the presence or absence of mineral deposits.

3.10.1.3 Local Regulations

City of Hemet General Plan. According to the Hemet General Plan 2030, the eastern and southern portions of the City have not been studied under the SMARA Mineral Land Classification system; however, the balance of the City is classified as MRZ-3, containing sedimentary deposits with potential to supply sand and gravel for concrete and crushed stone for aggregate. Based on available data, the City does not consider these deposits of significant economic value. Nevertheless, some mineral resources in the City have the potential for local significance.

3.10.2 Certified EIR Findings

The 1979 EIR concluded the Approved Project site is classified as Mineral Resource Recovery Zone (MRZ) 4, an area where available information is inadequate for assignment to any other MRZ zone. The primary mineral resources of value to the City and region are aggregate materials used for construction. However, the Approved Project site is not suitable for aggregate mining activities due to its close proximity to homes, a school, a church, and retail uses. Since several alternative aggregate materials extraction sites are located in the region in which the Approved Project is located, the Approved Project will not result in the loss of a known mineral resource for aggregate. No impacts to mineral resources are identified for the Approved Project, and no mitigation is required.

3.10.3 Existing Environmental Setting

The 245.07-acre project site is undeveloped and highly disturbed with weedy vegetation. The project site has been regularly disked for the purposes of weed abatement for at least the past twenty years. Surrounding land uses consist primarily of agricultural and undeveloped land to the north, south, and west, with single-family residential uses to the east.

The proposed Modified Project site is generally flat and ranges in elevation from approximately 1,510 feet AMSL in the northeastern corner of the site to approximately 1,490 feet AMSL in the drainage basin located in the southwestern portion of the site. Eight exploratory borings excavated to a depth of between 15 and 50 feet below grade encountered artificial fills, topsoil, and young alluvial-valley deposits (Appendix E). The artificial fill soils were encountered where construction work has been performed on the site in the past associated with the nearby flood control channel, old Warren Road,

and the storm water basin. Older alluvium was not encountered in any of the exploratory borings, but it is expected to underlie the young alluvial-valley deposits.

According to the Hemet General Plan 2030 EIR, the SMARA Mineral Land Classification system designates the City of Hemet generally as MRZ-3, containing sedimentary deposits with potential to supply sand and gravel for concrete and crushed stone for aggregate. However, the eastern and southern portions of the City have not been studied under the SMARA Mineral Land Classification system. Historically, limestone, serpentine, and sand and gravel were mined in the Bautista Canyon, Diamond Valley, and the Salt Creek and San Jacinto Riverbeds, respectively. However, based on available data, the City does not consider these deposits of significant economic value despite some mineral resources in the City having the potential for local significance. The project site is located in the Diamond Valley region but historically has been used for agricultural activities, primarily dry farming, and no evidence of mineral resource extraction is known for the project site or immediate vicinity.

3.10.4 Methodology

This SEIR is required to analyze only changes in environmental impacts between the Approved Project and proposed Modified Project, but for purposes of providing additional information for decision-makers and the public, this section analyzes also the potential impacts of the proposed Modified Project as compared to the existing conditions.

The California Geological Survey (CGS) provides objective geologic information about California's diverse non-fuel mineral resources. Maps, reports, and other data products developed by CGS were used to locate mineral extraction areas on the project site. In addition, the City's General Plan was used to determine the location of possible mineral extraction areas on the Project site.

3.10.5 Thresholds of Significance

Appendix G of the *CEQA Guidelines* (14 CCR 15000 et seq.) provides guidance for evaluating whether a project may result in significant impacts. Based on Appendix G, the proposed project could have a significant impact on mineral resources if it would:

- 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;
- 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 plans.

3.10.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): PDFs include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to mineral resources. There are no PDFs that address impacts related to mineral resources.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements such as plans, policies, or programs applied to the project based on the basis of federal, State, or local laws currently in place which effectively reduce impacts to mineral resources. There are no PPPs that address impacts related to mineral resources.

3.10.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.10.7.1 Loss of Statewide or Regionally Important Mineral Resources

Threshold:	Would the project result in the loss of availability of a known mineral resource that

	would be of value to the region and the residents of the State?

Although the majority of the City has been classified as MRZ-3, the southern portion of the City, in which the proposed Modified Project site is located, has not been studied under the SMARA Mineral Land Classification System.[1] Therefore, the proposed Modified Project site is classified as MRZ-4, an area where available information is inadequate for assignment to any other MRZ.

Historically, the primary mineral resources of value to the City and region were aggregate materials used for construction. Serpentine was mined in Diamond Valley in the general vicinity of the proposed Modified Project site. However, the proposed Modified Project site has been used for agricultural activities, primarily dry farming, and no evidence of mineral resource extraction is known for the site or immediate vicinity. Additionally, based on available data, the City does not consider aggregate material, such as serpentine, of significant economic value despite having the potential for local significance.

The 1979 EIR concluded the Approved Project will not result in the loss of a known mineral resource for aggregate. The proposed Modified Project will not 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. **No impact** will occur, and no mitigation is required. When compared to the Approved Project, impacts associated with loss of statewide or regionally important mineral resources from the Modified Project would be the same (i.e., no impact).

3.10.7.2 Loss of Locally Important Mineral Resources

Threshold:	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plans?

Although the proposed Modified Project site has the potential to be mined for aggregate materials that could be of local economic value, the proposed Modified Project site is a relatively small site at 245.07 acres and is not compatible with the existing surrounding land uses. As detailed in Table 2.A, the General Plan designates the proposed Modified Project site for Low Density Residential (LDR) uses, and it is zoned as Page Ranch Planned Community Development. The areas directly north of the proposed Modified Project site across the railroad tracks are designated for Industrial uses, to the east and west for LDR uses, and to the south for LDR and Mixed Use uses. The zoning of properties surrounding the proposed Modified Project site include Heavy Manufacturing and Heavy Agricultural across the railroad track to the north, Page Ranch Planned Community Development to the east, Specific Plan-Low Density Residential and Specific Plan-Mixed Use to the south, and Open Space and Planned Community Development to the west. Mining would be an incompatible land use, especially with the existing residential neighborhoods to the east and proposed specific plan [residential] developments to the south, east, and west of the proposed Modified Project site.

The 1979 EIR concluded the Approved Project will not 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 plans. The proposed Modified Project will not 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 plans. **No impact** will occur, and no mitigation is required. When compared to the Approved Project, impacts associated with loss of locally important mineral resources from the Modified Project would be the same (i.e., no impact).

[1] City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report.* Page 4.6-10. January 2012.

3.10.8 Cumulative Impacts

The cumulative area for mineral resources is the City of Hemet. As population levels increase in the region, greater demand for aggregate and other mineral materials will be placed on mineral resources. Similarly, developmental pressures in areas where these materials are known or expected to occur would result in the loss of availability of these mineral resources. However, the City does not consider aggregate material of significant economic value despite having the potential for local significance, and mineral extraction from the proposed Modified Project site would not be a land use compatible with the City General Plan, Page Ranch PCD SP, or surrounding land uses, which are primarily residential in nature. Therefore, the proposed Modified Project will not have significant cumulative impacts to cultural resources and also will not make any significant contributions to cumulatively considerable impacts related to cultural resources. No additional mitigation is required.

Neither the Approved Project nor the proposed Modified Project site are identified as containing significant mineral resource extraction sites or the sites of an existing mining/mineral extraction operation. Additionally, since both the proposed Modified Project site and Approved Project site have been used historically for agricultural activities, primarily dry farming, and no evidence of mineral resource extraction is known for these sites or immediate vicinity, neither the proposed Modified Project nor the Approved Project will cumulatively decrease the local or regional availability of mineral resources. Accordingly, as compared to the Approved Project, construction and operation of the proposed Modified Project would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to cumulatively considerable impacts to mineral resources. No mitigation is required.

3.10.9 Level of Significance Before Mitigation

Neither the proposed Modified Project nor the Approved project would 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. Additionally, neither the proposed Modified Project nor the Approved Project would 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 plans. No impact will occur, and no mitigation is required. Therefore, the proposed Modified Project is concluded to have substantially the same impacts (no impact) as the Approved Project with regard to mineral resources.

3.10.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

Neither the Approved Project nor the proposed Modified Project will 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 or a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plans. No impacts to mineral resources are identified for either the Approved Project or the proposed Modified Project, and no mitigation is required.

3.10.11 Level of Significance After Mitigation

No mitigation measures are required. The analysis contained in this section of the SEIR concludes the proposed Modified Project will have no impacts related to mineral resources. This is the same conclusion reached in the Certified EIR for the Approved Project regarding impacts to mineral resources. In addition, neither the Approved Project nor the proposed Modified Project will have a cumulative impact related to mineral resources. No mitigation is required.

In summary, no new mitigation or alternatives have been identified that would substantially or further reduce any mineral resources impacts of the Modified Project.

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3.11 NOISE

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to noise as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- County of Riverside, *County of Riverside General Plan*. Revised December 8, 2015.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*. Adopted October 14, 2004.
- Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis.* City of Hemet. November 18, 2019 (Appendix H)

Scoping Process/NOP Comments: Potential impacts from noise were identified during the public scoping meeting held in August 2016 for the proposed Modified Project regarding concern for truck traffic, particularly along Warren Road.

The City received one comment letter during the public scoping meeting in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts from noise (Appendix A1). In a letter dated August 29, 2016, a local resident expressed concerns regarding an anticipated increase in traffic along Warren Road leading to an increase in noise levels in the community adjacent to the east of the Modified Project site.

No additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to noise.

3.11.1 Regulatory Setting

3.11.1.1 Federal Regulations

Noise Control Act. In 1972, Congress enacted the Noise Control Act. This act authorized the United States Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound requisite to protect the public welfare with an adequate margin of safety. These levels are separated into health (hearing loss levels) and welfare (annoyance levels). The EPA cautions that these identified levels are not standards because they do not take into account the cost or feasibility of the levels.

For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to an equivalent continuous sound level (L_{eq}) (24) of 70 A-

weighted decibels (dBA). The "(24)" signifies an L_{eq} duration of 24 hours. The EPA activity and interference guidelines are designed to ensure reliable speech communication at about five feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels are below 55 dBA and 45 dBA, respectively.

At 55 dBA day-night average noise level (L_{dn}), 95 percent sentence clarity (intelligibility) may be expected at 11 feet, and no community reaction. However, one (1) percent of the population may complain about noise at this level, and 17 percent may indicate annoyance.

Federal Interagency Committee on Noise. The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the Community Noise Equivalent Level (CNEL), the energy average equivalent level (L_{eq}), or median noise level (L_{50}) based on the notion that, in general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise would typically be judged.

3.11.1.2 State Regulations

State Noise Insulation Standards (Title 24). The California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code) establishes regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the State Noise Insulation Standard, California requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for new construction for the purpose of controlling interior noise levels resulting from exterior noise sources. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA community noise equivalent level (CNEL) in any habitable room with all doors and windows closed. In addition, the standards require preparation of an acoustical analysis near major transportation noise sources and where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL demonstrating the manner in which dwelling units have been designed to meet the interior standard.

3.11.1.3 Local Regulations

City of Hemet General Plan. The General Plan incorporates policies designed to protect noise-sensitive land uses from unacceptable noise environments. Policy PS-11.1 requires construction noise to remain within acceptable noise limits. Policy PS-11.3 requires projects in the City to evaluate potential noise conflicts and mitigate such conflicts as appropriate as a condition of approval. Policy PS-11.4 requires projects in the City to protect noise-sensitive uses from new noise sources, such as construction and traffic. Policy PS-12.1 requires that traffic-noise and land use conflicts be minimized. Policy PS-13.2 requires that noise-sensitive uses be restricted near major noise sources. Additionally, General Plan EIR Programs PS-P-27 and PS-P 29 require compliance with the City's noise standards and preparation of acoustical studies when noise standards are likely to be exceeded. Program PS-P-28 requires project design modifications to reduce noise to acceptable levels.

General Plan Policy PS-12.3 requires the City to ensure that future development in the vicinity of the Hemet-Ryan Airport is compatible with both current and projected airport noise levels based on City standards for various land uses. To ensure that residents are not exposed to excessive noise levels from the Hemet-Ryan Airport (Goal PS-4), the proposed Modified Project must demonstrate attenuation of the noise levels generated by aircraft activity in accordance with the State Noise Insulation Standards (Title 24) described above.

The City has set exterior noise limits to control community noise impacts from non-transportation noise sources (such as air conditioning units, parking lot vehicle movements, and drive-through speakerphones, etc.). Table 6.5, *Noise Level Performance Standards for Non-Transportation Noise Sources,* from the General Plan Public Safety Element identifies exterior noise level limits of 60 dBA L_{eq} and 75 dBA maximum instantaneous noise level (L_{max}) during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} and 65 dBA L_{max} during the nighttime hours (10:00 p.m. to 7:00 p.m.).

Although the *CEQA Guidelines* and the City General Plan provide direction on noise compatibility and establish standards for maximum noise levels by land use type, they do not define the levels at which increases in ambient noise levels are considered substantial.

City of Hemet General Plan Program Environmental Impact Report. The City's General Plan and Municipal Code do not identify specific vibration level standards. Therefore, vibration thresholds from the City's General Plan Program Environmental Impact Report (General Plan EIR) are used in this analysis to assess the potential vibration impacts due to construction activity at the Modified Project site. Construction-source vibration impacts would be considered potentially signficiant if vibration levels exceed the Caltrans recommended standard of 0.2 inch per second (in/sec) peak particle velocity (PPV) with respect to the prevention of structural damage for normal buildings or the Federal Transit Administration (FTA) maximum acceptable vibration standard of 80 velocity decibels (VdB) with respect to human response at nearby vibration-sensitive land uses.

City of Hemet Municipal Code. The City's Municipal Code Article II, Section 30-32 [33] permits construction activity between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. The Code permits Saturday construction between the hours of 7:00 a.m. and 6:00 p.m. and prohibits Sunday construction.

Although the City establishes limits to the hours during which construction activity may occur, it does not identify specific noise level limits for construction noise levels. Therefore, this analysis implements a construction noise level threshold of 75 dBA L_{max} based on the *Noise Level Performance Standards for Non-Transportation Noise Sources* from Table 6.5 of the City General Plan Public Safety Element.

Riverside County Airport Land Use Compatibility Plan Policy Document. The Riverside County Airport Land Use Compatibility Plan Policy Document (ALUCP) includes the policies for determining the land use compatibility of the Modified Project since it is located within 2 miles of the Hemet-Ryan Airport runway. Chapter 2, *Countywide Policies,* of the Riverside County ALUCP establishes Policy 4.1.4, which identifies the maximum CNEL considered *normally acceptable* for new residential land uses in the vicinity of an airport as 60 dBA CNEL. Policy 4.1.6 of the Riverside County ALUCP identifies an interior noise level limit of 45 dBA CNEL with windows closed for residential homes affected by aircraft-related noise.

3.11.2 Certified EIR Findings

The Certified EIR concluded short-term impacts could result from construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities for the Approved Project. Long-term impacts could be generated from railroad, airport, and traffic noise.

The 1979 EIR Mitigation Measure 1 requires compliance with the City's hours of construction specified in the Municipal Code to reduce impacts from construction noise to less than significant levels. Based on future noise contours, traffic related noise levels at several property boundaries along Stetson Avenue and New Stetson Avenue would exceed the City's 65 dBA CNEL standards, which creates a partially significant impact. However, with Mitigation Measure MM NOI-1, construction of a permanent noise attenuation barrier would reduce operational impacts from noise to less than significant levels.

Groundborne vibration would be influenced by construction activities in the short term, and by railroad, airport and traffic noise in the long term. Neither construction nor operational activities are expected to exceed the 0.3 PPV significance level for potential structural damage. Impacts from vibration were found to be less than significant. No mitigation is required.

The Certified EIR determined the Approved Project would be located within the 60 to 65 dBA CNEL contours of the Hemet-Ryan Airport, which is below the 65 dBA CNEL threshold of significance. Train operations in proximity to the Approved Project are so limited than a substantial permanent increase in ambient noise would not occur. The 1979 EIR Mitigation Measure 4 would require consideration of noise mitigation measures if train operations increase enough to create a significant adverse noise impact. The 1979 EIR determined traffic generated through implementation of the Approved Project would result in a significant increase in ambient noise due to the relatively undeveloped condition of the *Southwest Area*. The 1979 EIR Mitigation Measure 5 would require a detailed acoustical analysis for residential development located within the 60 dBA noise contour from highway noise sources. The 1979 EIR Mitigation Measure 6 would require highway noise mitigation measures such as acoustical site planning and/or the design of earthen berms or berm/wall combinations in order to reduce noise to acceptable levels (exterior- 55 dBA or less) for residential development within the *Southwest Area*. The 1979 EIR Mitigation Measure 7 would limit heavy truck traffic to the Warren Road and Stetson-Warren/Airport Road roadway segments. Nevertheless, the 1979 EIR determined traffic generated by the Approved Project would create a significant and unavoidable impact to ambient noise levels in the *Southwest Area*.

The 2008 Draft EIR concluded the Approved Project would not contribute to a substantial increase in ambient noise based on the baseline conditions as of 2008, which included substantial build-out of the *Southwest Area* since the time of the 1979 EIR. In 2008, the majority of traffic noise increases would be less than the barely perceptible increase of 3 dBA. The maximum change in noise levels would occur from Poplar Street with a 4.6 dBA increase. However, this increase in ambient noise levels would not be significant since the ambient noise conditions in this area would remain below 60 dBA CNEL upon buildout of the Approved Project. No mitigation is required.

There are several nearby sensitive residential land uses adjacent to the east of the Approved Project site. Additionally, if the project is built in phases, new residents could be exposed to construction noise levels while subsequent phases are being completed. The 1979 EIR Mitigation Measure 2 would place limits on off-site agricultural activities and require noise

attenuation equipment on agricultural machinery. Mitigation Measures MM NOI-4a and MM NOI-4b would require development of a construction mitigation plan and execution of construction activities within specified hours in accordance with the City Municipal Code to reduce construction noise to the maximum extent feasible, which would render construction noise less than significant.

The northwestern corner of TTM 35393 would fall within the 65-dBA and 60-dBA CNEL contours of the Hemet-Ryan Airport while the remainder of the Approved Project would not occur within the 65-dBA CNEL contours. The 1979 EIR Mitigation Measure 3 would require disclosure to residents within the 55 L_{dn} contour that there would be potential for occasional aircraft-related noise events. Since airport noise levels not expected to exceed 65 dBA CNEL within the Approved Project boundaries, impacts from airport noise would be less than significant. The Approved Project is not within the vicinity of a private airstrip. No mitigation is required.

With implementation of mitigation, all impacts to noise would be reduced to less than significant levels.

3.11.3 Existing Environmental Setting

The Modified Project site is located on the southwest corner of Warren Road and the future Stetson Avenue extension in the City of Hemet. State Route 79 (SR-79) is located approximately 1.75 miles west of the site, and State Route 74 (SR-74) is located roughly 1.5 miles to the north of the site. Existing residential land uses in the vicinity of the Modified Project site are located south of existing Stetson Avenue, east of Warren Road, and west of California Avenue. Agriculture land uses are located adjacent to the south of the Modified Project site. The Hemet-Ryan Airport is located approximately 0.5 mile northeast of the Modified Project site along existing Stetson Avenue. An existing Burlington Northern Santa Fe (BNSF) railroad line is located north of the Modified Project site adjacent to the future Stetson Avenue alignment.

3.11.3.1 Noise Background

Characteristics of Noise. Noise is usually defined as unwanted sound; it consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound described in terms of its loudness (amplitude) and pitch (frequency). Pitch is generally an annoyance, while loudness can affect our ability to hear.

Measurement of Noise. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on a logarithmic scale. The logarithmic scale compresses the wide range in sound levels resulting in a more usable range of sound level values (similar to the Richter scale used to measure earthquakes). To humans, a sound 10 dB higher than another is considered to be twice as loud; a sound 20 dB higher than another is considered four times as loud; etc. Typical daily sounds in the environmental range from 30 dB (very quiet) to 100 dB (very loud). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The dBA scale performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the dBA. Exhibit 2-A in Appendix H identifies examples of various noises sources and their typical dBA noise level.

Two categories of noise are measured to characterize noise conditions: single event noise and community, or cumulative, noise. Single event measurements describe the noise levels from an individual event such as a passing airplane or a heavy-duty truck. Cumulative measurements average the total noise in a community over a specific time period, which is typically 1 or 24 hours. The noise impact analysis performed for the proposed Modified Project includes assessments of both single event noise and community or cumulative, noise.

Several rating scales have been developed for measurement of community noise to account for the effects, variety, variation, and time of noise in the community. The scales are designed to account for the known health effects of noise on people. The potential for a noise to affect people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. Two of the predominant noise scales are the L_{eq} and the CNEL.

- L_{eq} is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is the "energy" average noise level during the time period of the sample. Leq can be measured for any time period, but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.[1]
- CNEL is the predominant rating scale now in use in California for land use noise compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the dBA. Time weighted refers to the inclusion of penalties for noise that occurs during certain noise-sensitive time periods. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while the nighttime period (10 p.m. to 7 a.m.) penalizes noises by 10 dBA, reflecting people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a CNEL of 60 dBA, 60 dBA CNEL, or simply 60 CNEL.

L_{max} is the highest exponential time averaged sound level that occurs during a stated time period. The noise levels discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak noise conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

There is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences

[1] L(%) is a statistical method of describing noise that accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example, since 5 minutes is 25 percent of 20 minutes, L(25) is the noise level that is equal to or exceeded for five minutes in a 20-minute measurement period. It is L(%) that is used for most Noise Ordinance standards. For example most daytime County, State, and City noise ordinances use a standard of 55 dBA for 30 minutes per hour, or an L(50) level of 55 dBA. In other words, the noise ordinance may state that no noise level should exceed 55 dBA for more than 50 percent of a given period.

with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment.

Fundamentals of Groundborne Vibration. Vibration refers to groundborne noise and perceptible motion of the earth. Similar to noise, vibration is transmitted in noise-like waves through the earth and solid objects. There are several ways to categorize vibration sources. One way is to divide vibration into natural sources (e.g., earthquakes, volcanic eruptions, sea waves, and landslides) and human sources (e.g., explosions, machinery, traffic, trains, and construction equipment). Similar to noise sources, vibration sources can also be described as continuous (e.g., operating factory machinery) or transient (e.g., explosions).

As with noise, ground vibrations can be described by amplitude and frequency. Vibration amplitude is characterized by its displacement, velocity, and acceleration. Displacement is the distance that soil particles travel from their original location as a result of vibration, as measured in inches or millimeters. The PPV is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings, but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the Root Mean Square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal, and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C in Appendix H identifies common vibration sources and the human and structural response to groundborne vibration.

3.11.3.2 Sensitive Land Uses in the Vicinity of the Modified Project

Eight sensitive receiver locations as shown on Figure 3.11.1 were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Sensitive receivers in the vicinity of the Modified Project site include the single-family residential dwellings located at receiver locations R1 to R8. The closest sensitive receiver is represented by location R6 at a distance of approximately 55 feet south of the Project site. Other sensitive land uses in the Modified Project study area that are located at greater distances than those identified in the noise analysis will experience lower noise levels than those presented in Figure 3.11.1 due to the additional attenuation from distance and the shielding of intervening structures.

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LSA

LEGEND

- Project Site Boundary
- Noise Measurement Locations
- Sensitive Receiver Locations
- 6' Existing Barrier Height (in feet)
- Existing Barriers
- Distance from Receiver to Project Site Boundary (Distance to Construction Activity)
- Temporary Construction Noise Barrier
- Construction Activity

0 500 1000
FEET

SOURCE: Google (2018); Urban Crossroads (04/2019)

I:\HET1601\Report\EIR\ModProjSensitiveNoiseRecs_MeasurementLocs.mxd (8/22/2019)

FIGURE 3.11.1

Rancho Diamanté Phase II
Subsequent Environmental Impact Report

Modified Project Sensitive Noise Receivers and Measurement Locations

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R1: Located approximately 3,542 feet northwest of the Modified Project site, R1 represents the existing residential homes north of Stetson Avenue. A 24-hour noise level measurement was taken near this location, L1, to describe the existing ambient noise environment.

R2: Location R2 represents existing single-family residential homes located approximately 1,968 feet north of the Modified Project site on Stetson Avenue.

R3: Location R3 represents the existing single-family residential home located roughly 2,126 feet north of the Modified Project Site on Stetson Avenue. A 24-hour noise level measurement was taken near this location, L2, to describe the existing ambient noise environment.

R4: Location R4 represents the single-family residential homes located approximately 292 feet east of the Modified Project site on Camino Sueno. A 24-hour noise level measurement was taken at this location, L3, to describe the existing ambient noise environment.

R5: Location R5 represents existing single-family residential homes situated approximately 81 feet east of the Modified Project site boundary on Camino Sueno.

R6: At the time of the noise analysis, receiver location R6 represented an existing noise-sensitive residential home and agricultural land use at a distance of approximately 55 feet south of the Modified Project site. However, this location may represent a vacant structure, which would not be considered a noise-sensitive land use.

R7: At a distance of 413 feet from the Modified Project site boundary, R7 represents single-family residential homes located west of the Modified Project site on California Avenue.

R8: Location R8 represents the residential home located approximately 1,447 feet west of the Modified Project site across California Avenue.

3.11.3.3 Hemet Ryan Airport

The Modified Project site located approximately 0.5 mile southwest of the Hemet-Ryan Airport outside of the Hemet-Ryan Airport 60 dBA CNEL noise level contour boundary.

3.11.3.4 Existing Traffic Noise Contours

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, since the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contribution from any surrounding stationary noise sources within the Modified Project study area. Table 3.11.A presents a summary of the unmitigated exterior traffic noise levels for the 37 study area roadway segments analyzed from the without-Modified Project existing conditions.

Table 3.11.A: Existing without Project Conditions Noise Contours

ID	Road	Segment	Adjacent Planned Land Use[1]	dBA CNEL @ Adj. Land Use	dBA CNEL 70 CL to Contour Distance (Feet)[2]	dBA CNEL 65 CL to Contour Distance (Feet)[2]	dBA CNEL 60 CL to Contour Distance (Feet)[2]
1	Winchester Rd.	s/o Florida Av.	Residential	68.3	RW	78	168
2	Winchester Rd.	n/o 9th St.	Residential	68.9	RW	85	184
3	Patterson Av.	s/o Grand Av.	Business Park	50.7	RW	RW	RW
4	California Av.	n/o Stowe Rd.	Residential	60.7	RW	RW	52
5	California Av.	s/o Stowe Rd.	Residential	50.9	RW	RW	RW
6	California Av.	n/o Simpson Rd.	Residential	41.2	RW	RW	RW
7	California Av.	s/o Simpson Rd.	Residential	41.2	RW	RW	RW
8	Warren Rd.	s/o Esplanade Av.	Residential	69.3	RW	135	291
9	Warren Rd.	n/o Devonshire Av.	Residential	69.3	RW	135	291
10	Warren Rd.	n/o Florida Av.	Mixed Use	68.1	RW	112	242
11	Warren Rd.	s/o Florida Av.	Mixed Use	70.0	70	151	325
12	Warren Rd.	n/o Whittier Av.	Mixed Use	69.5	RW	140	301
13	Warren Rd.	s/o Whittier Av.	Industrial	69.5	RW	139	299
14	Warren Rd.	s/o Stetson Av. (N.)	Industrial	68.0	RW	111	239
15	Warren Rd.	s/o Mustang Wy.	Residential	66.7	RW	91	195
16	Warren Rd.	s/o Simpson Rd.	Residential	65.4	RW	75	161
17	Sanderson Av.	s/o Florida Av.	Commercial	66.7	RW	70	150
18	Sanderson Av.	n/o Stetson Av.	Commercial	70.9	62	133	287
19	Florida Av.	w/o Winchester Rd.	Residential	69.8	RW	159	343
20	Florida Av.	e/o Warren Rd.	Mixed Use	69.5	RW	139	299
21	Stowe Rd.	w/o California Av.	Residential	60.6	RW	RW	51
22	Grand Av.	e/o Patterson Av.	Residential	44.4	RW	RW	RW
23	Grand Av.	w/o Calvert Av.	Residential	44.4	RW	RW	RW
24	Grand Av.	e/o Calvert Av.	Business Park	44.4	RW	RW	RW
25	Stetson Av. (S.)	e/o SR-79 SB Ramps	Mixed Use	46.9	RW	RW	RW

Table 3.11.A: Existing without Project Conditions Noise Contours

ID	Road	Segment	Adjacent Planned Land Use[1]	dBA CNEL @ Adj. Land Use	dBA CNEL 70 CL to Contour Distance (Feet)[2]	dBA CNEL 65 CL to Contour Distance (Feet)[2]	dBA CNEL 60 CL to Contour Distance (Feet)[2]
26	Stetson Av. (S.)	e/o SR-79 NB Ramps	Mixed Use	46.9	RW	RW	RW
27	Stetson Av. (S.)	w/o California Av.	Residential	46.9	RW	RW	RW
28	Stetson Av. (S.)	e/o California Av.	Residential	46.9	RW	RW	RW
29	Stetson Av. (S.)	w/o Warren Rd.	Residential	46.9	RW	RW	RW
30	Stetson Av. (S.)	e/o Warren Rd.	Residential	46.9	RW	RW	RW
31	Stetson Av. (S.)	e/o Fisher St.	Residential	46.9	RW	RW	RW
32	Stetson Av.	e/o New Stetson Av.	Business Park	46.9	RW	RW	RW
33	Stetson Av.	e/o Cawston Av.	Airport	67.3	RW	100	215
34	Stetson Av.	e/o Sanderson Av.	Residential	70.0	70	150	324
35	9th St.	w/o Winchester Rd.	Residential	51.6	RW	RW	RW
36	9th St.	e/o Winchester Rd.	Residential	39.6	RW	RW	RW
37	Simpson Rd.	e/o Warren Rd.	Residential	66.7	RW	91	195

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis*. Table 7-1. City of Hemet. November 18, 2019.

[1] Source: City of Hemet General Plan Land Use Element, Figure 2.1.

[2] "RW" = Location of the respective noise contour falls within the right-of-way of the road. "n/a" = Roadway segment does not exist under the given traffic scenario.

3.11.3.5 Railroad Operations

The rail activities at the BNSF rail lines north of the Modified Project site currently include up to two freight trains per day based on the U.S. Department of Transportation Crossing Inventory Form number 027366S at Warren Road. An extension of the Metrolink 91 Line in the City of Perris is proposed to extend to the rail lines north of the Modified Project site.

3.11.3.6 Exiting Ambient Noise Levels

Five 24-hour noise level measurements were taken at select measurement locations (L1 through L5) in the Modified Project vicinity (Figure 3.11.1). The measurement locations were selected to describe and document the existing noise environment within the Modified Project study area. The noise measurements presented below focus on the average or L_{eq}, which represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 3.11.B identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) L_{eq} and CNEL noise levels at each noise level measurement location.

Table 3.11.B: 24-Hour Ambient Noise Level Measurements

Location[1]	Distance To Project Boundary (Feet)	Description	Energy Average Hourly Noise Level (dBA L_{eq})[2]		CNEL
			Daytime	Nighttime	
L1	3,630'	Located northwest of the Project site at the intersection of Stetson Avenue and California Avenue, south of existing residential homes.	58.5	53.4	61.3
L2	2,215'	Located north of the Project site on Stetson Avenue, west of the Hemet- Ryan Airport runway and east of existing residential homes.	60.6	56.8	64.3
L3	285'	Located east of the Project site across Warren Road adjacent to an existing 6-foot high barrier for residential homes.	59.3	57.0	64.1
L4	60'	Located east of the Project site across Warren Road, north of existing agricultural land uses.	68.7	66.0	73.2
L5	1,120'	Located southwest of the Project site near existing residential homes on California Avenue.	53.6	50.2	57.6

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis*. Table 5-1. City of Hemet. November 18, 2019.

[1] See Figure 3.11.1 for the noise level measurement locations.

[2] Energy (logarithmic) average hourly levels. The long-term 24-hour measurement worksheets are included in Appendix H.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

3.11.4 Methodology

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. To present the potential worst-case noise conditions, this analysis assumes the Modified Project commercial site would be operational 24 hours per day, seven days per week. The on-site Modified Project-related noise sources are expected to include: rooftop air conditioning units, parking lot vehicle movements, and drive-through speakerphones.

The evaluation of noise impacts associated with the proposed Modified Project includes the following:

- Determination of the short-term construction noise impacts on off-site noise-sensitive uses;
- Determination of the long-term noise impacts, including vehicular traffic and stationary noise sources, on-site and off-site noise-sensitive uses; and
- Determination of the required mitigation measures to reduce short-term construction and long-term noise impacts from all sources.

The guidelines included in the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (1977; FHWA RD-77-108) were used to evaluate roadway traffic-related noise conditions along roadway segments in the project vicinity. The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. Soft site conditions, which account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation, were used to analyze the on-site and off-site traffic noise impacts for the Modified Project study area. To assess the off-site transportation CNEL noise level impacts noise contours were developed based on the *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis* (Appendix I1) and *Supplemental Assessment* (Appendix I2). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

The estimated railroad noise impacts from the BNSF rail lines north of the Modified Project site are calculated using the FTA General Transit Noise Assessment Model. The FTA Model calculates the predicted noise level based on the type of train, distance to receiver, number of trains per hour, speed, number of cars per train, and type of railroad tracks. The future rail volumes are based on a doubling of the existing freight train volumes from the U.S. Department of Transportation Crossing Inventory and observations made during the noise level measurements. The Metrolink extension volumes are estimated based on the similar Riverside Line commuter train volume of 12 trains per day, and the speed of each train is based on the Southern California Regional Rail Authority *Metrolink Fact Sheet* for Quarter 3 of 2015. The future noise conditions at the residential land use within the Modified Project site are based on the estimated future rail volumes for the freight and Metrolink rail activities.

For noise-sensitive receivers, this analysis utilizes the ambient noise guidance developed by FICON as follows: If the ambient noise environment is quiet (<60 dBA CNEL) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria is exceeded. Therefore, for this analysis, FICON identifies a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. Per FICON, in areas where the without-Modified Project noise levels range from 60 to 65 dBA CNEL, a 3 dBA *barely perceptible* noise level increase is considered a significant impact. When the without project noise levels already exceed 65 dBA CNEL, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

For non-noise-sensitive receivers, the General Plan Public Safety Element exterior noise level standard of 70 dBA CNEL is used. When the without-Modified Project noise levels at the non-noise-sensitive land uses are below the 70 dBA CNEL standard, a *readily perceptible* 5 dBA or greater noise level increase is considered a significant impact. When the without-Modified Project noise levels are greater than the 70 dBA CNEL standard, a *barely perceptible* 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria are already exceeded.

For vibration levels expressed in velocity, the human body responds to the average vibration amplitude often described as the root-mean-square (RMS).[2] As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to reduce the range of numbers used to describe human response to vibration. The City General

[2] The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a one-second period.

Plan and Municipal Code do not identify specific vibration level standards. Therefore, the County of Riverside vibration perception threshold of 0.01 in/sec in RMS velocity levels shall be used to assess the potential impacts due to Modified Project construction and operation at nearby sensitive receiver locations.

3.11.5 Thresholds of Significance

The City has not established local CEQA significance thresholds; therefore, this SEIR incorporates the noise questions included in the Certified EIR in accordance with Appendix G ("CEQA Checklist") of the State *CEQA Guidelines*. Per the Certified EIR, a significant impact from noise would occur if the project was determined to:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- Generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Based on applicable regulatory standards described in Section 3.11.1, noise impacts shall be considered significant if any of the following occur as a result of the proposed Modified Project.

3.11.5.1 Construction Noise Significance Criteria

- If Modified Project-related construction activities:
  - Occur anytime other than between the permitted hours of Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturdays between 7:00 a.m. to 6:00 p.m.; no activity allowed on Sundays (City of Hemet Municipal Code, Section 67-10); or
  - Generate noise levels which exceed the maximum noise level threshold for non-transportation noise sources of 75 dBA L_{max} at the nearby sensitive receiver locations (City of Hemet General Plan Public Safety Element, Table 6.5).

3.11.5.2 Operational Noise Significance Criteria

- If Modified Project-related operational (stationary-source) noise levels exceed the exterior 60 dBA L_{eq} and 75 dBA L_{max} daytime or 45 dBA L_{eq} and 65 dBA L_{max} nighttime noise level standards at sensitive residential land uses in the City of Hemet (City of Hemet General Plan Public Safety Element, Table 6.5); or
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Modified Project site:

- Are less than 60 dBA L_{eq} and the Modified Project creates a readily perceptible 5 dBA L_{eq} or greater Modified project-related noise level increase; or
- Range from 60 to 65 dBA L_{eq} and the Modified Project creates a barely perceptible 3 dBA L_{eq} or greater project-related noise level increase; or
- Already exceed 65 dBA, L_{eq} and the Modified Project creates a community noise level impact of greater than 1.5 dBA L_{eq} (FICON).

3.11.5.3 Off-Site Traffic Noise Significance Criteria

- When the noise levels at existing and future noise-sensitive land uses (e.g., residential):
  - Are less than 60 dBA CNEL and the Modified Project creates a readily perceptible 5 dBA CNEL or greater project-related noise level increase; or
  - Range from 60 to 65 dBA CNEL and the Modified Project creates a barely perceptible 3 dBA CNEL or greater project-related noise level increase; or
  - Already exceed 65 dBA CNEL, and the Modified Project creates a community noise level impact of greater than 1.5 dBA CNEL (FICON).
- When the noise levels at existing and future non-noise-sensitive land uses (e.g., commercial):
  - Are less than 70 dBA CNEL and the Modified Project creates a readily perceptible 5 dBA CNEL or greater Modified Project-related noise level increase; or
  - Are greater than 70 dBA CNEL and the Modified Project creates a barely perceptible 3 dBA CNEL or greater Modified Project-related noise level increase (City of Hemet General Plan Public Safety Element, Table 6.4).

3.11.5.4 On-Site Traffic Noise Significance Criteria

- If the on-site exterior noise levels exceed 65 dBA CNEL and the interior noise levels exceed 45 dBA CNEL at the residential uses located within the Modified Project site (City of Hemet General Plan Public Safety Element, Table 6.4).

3.11.5.5 Vibration Significance Criteria

- If short-term Modified Project-generated construction vibration levels exceed the City of Hemet General Plan EIR acceptable vibration standard of 80 VdB for human annoyance; or
- If short-term Modified Project-generated construction vibration levels exceed the City of Hemet General Plan EIR acceptable vibration standard of 0.2 in/sec PPV for building damage.

3.11.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts from noise.

PDF 3.11-1 Planned 6-foot-high noise barriers shall be constructed for the outdoor living areas (backyards) of lots 303 to 305, 306, 315, 316, 322, 362, 363, 371 to 379, 393, 394, 398 to 402, 412, 414 to 422 adjacent to Stetson Avenue, and

lots 1 to 17, 512, 519, 520, 522, 540, 541, 574, 585, 586 adjacent to Warren Road. The planned noise barriers shall be constructed so that the top of each wall and/or berm combination extends to the planned height above the pad elevation of the lot it is shielding. When the road is elevated above the pad elevation, the barrier shall extend to the planned height above the highest point between the residential home and the road. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The noise barriers shall be constructed using any combination of the following materials:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot;
- Glass (¼-inch-thick), or other transparent material with sufficient weight per square foot; or
- Earthen berm.

The barriers shall consist of a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) must be filled with grout or caulking.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from noise.

PPP 3.11-1 All habitable structures shall be designed and constructed in accordance with Part 2 (California Building Code) of Title 24 (Building Standards Administrative Code) of the California Code of Regulations. Pursuant to the State Noise Insulation Standard, all habitable structures must incorporate windows, walls, doors, and floor-ceiling assemblies that block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA community noise equivalent level (CNEL) in any habitable room with all doors and windows closed.

PPP 3.11-2 Pursuant to City Municipal Code Article II, Section 30-32 [33], noise-generating construction activities shall only occur between the permitted hours on Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m., with no activity allowed on Sundays.

3.11.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.11.7.1 Noise Levels in Excess of Standards

Threshold:	Would the proposed project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Certified EIR concluded short-term impacts could result from construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities for the Approved Project. Long-term impacts could be generated from railroad, airport, and traffic noise.

The 1979 EIR Mitigation Measure 1 requires compliance with the City's hours of construction specified in the Municipal Code to reduce impacts from construction noise to less than significant levels. Based on future noise contours, traffic related noise levels at several property boundaries along Stetson Avenue and New Stetson Avenue would exceed the City's 65 dBA CNEL standards, which creates a partially significant impact. However, with Mitigation Measure MM NOI-1, construction of a permanent noise attenuation barrier would reduce operational impacts from noise to less than significant levels.

Construction Noise. Construction of the proposed Modified Project would generate short-term, generally intermittent noise that would cease once each construction phase is completed. As indicated in Table 3.11.C, the highest construction noise levels will occur when construction activities occur at the edge of the Modified Project site and are expected to range between 48.5 and 76.5 dBA L_{max} at the sensitive receiver locations identified in Figure 3.11.1 and represent worst-case construction noise levels, by stage, during both Phases 1 and 2.

Table 3.11.C: Unmitigated Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Phase Hourly Noise Level (dBA L_{max})				
	Grading	Building Construction	Architectural Coating	Paving	Peak Activity[2]
R1	48.5	35.3	35.3	42.2	48.5
R2	53.9	40.7	40.7	47.6	53.9
R3	53.3	40.1	40.1	47.0	53.3
R4	72.5	59.3	59.3	66.2	72.5
R5	68.2	55.0	55.0	61.9	68.2
R6	76.5	63.3	63.3	70.3	76.5
R7	66.0	52.8	52.8	59.7	66.0
R8	56.2	43.0	43.0	49.9	56.2

Source: Urban Crossroads. Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis. Tables 11-2 through 11-5. City of Hemet. November 18, 2019.

[1] Noise receiver locations are shown on Figure 3.11.1.

[2] Estimated construction noise levels during peak operating conditions.

In accordance with PPP 3.11-2, construction will occur within specified daytime hours. However, the anticipated construction noise levels would exceed the City's General Plan Public Safety Element performance standard for non-transportation noise sources of 75 dBA L_{max} during the daytime hours of 7:00 a.m. to 10:00 p.m. at sensitive noise receiver R6. This would be a **significant impact**, and Mitigation Measures 3.11.10.1 through 3.11.10.5 are required to construct a temporary noise barrier at the construction boundaries near receiver location R6 and attenuate construction noise where Modified Project construction noise levels could potentially exceed the noise level thresholds. It should be noted that Mitigation Measure 3.11.10.1 would be required only if sensitive noise receiver R6 is an occupied structure during construction.

Table 3.11.D details the mitigated construction noise at the sensitive receiver locations identified in Figure 3.11.1 and indicates that with implementation of Mitigation Measures 3.11.10.1 through 3.11.10.5, the proposed Modified Project would not exceed noise level

standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Construction noise impacts from the Modified Project would be less than significant with implementation of mitigation. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation] impacts related to construction noise.

Table 3.11.D: Mitigated Construction Equipment Noise Level Summary

Receiver Location [1]	Construction Noise Levels (dBA L_{max})			With Temporary Noise Barriers (dBA L_{max})		
	Peak Activity [2]	Threshold [3]	Threshold Exceeded? [4]	Attenuation	Construction Noise Levels[5]	Threshold Exceeded? [4]
R1	48.5	75	No	—	—	No
R2	53.9	75	No	—	—	No
R3	53.3	75	No	—	—	No
R4	72.5	75	No	—	—	No
R5	68.2	75	No	—	—	No
R6	76.5	75	Yes	-4.9	71.6	No
R7	66.0	75	No	—	—	No
R8	56.2	75	No	—	—	No

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis*. Table 11-8. City of Hemet. November 18, 2019.

1 Noise receiver locations are shown on Figure 3.11.1.
2 Estimated construction noise levels during peak operating conditions, as shown in Table 3.11.C, above.
3 Construction noise standards as shown on Table 3-1 of Appendix H
4 Do the estimated Project construction noise levels meet the construction noise level thresholds?
5 Peak construction noise levels with the minimum 6-foot high temporary construction noise barrier as shown on Figure 3.11.1. Temporary barrier attenuation calculations are provided in Appendix 11.2 of Appendix H of this SEIR.

Operational Noise. Operation of the proposed Modified Project would generate permanent noise from on-site stationary equipment, as well as off-site and on-site mobile sources (i.e. vehicle travel). Stationary sources of noise anticipated for the Modified Project are roof-top air conditioning units, parking lot vehicle movements, and drive-through speakerphones as a result of the proposed commercial uses in Planning Area XIII.

Reference measurements of stationary sources of noise from an air conditioning unit on the roof of a Santee Walmart, a parking lot at a Laguna Niguel Walmart, and from a drive-through speaker (including vehicle activity noise) at a Panera Bread restaurant in Brea are utilized for this analysis (Table 3.11.E). Figure 3.11.2 portrays the anticipated stationary noise source locations from the proposed Modified Project's commercial uses in Planning Area XIII.

Using the reference noise levels, Table 3.11.F identifies the estimated Modified Project operational stationary-source noise levels at each of the sensitive receiver locations and assume noise attenuation from the continued presence of a barrier wall along the east side of Warren Road, as depicted in Figure 3.11.2.[3]

[3] Sensitive noise receiver R6 is not shown in Table 3.11.F because the distance of R6 in relation to the proposed commercial uses (approximately 3,500 feet) and the residential structures proposed between them are expected to attenuate stationary noise to levels not discernable.



LSA

LEGEND

- Sensitive Receiver Locations
- 6' Barrier Height (in feet)
- Existing Barrier
- Roof-Top Air Conditioning Unit
- Drive-Thru Speakerphone
- Parking Lot Vehicle Movements
- Distance from receiver to center of noise source (in feet)

N

FIGURE 3.11.2

Rancho Diamante Phase II
Subsequent Environmental Impact Report

Commercial Operational Noise Sources

SOURCE: Urban Crossroads

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Table 3.11.E: Reference Noise Level Summary

Noise Source	Duration (hh:mm:ss)	Ref. Dist. (Feet)	Noise Source Height (Feet)	Hourly Activity (Min.)[3]	Noise Level (dBA L_{eq})	
					@ Ref. Distance	@ 50 Feet
Roof-Top Air Conditioning Units[1]	96:00:00	5	25'	39	77.2	57.2
Parking Lot Vehicle Movements[2]	01:00:00	5	5'	60	60.1	45.1
Drive-Through Speakerphone[3]	02:00:00	1'	3'	60	62.0	51.5

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis*. Table 10-1. City of Hemet. November 18, 2019.

1 As measured by Urban Crossroads, Inc. on 7/27/2015 at the Santee Walmart located at 170 Town Center Parkway.

2 As measured by Urban Crossroads, Inc. on 5/30/2012 at the Laguna Niguel Walmart located at 27470 Alicia Parkway.

3 Duration (minutes within the hour) of noise activity during peak hourly conditions.

Table 3.11.F: Project-Only Operational Noise Levels

Receiver Location[1]	Noise Source[2]	Project Operational Noise Levels (dBA)[3]	
		L_{eq} (Energy Avg.)	L_{max} (Anytime)
R1	Roof-Top Air Conditioning Units	6.1	7.1
	Parking Lot Vehicle Movements	5.7	25.1
	Drive-Through Speakerphone	2.4	6.8
	Combined Noise Level:	**9.8**	**25.2**
R2	Roof-Top Air Conditioning Units	12.4	13.4
	Parking Lot Vehicle Movements	10.4	29.8
	Drive-Through Speakerphone	8.7	13.1
	Combined Noise Level:	**15.5**	**30.0**
R3	Roof-Top Air Conditioning Units	12.3	13.3
	Parking Lot Vehicle Movements	10.3	29.7
	Drive-Through Speakerphone	8.5	12.9
	Combined Noise Level:	**15.4**	**29.9**
R4	Roof-Top Air Conditioning Units	32.5	33.5
	Parking Lot Vehicle Movements	27.3	46.7
	Drive-Through Speakerphone	28.3	32.7
	Combined Noise Level:	**34.8**	**47.1**
R5	Roof-Top Air Conditioning Units	29.5	30.5

Table 3.11.F: Project-Only Operational Noise Levels

Receiver Location[1]	Noise Source[2]	Project Operational Noise Levels (dBA)[3]	
		L_{eq} (Energy Avg.)	L_{max} (Anytime)
	Parking Lot Vehicle Movements	24.1	43.5
	Drive-Through Speakerphone	25.4	29.8
	Combined Noise Level:	**31.7**	**43.9**

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis.* Table 10-2. City of Hemet. November 18, 2019.
1 See Figure 3.11.1 for the receiver and noise source locations.
2 Reference noise sources as shown on Table 3.11.E, above.
3 Operational noise level calculations are provided in Appendix 10.1 of Appendix H.

When the reference noise levels are combined, Modified Project operational noise levels at the nearby sensitive receiver locations are shown to range from 9.8 to 34.8 dBA L_{eq} and 25.2 to 47.1 dBA L_{max} (Table 3.11.G), which would not exceed the City's daytime 60 dBA L_{eq} and 75 dBA L_{max}, and nighttime 45 dBA L_{eq} and 65 dBA L_{max} exterior noise level standards. Therefore, operational noise from the Modified Project's stationary sources would be **less than significant**. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to operational noise.

Table 3.11.G: Operational Noise Level Compliance

Receiver Location[1]	Noise Level at Receiver Locations (dBA)[2]		Thresholds				Threshold Exceeded?[3]	
			Daytime		Nighttime			
	L_{eq} (E. Avg.)	L_{max} (Anytime)	L_{eq} (E. Avg.)	L_{max} (Anytime)	L_{eq} (E. Avg.)	L_{max} (Anytime)	Daytime	Nighttime
R1	9.8	25.2	60	75	45	65	No	No
R2	15.5	30.0	60	75	45	65	No	No
R3	15.4	29.9	60	75	45	65	No	No
R4	34.8	47.1	60	75	45	65	No	No
R4	31.7	43.9	60	75	45	65	No	No

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis*. Table 10-3. City of Hemet. November 18, 2019.
1 See Figure 3.11.2 for the receiver and noise source locations.
2 Estimated Project operational noise levels as shown on Table 3.11.F, above.
3 Do the estimated Project operational noise levels meet the operational noise level standards? "E. Avg." = logarithmic (energy) average;
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Off-Site Traffic Noise. To quantify the Modified Project's operational traffic noise impacts on the surrounding areas, the changes in traffic noise levels on 37 roadway segments surrounding the Modified Project were calculated using the FHWA Highway Traffic Noise Prediction Model (1977; FHWA RD-77-108). The analysis incorporates roadway traffic-related noise conditions along roadway segments in the project vicinity based on the changes in the average daily traffic volumes from baseline (existing without Modified Project) conditions, as indicated in previously referenced Table 3.11.A, to existing baseline (with Modified Project) conditions, Year 2024 (with Modified Project Phase 1), Year 2026 (with Modified Project Buildout), and Horizon Year 2040 conditions.

Existing baseline (with Modified Project Phase 1) traffic conditions and associated noise levels are detailed in Table 7-10 in Appendix H. As indicated in Table 7-10, the proposed Modified Project is expected to generate an exterior noise level increase of up to 1.3 dBA CNEL, which is below the significance thresholds identified in Section 3.11.5.3 of this SEIR. Therefore, the Phase 1 Project-related off-site traffic noise level increases would be **less than significant** for Existing with Project Phase 1 conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to Phase 1 off-site traffic noise.

Existing baseline (with Modified Project Buildout) traffic conditions and associated noise levels are detailed in Table 7-11 in Appendix H. As indicated in Table 7-11, the proposed Modified Project is expected to generate an exterior noise level increase of up to 3 dBA CNEL, which is below the significance thresholds identified in Section 3.11.5.3 of this SEIR. Therefore, the project buildout-related off-site traffic noise level increases would be **less than significant** for Existing with Project Buildout conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to project buildout off-site traffic noise.

Year 2024 (with Modified Project Phase 1) traffic conditions and associated noise levels are detailed in Table 7-12 in Appendix H. As indicated in Table 7-12, the proposed Modified Project is expected to generate an exterior noise level increase of up to 1.3 dBA CNEL, which is below the significance thresholds identified in Section 3.11.5.3 of this SEIR. Therefore, the Year 2024 Phase 1 Project-related off-site traffic noise level increases would be **less than significant** for year 2024 conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same (less than significant) impacts related to near-term Phase 1 off-site traffic noise.

Year 2026 (with Modified Project Buildout) traffic conditions and associated noise levels are detailed in Table 7-13 in Appendix H. As indicated in 7-13, the proposed Modified Project is expected to generate an exterior noise level increase of up to 1.7 dBA CNEL, which is below the significance thresholds identified in Section 3.11.5.3 of this SEIR. Therefore, the Year 2026 Project Buildout-related off-site traffic noise level increases would be **less than significant** for year 2026 conditions. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same (less than significant) impacts related to near-term project buildout off-site traffic noise.

Year 2040 (horizon year with Modified Project Buildout) traffic conditions and associated noise levels are detailed in Table 7-14 in Appendix H. As indicated in Table 7-14, the proposed Modified Project is expected to generate an exterior noise level increase of up to 0.5 dBA CNEL, which is below the significance thresholds identified in Section 3.11.5.3 of this SEIR. Therefore, the Year 2040 Horizon Year Project Buildout-related off-site traffic noise level increases would be **less than significant** for year 2040 conditions. No mitigation is required. When compared to the Approved Project that required sound attenuate in the future year scenario, the proposed Modified Project would have reduced (less than significant) impacts related to long-term off-site traffic noise.

On-Site Traffic Noise. It is expected that the primary sources of traffic noise impacts to the Modified Project site will be traffic noise from Stetson Avenue, Warren Road, and Mustang Way. Additional potential on-site noise impacts are expected from the BNSF rail lines currently used for freight north of the Modified Project site. Additionally, an extension of the Metrolink 91 Line in the City of Perris is proposed to extend to the rail lines north of the Modified Project site. Meanwhile, noise from the Modified Project's internal streets is not expected to make a

significant contribution to the noise environment due to the distance, topography, and low traffic volume/speed along the internal roadways.

Using the FHWA Highway Traffic Noise Prediction Model (1977; FHWA RD-77-108) to evaluate roadway traffic-related noise conditions along 37 roadway segments in the project vicinity, the expected future exterior noise levels for the single-family residential lots and commercial uses were calculated. Table 8-1 in Appendix H details the future exterior noise levels in the outdoor living areas (backyards) of lots facing Stetson Avenue, Warren Road, and Mustang Way and indicates that these lots will experience unmitigated exterior noise levels ranging from 59.9 to 68.5 dBA CNEL. The future unmitigated exterior noise levels approaching 68.5 dBA CNEL will satisfy the City's 70 dBA CNEL exterior noise level standard for commercial uses. Additionally, the proposed Modified Project shall incorporate a planned 6-foot-high noise barrier as specified in PDF 3.11-1, which would reduce future exterior noise levels to between 58.0 to 64.8 dBA CNEL in accordance with the City's 65 dBA CNEL exterior noise level standards for residential development (Table 8-1 in Appendix H and Figure 3.11.3). Therefore, no mitigation would be required.

To ensure that the interior noise levels comply with the City's 45 dBA CNEL interior noise standards, future noise levels were calculated at the first and second floor on-site building façades. The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. Based on the EPA's Protective Noise Levels,[4] standard construction materials (with a combination of walls, doors, and windows with a Sound Transmission Class [STC]-24 to STC-28) would provide approximately 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA with windows open.

Tables 8-2 and 8-3 in Appendix H detail the exterior noise levels at the first and second floor building façades of the residential homes adjacent to Stetson Avenue, Warren Road, and Mustang Way. Based on the interior noise analysis, all lots adjacent to Stetson Avenue, Warren Road, and Mustang Way will require a windows closed condition and a means of mechanical ventilation (e.g., air conditioning).

As indicated in Tables 8-2 and 8-3 (Appendix H), future unmitigated noise levels would range from 58.4 to 64.4 dBA CNEL at the first-floor building façade, and from 59 to 67.9 dBA CNEL at the second-floor building façade. This analysis indicates that the City's 45 dBA CNEL interior noise level standards can be satisfied using standard first floor windows with a minimum STC rating of 27 in accordance with the State Noise Insulation Standard detailed in PPP 3.11-1 (refer to Figure 3.11.3). To ensure implementation of the State Noise Insulation Standard and mitigate against potential noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, Mitigation Measure 3.11.10.6 is required. With implementation of PDF 3.11-1 and Mitigation Measure 3.11.10.6, on-site traffic noise impacts to Modified Project commercial and residential uses would be reduced to less than significant levels.

[4] *Protective Noise Levels, Condensed Version of EPA Levels Document*. Page 11. United States Environmental Protection Agency November, 1978.

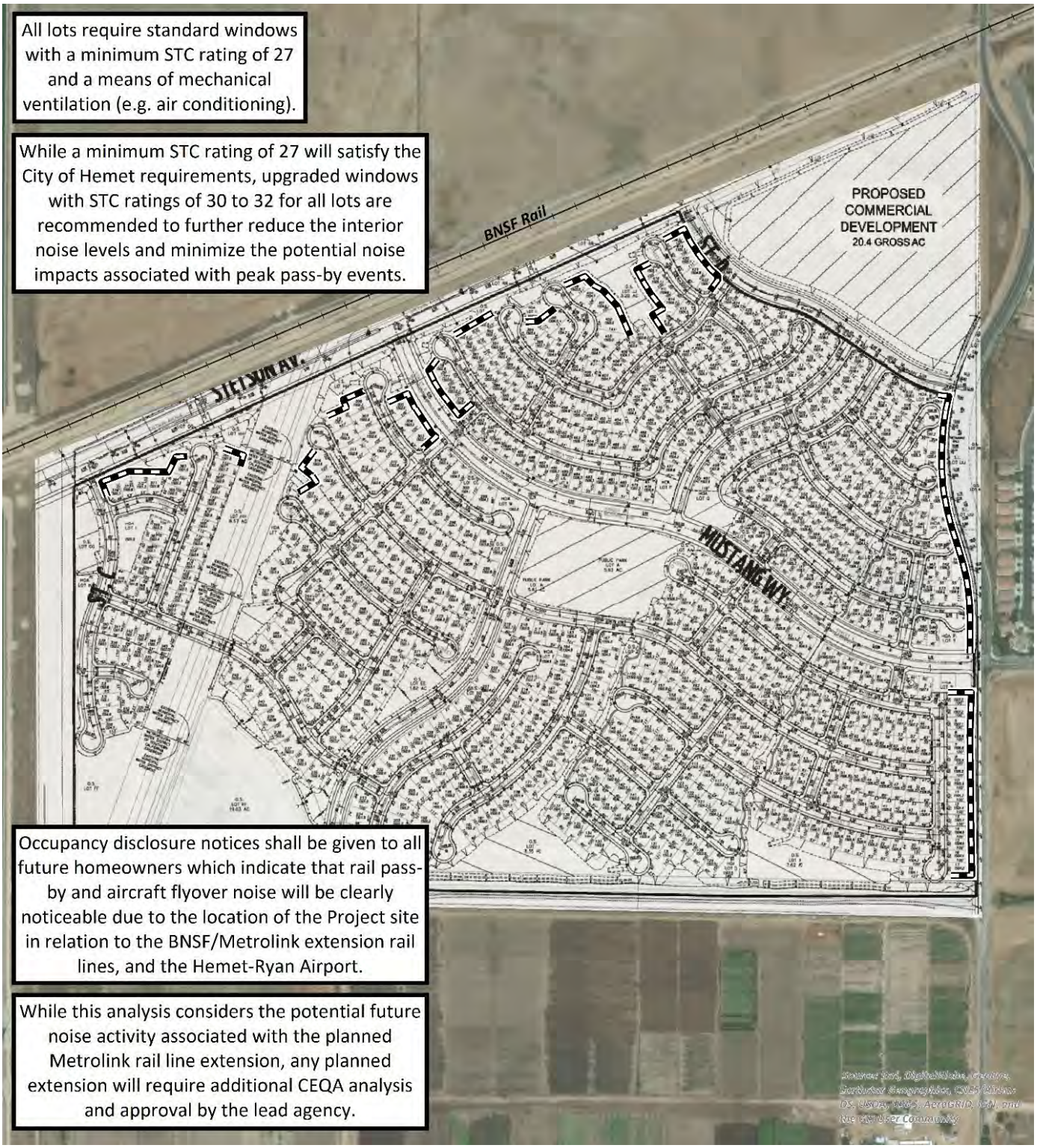

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FIGURE 3.11.3

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6' Planned Barrier Height (in feet) — Planned 6-Foot High Noise Barrier

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Rancho Diamante Phase II
Subsequent Environmental Impact Report

Summary of On-Site Noise Mitigation

SOURCE: Urban Crossroads

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Railroad Noise. Railroad noise at the nearest on-site sensitive noise receivers is calculated using the FTA Model detailed in Section 3.11.4. Table 3.11.H outlines the results of the FTA model for railroad noise and indicates the single-family residential homes closest to the BNSF rail lines will experience unmitigated average daily noise levels approaching 51.7 dBA CNEL due to freight and future Metrolink commuter rail activities.

Table 3.11.H: Exterior On-Site Noise Levels (CNEL)

Lot Number	Railroad	Unmitigated Noise Level (dBA CNEL)	
		Individual	Combined
374	BNSF Diesel Locomotives	51.4	51.7
	Future Metrolink Extension	40.2	

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis*. Table 8-4. City of Hemet. November 18, 2019.

The average daily railroad noise analysis indicates that no exterior rail noise mitigation is required to satisfy the City's 65 dBA CNEL residential use and 70 dBA CNEL commercial use exterior noise level standards. Additionally, the unmitigated 51.7 dBA CNEL railroad noise is not expected to exceed the City's 45 dBA CNEL residential use interior noise level based on standard construction materials identified by the EPA in the EPA's Protective Noise Levels.[5] Furthermore, any planned extension of Metrolink rail service would require project-specific CEQA analysis and approval by the appropriate lead and responsible agencies.

Although the average daily railroad noise activities are not expected to exceed the City's exterior and interior noise standards for residential and commercial uses, peak rail pass-by events may negatively affect the nearby residential homes. The City's General Plan EIR indicates that the noise sources associated with the BNSF rail line pass-by events include warning horns/wayside horns, at-grade crossing bells, and locomotive engine and rail car noise. Accordingly, occupancy disclosure notices shall be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise (refer to Figure 3.11.3). The occupancy disclosures shall indicate there could be a clearly noticeable rail pass-by and aircraft flyover noise due to the location of the Modified Project site in relation to the BNSF/Metrolink extension rail lines and the Hemet-Ryan Airport, as specified in Mitigation Measure 3.11.10.7. With implementation of PDF 3.11-1, which requires the installation of 6-foot-high noise barriers, and Mitigation Measures 3.11.10.6 and 3.11.10.7, railroad noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels.**Impact Conclusion.** With implementation of Mitigation Measures 3.11.10.1 through 3.11.10.5, construction of the proposed Modified Project would not exceed noise level standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Operational noise from Modified Project stationary sources would be less than significant, and no mitigation is required. Additionally, operational noise from Modified Project vehicle traffic would be less than significant to off-site sensitive noise receivers, and no mitigation is required. To ensure implementation of the State Noise Insulation Standard and mitigate against potential on-site noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, Mitigation Measure 3.11.10.6 is required. With implementation of PDF 3.11-1 and Mitigation Measure 3.11.10.6, on-site traffic noise impacts to Modified Project commercial and residential uses would be

[5] *Protective Noise Levels, Condensed Version of EPA Levels Document*. Page 11. United States Environmental Protection Agency November, 1978.

reduced to less than significant levels (refer to Figure 3.11.3). Finally, occupancy disclosure notices shall be required for all future homeowners in accordance with Mitigation Measure 3.11.10.7 to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. With implementation of PDF 3.11-1 and Mitigation Measures 3.11.10.1 through 3.11.10.7, noise levels from construction and operation of the proposed Modified Project would not exceed standards established in the local general plan or noise ordinance, or applicable standards of other agencies. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant with mitigation) impacts from construction and operational noise.

3.11.7.2 Excessive Groundborne Vibration

Threshold:	Would the proposed project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

The Certified EIR concluded groundborne vibration would be influenced by construction activities in the short term, and by railroad, airport and traffic noise in the long term. Neither construction nor operational activities are expected to exceed the 0.3 PPV significance level for potential structural damage. Impacts from vibration were found to be less than significant. No mitigation is required.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment) and occasional trucks hauling building materials on rough roads. With the exception of old buildings built prior to the 1950s, potential structural damage from heavy construction activities rarely occurs. Additionally, when roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible. The City General Plan and Municipal Code do not identify specific vibration level standards. Therefore, the City General Plan EIR vibration standard of 80 VdB for human annoyance and 0.2 in/sec PPV for building damage would be applicable.

Table 11-9 in Appendix H presents the expected Modified Project related vibration levels compared to the human annoyance threshold at each of the sensitive receiver locations identified in Figure 3.11.1 using the construction vibration assessment methodology published by the FTA.[6] Table 11-9 (refer to Appendix H) indicates construction vibration velocity levels are expected to approach a maximum of 66.0 VdB at a distance of 125 feet from the Modified Project site. Based on the City of Hemet General Plan EIR vibration threshold of 80 VdB, the proposed Modified Project construction activities will not include or require equipment, facilities, or activities that would exceed the human annoyance vibration threshold.

Table 11-10 in Appendix H presents the expected Modified Project-related vibration levels compared to the building damage threshold at each of the sensitive receiver locations identified in Figure 3.11.1 using the construction vibration assessment methodology published by the FTA. Table 11-9 (refer to Appendix H) indicates construction vibration velocity levels are expected to approach a maximum of 0.01 in/sec PPV at a distance of 125 feet from the Modified Project site. Based on the City of Hemet General Plan EIR vibration threshold of 0.2 in/sec PPV, the proposed Modified Project construction activities will not include or require equipment, facilities, or activities that would exceed the human annoyance vibration threshold.

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6 *Transit Noise and Vibration Impact Assessment*. Federal Transit Administration. May 2006.

Construction-related vibration impacts are considered **less than significant.** No mitigation is required.

The FTA *Transit Noise and Vibration Impact Assessment* contains reference vibration levels for rapid transit and light rail systems, which can generate 85 VdB at a distance of 50 feet. The 85 VdB reference vibration level at 50 feet results in a PPV vibration level of roughly 0.018 in/sec at 50 feet from the source. The distance to the closest residential lot from the BNSF rail line is approximately 279 feet. Based on FTA guidance,[7] reference vibration level at the nearest residential lot would range from 60 VdB for rapid transit or light rail to 72 VdB for locomotive powered passenger or freight rail. Therefore, vibration from railroad activities would not exceed the City of Hemet General Plan EIR vibration level threshold of 80 Vdb, and the proposed Modified Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels during operation. Impacts would be **less than significant**, and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from construction and operational vibration.

3.11.7.3 Permanent Increase in Ambient Noise Levels

Threshold:	Would the proposed project generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The Certified EIR determined the Approved Project would occur within the 60 to 65 dBA CNEL contours of the Hemet-Ryan Airport (Figure 3.11.4), which is below the 65 dBA CNEL threshold of significance. Train operations in proximity to the Approved Project are so limited than a substantial permanent increase in ambient noise would not occur. The 1979 EIR Mitigation Measure 4 would require consideration of noise mitigation measures if train operations increase enough to create a significant adverse noise impact. The 1979 EIR determined traffic generated through implementation of the Approved Project would result in a significant increase in ambient noise due to the relatively undeveloped condition of the *Southwest Area*. The 1979 EIR Mitigation Measure 5 would require a detailed acoustical analysis for residential development located within the 60 dBA noise contour from highway noise sources. The 1979 EIR Mitigation Measure 6 would require highway noise mitigation measures such as acoustical site planning and/or the design of earthen berms or berm/wall combinations in order to reduce noise to acceptable levels (exterior- 55 dBA or less) for residential development within the *Southwest Area*. The 1979 EIR Mitigation Measure 7 would limit heavy truck traffic to the Warren Road and Stetson-Warren/Airport Road roadway segments. Nevertheless, the 1979 EIR determined traffic generated by the Approved Project would create a significant and unavoidable impact to ambient noise levels in the *Southwest Area.*

The 2008 Draft EIR concluded the Approved Project would not contribute to a substantial increase in ambient noise based on the baseline conditions as of 2008, which included substantial buildout of the *Southwest Area* since the time of the 1979 EIR. In 2008, the majority of traffic noise increases would be less than the barely perceptible increase of 3 dBA. The maximum change in noise levels would occur along Poplar Street with a 4.6 dBA increase.

[7] *Ibid.* Table 10-1.

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Source: County of Riverside Hemet-Ryan Airport Master Plan Environmental Impact Report, Figure 4.6.2.

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FIGURE 3.11.4

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Unmitigated 60 dBA CNEL Noise Level Contour Boundary

Unmitigated 65 dBA CNEL Noise Level Contour Boundary

Project Site Boundaries

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Rancho Diamante Phase II
Subsequent Environmental Impact Report

Hemet-Ryan Airport Noise Level Contour Boundaries

SOURCE: Urban Crossroads

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However, this increase in ambient noise levels would be less than significant since the ambient noise conditions in this area would remain below 60 dBA CNEL upon buildout of the Approved Project. No mitigation is required. Operation of the proposed Modified Project would generate a permanent noise increase from on-site stationary equipment, as well as off-site and on-site mobile sources (i.e., vehicle travel).**Stationary Noise.** To describe the Modified Project operational noise level contributions from stationary sources, the Modified Project operational noise levels identified in Table 3.11.G are combined with the existing ambient noise level measurements identified in Table 3.11.B for the nearby sensitive receiver locations depicted in Figure 3.11.1 potentially impacted by Modified Project operational noise sources. Noise levels that would be experienced at sensitive receiver locations when Modified Project-source noise is added to the ambient conditions are presented in Table 3.11.I for the daytime and nighttime hours.

As indicated in Table 3.11.I, the Modified Project will not generate a daytime or nighttime operational noise level increase from stationary sources in excess of the criteria established by FICON at any of the nearby sensitive receiver locations. Therefore, permanent increases in ambient noise levels from Modified Project operational stationary sources would be **less than significant**. No mitigation is required.

Table 3.11.I: Project Noise Level Contributions during Daytime and Nighttime

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Contribution[6]	Threshold Exceeded?[7]
Project Daytime Noise Level Contributions						
R1	9.8	L1	58.5	58.5	0.0	No
R2	15.5	L2	60.6	60.6	0.0	No
R3	15.4	L2	60.6	60.6	0.0	No
R4	34.8	L3	59.3	59.3	0.0	No
R5	31.7	L3	59.3	59.3	0.0	No
Project Nighttime Noise Level Contributions						
R1	9.8	L1	53.4	53.4	0.0	No
R2	15.5	L2	56.8	56.8	0.0	No
R3	15.4	L2	56.8	56.8	0.0	No
R4	34.8	L3	57.0	57.0	0.0	No
R5	31.7	L3	57.0	57.0	0.0	No

Source: Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Noise Impact Analysis*. Tables 10-4 and 10-5. City of Hemet. November 18, 2019.

1 See Figure 3.11.1 for the sensitive receiver locations.
2 Total Project operational noise levels as shown in Table 3.11.G, above.
3 Ambient noise level measurement locations as shown on Exhibit 5-A as measured by Urban Crossroads, Inc.
4 Observed nighttime ambient noise levels as shown in Table 3.11.B.
5 Represents the combined ambient conditions plus the Project activities.
6 The noise level increase expected with the addition of the proposed Project activities.
7 FICON criteria described in Section 4 of Appendix H.

Off-Site Traffic Noise. As detailed in Section 3.11.7.1, the additional roadway traffic anticipated from Phase 1 and from buildout (Phase 1 and Phase 2) of the proposed Modified Project would generate an increase of between 0.5 dBA CNEL and 3 dBA CNEL along the 37 study area roadway segments. This increase in ambient noise is too low to be substantially

discernable to adjacent off-site land uses. Therefore, permanent increases in off-site ambient noise levels from Modified Project vehicle traffic sources would be less than significant. No mitigation is required.

On-Site Traffic Noise. As detailed in Section 3.11.7.1, the proposed Modified Project will incorporate a planned 6-foot-high noise barrier as specified in PDF 3.11-1, which will reduce future exterior noise levels to between 58.0 to 64.8 dBA CNEL in accordance with the City's 65 dBA CNEL exterior noise level standards for residential development. Future unmitigated noise levels would range from 58.4 to 64.4 dBA CNEL at the first-floor building façade, and from 59 to 67.9 dBA CNEL at the second-floor building façade. This analysis indicates that the City's 45 dBA CNEL interior noise level standards can be satisfied using standard first floor windows with a minimum STC rating of 27 in accordance with the State Noise Insulation Standard detailed in PPP 3.11-1. To ensure implementation of the State Noise Insulation Standard and mitigate against potential noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, Mitigation Measure 3.11.10.6 is required. With implementation of PDF 3.11-1 and Mitigation Measure 3.11.10.6, on-site traffic noise impacts to Modified Project commercial and residential uses would be reduced to less than significant levels.

Railroad Noise. The average daily railroad noise analysis indicates that no exterior rail noise mitigation is required to satisfy the City's 65 dBA CNEL residential use and 70 dBA CNEL commercial use exterior noise level standards. Additionally, the unmitigated 51.7 dBA CNEL railroad noise is not expected to exceed the City's 45 dBA CNEL residential use interior noise level based on standard construction materials identified by the EPA in the EPA's Protective Noise Levels.[8] Occupancy disclosure notices will be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. The occupancy disclosures will indicate there could be a clearly noticeable rail pass-by and aircraft flyover noise due to the location of the Modified Project site in relation to the BNSF/Metrolink extension rail lines and the Hemet-Ryan Airport, as specified in Mitigation Measure 3.11.10.7 (refer to Figure 3.11.3). With implementation of PDF 3.11-1 and Mitigation Measures 3.11.10.6 and 3.11.10.7, railroad noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels.

Impact Conclusion. As indicated in Table 3.11.I, the Modified Project will not generate a daytime or nighttime operational noise level increase from stationary sources in excess of the criteria established by FICON at any of the nearby sensitive receiver locations. The analysis in Section 3.11.7.1 indicates that the additional roadway traffic anticipated from Phase 1 and from buildout (Phase 1 and Phase 2) of the proposed Modified Project would generate an increase of between 0.5 dBA CNEL and 3 dBA CNEL along the 37 study area roadway segments. This increase in ambient noise is too low to be substantially discernable to adjacent off-site land uses. Therefore, permanent increases in off-site ambient noise levels from Modified Project vehicle traffic sources would be **less than significant**. To ensure implementation of the State Noise Insulation Standard and mitigate against potential noise impacts associated with peak pass-by events, for example, from freight trucks or railroad operations, PDF 3.11-1 and Mitigation Measure 3.11.10.6 will reduce on-site traffic noise impacts to Modified Project commercial and residential uses to less than significant levels (refer to Figure 3.11.3). Finally, occupancy disclosure notices as specified in Mitigation Measure 3.11.10.7 shall be required for all future homeowners to ensure that residents of the

[8] *Protective Noise Levels, Condensed Version of EPA Levels Document*. Page 11. United States Environmental Protection Agency November, 1978.

Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. With implementation of PDF 3.11-1 and Mitigation Measures 3.11.10.6 and 3.11.10.7, railroad noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., **less than significant with mitigation**) impacts from permanent increases in ambient noise levels.

3.11.7.4 Temporary Increase in Ambient Noise Levels

Threshold:	Would the proposed project generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The Certified EIR determined there are several nearby sensitive residential land uses adjacent to the east of the Approved Project site. Additionally, if the project is built in phases, new residents could be exposed to construction noise levels while subsequent phases are being completed. The 1979 EIR Mitigation Measure 2 would place limits on off-site agricultural activities and require noise attenuation equipment on agricultural machinery. Mitigation Measures MM NOI-4a and MM NOI-4b would require development of a construction mitigation plan and execution of construction activities within specified hours in accordance with the City Municipal Code to reduce construction noise to the maximum extent feasible, which would render construction noise less than significant.

Construction of the proposed Modified Project would generate short-term, generally intermittent noise that would cease once each construction phase is completed. As indicated in previously referenced Table 3.11.C, the highest construction noise levels will occur when construction activities occur at the edge of the Modified Project site and are expected to range between 48.5 and 76.5 dBA L_{max} at the sensitive receiver locations identified in Figure 3.11.1 and represent worst-case construction noise levels, by stage, during both Phases 1 and 2.

The Modified Project construction noise identified in Table 3.11.C represents a short-term increase in ambient noise levels in the vicinity of the Modified Project site. Based on the five phases of Modified Project construction, construction activities are expected to create temporary and intermittent high-level noise at receivers surrounding the Modified Project site when certain activities occur near the property line, and mitigation is required.

In accordance with PPP 3.11-2, construction will occur within specified daytime hours. Mitigation Measures 3.11.10.1 through 3.11.10.5 will ensure a temporary noise barrier is erected at the construction boundaries near receiver location R6 and will attenuate construction noise where Modified Project construction noise levels could potentially exceed the City's 75 dBA L_{max} during the daytime hours of 7:00 a.m. to 10:00 p.m. performance standard for non-transportation noise sources. It should be noted that Mitigation Measure 3.11.10.1 would be required only if sensitive noise receiver R6 is an occupied structure during construction.

Previously referenced Table 3.11.D details the mitigated construction noise at the sensitive receiver locations identified in Figure 3.11.1 and indicates that temporary increases in ambient noise levels from Modified Project construction would be less than significant with implementation of Mitigation Measures 3.11.10.1 through 3.11.10.5. It should also be noted that the Modified Project has no jurisdiction over the nature and frequency of agricultural uses that may occur in the vicinity. As indicated in previously referenced Table 3.11.B, ambient noise levels for the nearby sensitive receiver locations depicted in Figure 3.11.1 incorporate

the adjacent agricultural land uses in the noise measurements. Therefore, when compared to the Approved Project, for which mitigation was prescribed to attenuate construction noise as well as noise from adjacent agricultural uses, the proposed Modified Project would have similar (i.e., **less than significant with mitigation**) impacts from any temporary increases in ambient noise with implementation of PPP 3.11-2 and Mitigation Measures 3.11.10.1 through 3.11.10.5.

Finally, occupancy disclosure notices will be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise (refer to Figure 3.11.3). The occupancy disclosures will indicate there could be a clearly noticeable rail pass-by and aircraft flyover noise due to the location of the Modified Project site in relation to the BNSF/Metrolink extension rail lines, and the Hemet-Ryan Airport, as specified in Mitigation Measure 3.11.10.7. With implementation of PDF 3.11-1 and Mitigation Measures 3.11.10.6 and 3.11.10.7, railroad noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels.

When compared to the Approved Project, the proposed Modified Project would have similar (i.e., **less than significant with mitigation**) impacts from temporary increases in ambient noise levels.

3.11.7.5 Public Airport Noise Levels

Threshold:	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?

The Certified EIR determined the northwestern corner of TTM 35393 would fall within the 65-dBA and 60-dBA CNEL contours of the Hemet-Ryan Airport while the remainder of the Approved Project would not occur within the 65-dBA CNEL contours (Figure 3.11.4). The 1979 EIR Mitigation Measure 3 would require disclosure to residents within the 55 L_{dn} contour that there would be potential for occasional firebombing aircraft related noise events. Since airport noise levels not expected to exceed 65 dBA CNEL within the Approved Project boundaries, impacts from airport noise would be less than significant.

The Modified Project site located approximately 0.5 mile southwest of the Hemet-Ryan Airport. Future 2031 Airport Noise Contours published in the *Hemet-Ryan Airport Master Plan Environmental Impact Report* are provided in Figure 3.11.4. The Modified Project site is located outside of the Hemet-Ryan Airport 60 dBA CNEL noise level contour boundary. According to Policy 4.1.4 of the Riverside County ALUCP new residential land uses outside the 60 dBA CNEL contour are normally acceptable. Additionally, Policy 4.1.6 of the Riverside County ALUCP identifies an interior noise level limit of 45 dBA CNEL with windows closed for residential homes affected by aircraft-related noise. Based on Policy 4.1.4 and Table 2B of the Riverside County ALUCP, the Project is considered normally acceptable, and slight interference with outdoor activities may occur, but conventional construction methods will eliminate most noise intrusions upon indoor activities.

Based on the EPA's Protective Noise Levels,[9] standard construction materials (with a combination of walls, doors, and windows with a Sound Transmission Class [STC]-24 to STC-28) would provide approximately 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA with windows open. To ensure implementation of the State Noise Insulation Standard and mitigate against potential noise impacts associated with peak pass-by events, for example, from airport operations, Mitigation Measure 3.11.10.6 is required (refer to Figure 3.11.3). Additionally, occupancy disclosure notices will be required for all future homeowners to ensure that residents of the Modified Project site understand the potential for short-term noise events from rail pass-by and aircraft flyover noise. The occupancy disclosures will indicate there could be a clearly noticeable rail pass-by and aircraft flyover noise due to the location of the Modified Project site in relation to the BNSF/Metrolink extension rail lines and the Hemet-Ryan Airport, as specified in Mitigation Measure 3.11.10.7. With implementation of PDF 3.11-1 and Mitigation Measures 3.11.10.6 and 3.11.10.7, airport noise impacts to on-site Modified Project commercial and residential uses would be reduced to less than significant levels. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., **less than significant with mitigation**) impacts from airport noise levels.

3.11.7.6 Private Airport Noise Levels

Threshold:	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?

The Certified EIR concluded the Approved Project is not within the vicinity of a private airstrip. No mitigation is required.

The proposed Modified Project is located approximately 4,500 feet (0.85 mile) north of the Hemet Model Masters-Simpson Field, a recreational airstrip for flying radio-controlled fixed wing and multi-rotor drone aircraft. Due to the substantial distance and scale of model aeronautics occurring at this facility, implementation of the proposed Modified project is not expected to expose people residing or working in the project area to excessive noise levels, particularly in comparison to the distance of the project site to Hemet-Ryan Airport. No impact would occur, and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar [no] impacts from private airstrip noise levels.

3.11.8 Cumulative Impacts

3.11.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The Certified EIR concluded although construction activities of the various development projects would cause temporary impacts on the ambient noise environment, which is relatively quiet, construction impacts would not contribute to any cumulative noise impacts. The major cumulative noise impacts in the area would result from increased traffic volumes affecting existing surrounding dwelling units and increasing noise levels beyond local standards. Stetson Avenue between Warren Road and Sanderson Avenue, and Warren Road between Simpson Road and Stetson Avenue are predicted to have future noise levels with the proposed project in excess of the City's 65 dBA CNEL standard, but the Approved Project is not expected to contribute a cumulative noise increase to these roadways above the barely

[9] *Protective Noise Levels, Condensed Version of EPA Levels Document*. Page 11. United States Environmental Protection Agency November, 1978.

discernable level of 3 dBA. Project-specific mitigation requiring noise attenuating walls and the relatively large setbacks from impacted roadways along the proposed project boundaries is expected to maintain the City's 65 dBA standard within the yards of residential properties. Therefore, the Approved Project would not make a significant contribution to cumulatively considerable noise impacts. No additional mitigation is required.

Noise by definition is a localized phenomenon that drastically reduces in magnitude as the distance from the noise source increases. Therefore, the cumulative "universe" for noise effects is the immediate vicinity of the Modified Project site where there are sensitive land uses that could be affected by noise from construction and operation. Consequently, only planned projects in the immediate vicinity of the proposed Modified Project are likely to contribute to cumulative noise effects. Based on the analysis presented in Section 3.11.7, all construction and operational noise effects could be reduced to less than significant levels with the implementation of PDFs, PPPs, and Mitigation Measures. Additionally, the analysis in Section 3.11.7.1 indicates the additional roadway traffic anticipated from Phase 1 and from buildout (Phase 1 and Phase 2) of the proposed Modified Project would generate an increase of between 0.5 dBA CNEL and 3 dba CNEL along the 37 study area roadway segments. This increase in ambient noise would be barely discernable to adjacent off-site land uses from existing baseline conditions. Therefore, the proposed Modified Project would not contribute to a cumulative considerable increase in noise when considered in the context of reasonably foreseeable current and future projects. No additional mitigation is required.

3.11.9 Level of Significance Before Mitigation

Development of both the Approved Project and the proposed Modified Project could expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, although neither project would have the potential to generate excessive vibration levels that could significantly affect persons or structures. Construction and operation of both the Approved Project and the proposed Modified Project would increase construction activity and vehicle trips in the Project vicinity, which would increase ambient noise levels. Additionally, proximity to the Hemet-Ryan Airport for both the Approved Project and the proposed Modified Project could expose persons in the area to excessive noise levels.

3.11.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.11.10.1 Mitigation for the Proposed Modified Project

The following mitigation is required to reduce impacts from noise generated through construction and operation of the proposed Modified Project.

MM 3.11.10.1 Prior to approval of grading plans and/or issuance of building permits, construction plans shall include a note indicating that noise-generating Modified Project construction activities shall only occur between the permitted hours on Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays. The Modified Project construction supervisor shall ensure compliance with the note, and the City shall conduct periodic inspection at its discretion. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.2 If receiver location R6 is an inhabited noise-sensitive residential home at the time of Modified Project construction, the installation of a temporary noise control barrier, as shown in Figure 3.11.1, at the Modified Project site boundaries when construction activities occur within 140 feet is required. The noise control barrier must present a solid face from top to bottom and be a minimum height of 6 feet.

- The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, *Noise Barrier Design Handbook*). The noise barrier may be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts.
- The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.3 During all Modified Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.4 During all Modified Project site construction, the construction contractor shall locate equipment staging in areas that will create the greatest distance (i.e., at the center) between construction-related noise sources and noise-sensitive receivers nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.5 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays). The Project Applicant shall prepare a haul route exhibit to design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.6 Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures:

- Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC

ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events.

- Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the Countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

MM 3.11.10.7 Prior to the issuance of occupancy permits, the Project Applicant shall provide the City of Hemet a copy of a *Railroad and Airport Proximity Disclosure* that will be presented to prospective buyers of real estate within the Modified Project site. The *Railroad and Airport Proximity Disclosure* shall convey information to prospective buyers about railroad- and airport-associated annoyances or inconveniences such as noise and/or vibration.

The *Airport Proximity Disclosure* shall:

1. Contain the following language dictated by State law in conjunction with real estate transfer:

   "NOTICE OF RAILROAD AND AIRPORT IN VICINITY: This property is presently located in the vicinity of a railroad and airport, and within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to railroad and airport operations (for example: noise and/or vibration). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what railroad and airport

annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

2. Include signs declaring the *NOTICE OF RAILROAD AND AIRPORT IN VICINITY* and a map of the Airport Influence Area to be prominently posted in the real estate sales office and/or other key locations at the project site.

This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

3.11.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and <u>underlined text</u> is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

Every noise mitigation measure presented in the 1979 EIR and in the 2008 Draft EIR for the Approved Project is discussed below. This SEIR concludes the intent of Mitigation Measures 1 through 7 of the 1979 EIR and Mitigation Measures MM NOI-1, MM NOI-4a, and MM NOI-4 b of the 2008 Draft EIR is applicable to the proposed Modified Project, but the Certified EIR mitigation measures are redundant with PDFs 3.11-1, PPPs 3.11-1 and 3.11-2, and proposed Mitigation Measures 3.11.10.1 through 3.11.10.7. Therefore, all of the Certified EIR Mitigation Measures are replaced with PDFs 3.11-1, PPPs 3.11-1 and 3.11-2, and proposed Mitigation Measures 3.11.10.1 through 3.11.10.7, which are designed in accordance with current regulatory standards and reflect site-specific conditions in relation to noise sensitive receptors proximal to the Modified Project site.

The 1979 EIR Mitigation Measure 1 is replaced with PPP 3.11-2 and Mitigation Measure 3.11.10.1, which require compliance with the City Construction Ordnance but in accordance with current regulatory standards.

~~**1979 EIR Mitigation Measure 1:** Grading and construction activities should not be permitted between the hours of 7 PM and 7 AM, and on Saturday, Sunday, and legal holidays.~~

The Modified Project has no jurisdiction over the nature and frequency of agricultural uses that may occur in the vicinity. Additionally, ambient noise levels incorporate the adjacent agricultural land uses in the noise measurements (Table 3.11.B). The intent of 1979 EIR Mitigation Measure 2 is incorporated in PPP 3.11-2 and Mitigation Measures 3.11.10.1 through 3.11.10.5 and therefore removed from this SEIR.

~~**1979 EIR Mitigation Measure 2:** Agricultural property owners within or adjacent to the Southwest Area should limit agricultural operations as much as possible during late evening and early morning hours. Farming equipment which must be operated during the noise sensitive hours should be equipped with adequate and well maintained exhaust mufflers.~~

The 1979 EIR Mitigation Measure 3 is replaced with Mitigation Measure 3.11.10.7, also which requires real estate disclosures but in accordance with current regulatory standards.

~~**1979 EIR Mitigation Measure 3:** Future residents of the Southwest Area who will be purchasing homes in the area near the 55 L_{dn} contour~~

~~should be informed through the Real Estate "white paper", as notice concerning occasional fire bombing aircraft related noise events.~~

The analysis in Sections 3.11.7.1, 3.11.7.3, and 3.11.7.4 demonstrate noise impacts from existing railroad operations and anticipated Metrolink operations would be reduced to less than significant levels with implementation of PDF 3.11-1 and Mitigation Measures 3.11.10.6 and 3.11.10.7. Furthermore, any planned extension of Metrolink rail service would require project-specific CEQA analysis and approval by the appropriate lead and responsible agencies. Therefore, 1979 EIR Mitigation Measure 4 is removed from this SEIR.

~~**1979 EIR Mitigation Measure 4:** If train operations increase enough to create a significant adverse noise impact, noise mitigation measures should be considered. Land uses such as residences and school would not be suitable for development at locations immediately adjacent to the rail road right-of-way. Residences which would be located in the general vicinity of the railroad should be screened from railroad noise sources by solid sound barriers such as earthen berms or earthen berm/walls. Project design should stress the orientation of structures away from the railroad including windows and other openings.~~

The Modified Project- and site-specific *Noise Impact Analysis* (Appendix H) and analysis in Sections 3.11.7.1, and 3.11.7.3 demonstrate the indoor environment will maintain a 45 dBA with implementation of PPP 3.11-1 and Mitigation Measure 3.11.10.6. Therefore, 1979 EIR Mitigation Measure 5 is removed from this SEIR.

~~**1979 EIR Mitigation Measure 5:** A detailed acoustical analysis will be required for residential development located within the 60 dBA noise contour from highway noise sources. The analysis is required in order to prove that the indoor environment will be reduced to a level of 45 dBA or less.~~

PDF 3.11-1 proposes noise barriers specifically positioned to attenuate noise found to be excessive on the Modified Project site and therefore replaces 1979 EIR Mitigation Measure 6 in this SEIR.

~~**1979 EIR Mitigation Measure 6:** Highway noise mitigation measures such as acoustical site planning and/or the design of earthen berms or berm/wall combinations will be necessary in order to reduce noise to acceptable levels (exterior 55 dBA or less) for residential development within the Southwest Area.~~

1979 EIR Mitigation Measure 7 is replaced with Mitigation Measure 3.11.10.5, which is designed specifically for the proposed Modified Project in accordance with current regulatory standards.

~~**1979 EIR Mitigation Measure 7:** Heavy trucks (3 axles or more) are a major source of highway noise. Therefore, limit heavy truck traffic to the following roadway segments (within or adjacent to the Southwest Area):~~

~~- Warren~~

~~- Stetson-Warren/Airport Road~~

~~The mitigation of highway noise outside the Southwest Area may only be practical or economically viable for new rather than existing noise sensitive land uses.~~

The 2008 Draft EIR's Mitigation Measure MM NOI-1 is replaced with PDF 3.11-1, which proposes noise barriers specifically positioned to attenuate noise found to be excessive on the Modified Project site.

~~2008 Mitigation Measure MM NOI-1:~~ ~~The project applicant shall construct a noise barrier, likely in the form of a sound attenuation wall, per recommendations made in the Final Noise Study prepared by Urban Crossroads. The wall will be a minimum height and design to attenuate noise levels below City of Hemet standards and should be constructed in the vicinity of the residential receptors where City of Hemet noise level standards may be exceeded.~~

The intent of 2008 Draft EIR's Mitigation Measure MM NOI-4a is incorporated into PPP 3.11-2 and Mitigation Measures 3.11.10.1 through 3.11.10.5, which propose various construction noise attenuating measures tailored specifically to the Modified Project site and its proximity to sensitive noise receivers. Therefore, Draft EIR Mitigation Measure MM NOI-4a is replaced with PPP 3.11-2 and Mitigation Measures 3.11.10.1 through 3.11.10.5.

~~2008 Mitigation Measure MM NOI-4a:~~ ~~At the time of grading permit application is submitted, the project applicant shall submit a construction noise mitigation plan to the City of Hemet for review and approval. The plan shall depict the location of construction equipment and describe how noise would be mitigated through methods such as, but not limited to, locating stationary noise-generating equipment, as far as possible from nearby noise-sensitive receptors. Where practicable, noise-generating equipment will be shielded from nearby noise-sensitive receptors by noise-attenuating buffers such as structures or haul tracks trailers. Onsite noise sources such as heavy equipment located less than 200 feet from noise-sensitive receptors will be equipped with noise-reducing engine housings. Portable acoustic barriers able to attenuate at least 6-dB will be placed around noise-generating equipment located within 200 feet of residences. Water tanks and equipment storage, staging, and warm-up areas will be located as far from noise-sensitive receptors as possible. The noise attenuation measures identified in the plan shall be incorporated into the project.~~

The intent of 2008 Draft EIR's Mitigation Measure MM NOI-4b is incorporated into PPP 3.11-2 and Mitigation Measures 3.11.10.1 through 3.11.10.5, which propose various construction noise attenuating measures tailored specifically to the Modified Project site and its proximity to sensitive noise receivers. Therefore, Draft EIR Mitigation Measure MM NOI-4b is replaced with PPP 3.11-2 and Mitigation Measures 3.11.10.1 through 3.11.10.5.

~~**2008 Mitigation Measure MM NOI-4b:** Construction activities shall adhere to the following noise requirements:~~

- ~~All construction equipment shall utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.~~
- ~~Hours of construction shall comply with those established in Sections 30-32 of Division 1 of the City of Hemet Code of Ordinances. Those hours are weekdays from 6 a.m. through 6 p.m. during the months of June through September and from 7 a.m. through 6 p.m. during the months of October to May. Construction is permitted on Saturdays from 7:00 a.m. to 6:00 p.m. Construction is prohibited on Sundays.~~

3.11.11 Level of Significance After Mitigation

The Certified EIR concluded implementation of mitigation would reduce people's exposure to noise levels to below standards established in the local general plan or noise ordinance. Additionally, mitigation would reduce temporary increases in ambient noise levels from construction. The 1979 EIR determined traffic generated through implementation of the Approved Project would result in a significant increase in ambient noise due to the relatively undeveloped condition of the Southwest Area, for which mitigation would be required to reduce traffic noise levels, but impacts would remain significant and unavoidable. However, the 2008 Draft EIR concluded the Approved Project would not contribute to a substantial increase in ambient noise based on the baseline conditions as of 2008, which included substantial buildout of the Southwest Area since the time of the 1979 EIR. In 2008, the majority of traffic noise increases would be less than the barely perceptible increase of 3 dBA. The increase in ambient noise levels would not be significant since the ambient noise conditions in this area would remain below 60 dBA CNEL upon buildout of the Approved Project. Finally, mitigation would reduce people's exposure to excessive noise levels in proximity to the Hemet-Ryan Airport to less than significant levels.

The proposed Modified Project would incorporate project-specific PDF 3.11-1, PPPs 3.11-1 and 3.11-2, and Mitigation Measures 3.11.10.1 through 3.11.10.7, collectively which would reduce people's exposure to noise to levels below standards established in the local general plan or noise ordinance. Additionally, mitigation would reduce both temporary and permanent increases in ambient noise levels from construction and operation activities, as well as from the proposed Modified Project's proximity to the BNSF railroad and Hemet-Ryan Airport. No new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any noise impacts of the Modified Project.

3.12 POPULATION AND HOUSING

Based on Appendix G of the *CEQA Guidelines,* this section evaluates the proposed Modified Project's potential to induce substantial population growth or to displace housing or people. The analysis is based in part on population and housing projections identified by the California Department of Finance (DOF), the Southern California Association of Governments (SCAG), and information contained in the City's *General Plan 2030*.

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to population and housing as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Southern California Association of Governments. *2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).* Adopted April 7, 2016.
- Southern California Association of Governments 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014–10/1/2021.

Scoping Process/NOP Comments: Potential impacts to population and housing were identified during the public scoping meeting held in August 2016 for the proposed Modified Project. It was questioned if the proposed project would accommodate Section 8 or low income housing. There were also comments from the Southern California Association of Government (SCAG).

The SCAG Regional Council adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health. The goals included in the 2016 RTP/SCS may be pertinent to the proposed project.

SCAG recommends that the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS be reviewed for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016. The Final PEIR includes a list of project performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project-and-site specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

The City received one comment letter from SCAG in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to population

and housing. The SCAG letter is dated May 15, 2019 (see Appendix A2). Similar to their response to the initial NOP, SCAG notes they are responsible for reviewing EIRs to ensure consistency with population and housing-related regional plans are accounted for including the RTP/SCS.

3.12.1 Regulatory Setting

3.12.1.1 Federal Regulations

There are no federal regulations regarding population and housing that are applicable to the proposed Modified Project.

3.12.1.2 State Regulations

Regional Housing Needs Assessment (RHNA). The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process for updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The RHNA for Riverside County is developed by SCAG and allocates to cities and the County (for unincorporated areas) their "fair share" of the region's projected housing needs. The 5th Cycle RHNA Allocation Plan, which covers the planning period from January 2014 to October 2021, was adopted by SCAG on October 4, 2012.

The project housing needs in the RHNA are categorized by income levels (very low, low, moderate, and above moderate income) established by the U.S. Department of Housing and Urban Development (HUD). According to the Allocation Plan, the City must provide 2,797 units in various income categories, including 134 very low-income, 96 low-income, 112 moderate income, and 262 above moderate income housing units.

3.12.1.3 Local Regulations

Hemet General Plan. Pursuant to State Housing Element law (Section 65580) of the Government Code, the Housing Element must contain local commitments to:

- Provide sites with appropriate zoning and development standards and with services and facilities to accommodate the jurisdiction's Regional Housing Needs Assessment (RHNA) for each income level.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including for all income levels and housing for persons with disabilities.
- Conserve and improve the condition of the existing affordable housing stock.
- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability; and
- Preserve for lower income households the assisted housing developments.

The Housing Element must establish specific actions, objectives, and timelines for addressing the above requirements. The 2013–2021 Housing Element represents a revision of the City's 2006–2014 Housing Element. The revision was prepared to comply with Section 65583 of the Government Code and to address revisions of other State laws that address housing, planning, and zoning issues.

3.12.2 Certified EIR Findings

The 1979 EIR did not address population and housing.

The 2008 EIR concluded population increase would occur due to the overall estimated build-out population of the Page Ranch Community Plan primarily due to changing Planning Area XII for TTM 35392 from Industrial to Residential and increasing the density in Planning Area VI for TTM 35394 from 2.5 du/ac to 5.0 du/ac. The overall population increase in the Specific Plan is 438 persons representing an 8.1 percent increase. No mitigation measures are required.

3.12.3 Existing Environmental Setting

3.12.3.1 Population

According to the California Department of Finance, the City's population as of January 1, 2012 was 80,800. This represents a 13.8 percent increase from January 1, 2007, population of 71,015. SCAG has adopted population growth forecasts between the years of 2020 and 2040 for the City of Hemet. The population of the City is projected to increase to 126,500 by the year 2040.

3.12.3.2 Housing

According to the Department of Finance data, there are 30,300 dwelling units within City limits, with an average of 2.79 persons per household.

Table 3.12.A: SCAG Population and Housing Forecasts

	Year 2020	Year 2035	Year 2040
Population	91,900	115,400	126,500
Households	35,600	46,800	52,200
Employment	27,200	39,500	45,500

Source: *SCAG Comments on the Notice of Preparation*. Letter dated September 3, 2016. Appendix A1.

3.12.4 Methodology

To determine the potential for impacts related to population and housing, the current uses, overall condition of the project site, historic and current population and housing characteristics, and future projections for population and housing were identified. This analysis is based on data published by the DOF and SCAG, as well as information presented in the City's General Plan.

3.12.5 Thresholds of Significance

The following thresholds of significance regarding potential impacts related to population and housing are based on Appendix G of *CEQA Guidelines*. The project would have a significant impact relative to population or housing if it:

- Induced substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Displaced substantial numbers of existing housing, necessitating construction of replacement housing elsewhere.
- Displaced substantial numbers of people, necessitating the construction of replacement housing elsewhere.

3.12.6 Proposed Modified Project Design Features and Compliance Measures

The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project will amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with inclusion of 19.67 acres of commercial uses on site. The Page Ranch PCD SP does not contain any design features that specifically address population or housing. The Modified Project proposes 586 units of additional housing and 100,000 square feet of commercial uses within the City. The City General Plan Housing Element contains local commitments detailed in Section 3.12.1.3 that would enable the Modified Project to contribute toward the City's housing needs, consistent with the City's General Plan Housing Element and RHNA, pursuant to State Housing Element law (Section 65580) of the California Government Code.

3.12.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.12.7.1 Induce Substantial Growth in Area

Threshold:	Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

A project could be viewed as growth inducing if directly or indirectly fosters economic or population growth, or the construction of additional housing. Direct forms of growth include increased employment opportunities from new commercial or industrial uses and additional residents occupying new residential development. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition (e.g., increased demand for goods and services) that attracts additional population or new economic activity. Substantial growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies.

Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Generally, the growth-inducing potential of a project would be considered significant if it promotes growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). In general, growth induced by a project is considered a significant impact if it can be demonstrated that the potential growth significantly affects the environment in some way.

The SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is based on growth projections for population, households, and employment prepared for regional, county, and local jurisdictional areas. The 2016 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technician assumptions, and local or regional growth policies.

The 2008 EIR concluded the project population increase would increase the overall estimated build-out population of the Page Ranch Community Plan primarily due to changing the Planning Area XII for TTM 35392 from Industrial to Residential and increasing the density in Planning Area VI for TTM 35394 from 2.5 du/ac to 5.0 du/ac. The overall population increase in the Specific Plan is 438 persons which is an 8.1 percent increase. The project would contribute toward the City's housing needs, consistent with the City's General Plan Housing Element. It would also allow for more compatible land uses

adjacent to existing residential land uses. The housing is consistent with current and anticipated needs based on population projections. Impacts would be less than significant and no mitigation is required.

The proposed Modified Project will not induce population growth. The number of dwelling units is decreasing from 740 units as approved under the Certified EIR to 586 units, which would not result in substantially more population growth than that which was anticipated under the Approved Project. When compared to the Approved Project, impacts associated with induced population growth would be the same (i.e., less than significant), and no mitigation is required.

3.12.7.2 Displace Substantial Numbers of Existing Housing

Threshold:	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The 2008 EIR concluded the project site is currently vacant. Therefore, implementation of the project will not displace substantial numbers of existing housing and no impact to existing housing is anticipated. **No impact** would occur, and no mitigation is required.

The proposed Modified Project site is located in the west/southwest portion of the City of Hemet. The project site is undeveloped and does not contain any residential units. Implementation of the Project will not displace substantial numbers of existing housing (as the site is vacant) and no impact to existing housing is anticipated. Impacts would be the same as the Approved Project (i.e., no impact) and no mitigation is required.

3.12.7.3 Displace Substantial Numbers of People

Threshold:	Would the project displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

The 2008 EIR concluded the project site is vacant and no persons permanently reside on the site. Therefore, development of the proposed project will not displace substantial numbers of people. **No impact** would occur and no mitigation is required.

The Modified Project site is currently vacant. Implementation of the project will not displace substantial numbers of people. When compared to the Approved Project, impacts associated with displacement of substantial numbers of people would be the same (i.e., no impact), and no mitigation is required.

3.12.8 Cumulative Impacts

3.12.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The Certified EIR concluded the Approved Project would increase the overall population.

The cumulative universe for population and housing is the City of Hemet. The Approved Project would introduce population growth. Using the average household size of the City of Hemet, the total buildout population of the Approved Project on TM 35392, TM 35393, and TM 35394 is approximately 1,965 persons. The population increase would increase the overall estimated build-out population of the Page Ranch Community Plan primarily due to changing Planning Area XII for TM 35392 from Industrial to Residential and increasing the density in Planning Area VI from TTM 35394 from 2.5 du/ac to 5.0 du/ac. This increase is offset by a reduction in population for an adjacent development area within the Page Ranch Community Plan that reduced its build-out population from 3,803 to 1,409, or a decrease of 2,394 persons. Thus, although the project as amended in 2008 would increase population on the

project's site over the number originally estimated for the same area within the Page Ranch Community Plan, the project population increase would not increase the overall estimated build-out population of the Page Ranch Community Plan.

Land uses currently approved under the Page Ranch PCD would allow for the development of 744 residential units on the Modified Project site. The proposed Modified Project would reduce residential dwelling unit count from 744 to 586 units. Based on the acreages detailed in Table 2.B, the gross Modified Project density will be 2.60 dwelling units per acre as compared to the Approved Project density of 3.13 dwelling units per acre. According to the 2019 SCAG Local Profile Report for Hemet, the population per household is 2.7.[1] Assuming the 586 dwelling units proposed under the Modified Project, the Modified Project would introduce approximately 1,582 persons to the City. Although the Modified Project would introduce additional permanent residents to the City, the intensity of the proposed residential uses is substantially less than that which was anticipated under the Approved Project. Therefore, both the Approved Project and the proposed Modified Project were found not to have a cumulatively considerable impact to population and housing.

3.12.9 Level of Significance before Mitigation

The 1979 EIR did not prescribe mitigation measures for population and housing.

The Certified EIR did not prescribe mitigation measures for population and housing.

The proposed Modified Project would reduce residential density. Therefore, no impacts would occur, and no mitigation is required.

3.12.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

The 1979 EIR did not provide mitigation measures, as population and housing were not addressed.

Mitigation measures were not identified in the 2008 EIR for the Approved Project. The proposed Modified Project would reduce population and create a less than significant impact related to growth inducement and no impact related to displacement of residents and housing. No mitigation is required.

3.12.10.1 Population and Housing Mitigation for the Proposed Modified Project

No mitigation measures are applicable to the proposed Modified Project in regard to population and housing.

3.12.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure as follows:

As stated previously, the 1979 EIR does not state any mitigation measures. All impacts stated are less than significant and no mitigation is required. The City has already committed the Approved Project site and therefore the proposed Modified Project site to population and housing through adoption of the

[1] SCAG *Local Profile Report for the City of Hemet*, May 2019.

Specific Land Use Plan, Southwest Area and associated amendments, up to and including the 2009 SPA to the Page Ranch PCD SP.

3.12.11 Level of Significance after Mitigation

Mitigations measures in the 1979 EIR were not addressed and there are no mitigation measures for population and housing identified in the 2008 EIR. Since the land is already approved for non-agricultural use, no new mitigation measures are applicable for the Modified Project with regard to population and housing. Accordingly, impacts of the proposed Modified Project would be the same as those identified for the Approved Project. (i.e., less than significant).

In summary, no new mitigation or alternatives have been identified that would substantially or further reduce any population and housing impacts of the Modified Project.

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3.13 PUBLIC SERVICES

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to public services as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162. Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- City of Hemet, *Hemet Fire/EMS Department*. http://www.hemetfire.org/ (accessed May 8, 2019). CivicPlus Content Management System. 2006-2019.
- City of Hemet, *Hemet Police Department*. http://www.cityofhemet.org/index.aspx?nid=97 (accessed May 8, 2019). CivicPlus Content Management System. 2006-2019.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Hemet Unified School District, *Our District*. https://www.hemetusd.org/apps/pages/index.jsp?uREC_ID=253706&type=d&pREC_ID=594864 (accessed May 8, 2019). 2016-2017.

Scoping Process/NOP Comments: Potential impacts from the provision of public services were identified during the public scoping meeting held in August 2016 for the proposed Modified Project regarding adequate fire, police, emergency response, and school services.

The City received no comments in response to the Initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts from the provision of public services. Furthermore, no additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts from the provision of public services.

3.13.1 Regulatory Setting

3.13.1.1 Federal Regulations

There are no federal regulations regarding provision of public services that are applicable to the proposed Modified Project.

3.13.1.2 State Regulations

California Fire Code. The California Fire Code (CFC; California Code of Regulations Title 24, Part 9) sets forth requirements including emergency access, emergency egress routes, interior and exterior design and materials, fire safety features including sprinklers, and hazardous materials. The CFC is issued on a 3-year cycle; the 2016 Edition (the most recent version, which took effect January 1, 2016) of the CFC is adopted and incorporated by reference in Division 10 (California Fire Code, Section 14-75 (Adoption) of the City's Municipal Code, as amended pursuant to Section 14-76 (Amendments) of the City's Municipal Code.

California Building Code. Title 24 of the California Code of Regulations, also known as the California Building Code (CBC or Title 24), contains the design standards that govern the construction of buildings in California to "safeguard life or limb, health, property, and public welfare by regulation and controlling

the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment." The current edition of the CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. The CBC is composed of 12 parts. Part 2 of the CBC outlines building design and construction requirements relating to fire, life safety, and structural safety. Part 9, California Fire Code, which overall regulations and design features pertaining to fire safety, has been adopted by reference in Division 11 (California Existing Building Code, Section 14-80 (Adoption) of the City's Municipal Code, as amended pursuant to Section 14-81 (Amendments) of the City's Municipal Code. Typical fire safety requirements of the CBC include the installation of fire sprinklers in all residential and commercial buildings, the establishment of fire resistance standards for fire doors, buildings materials, and particular types of construction, and the clearance of debris and vegetation within a prescribed distance from occupied structures. The CBC applies to all occupancies in California, except where stricter standards have been adopted by local agencies.

California Health and Safety Code. Sections 13000 et seq. of the California Health and Safety Code include fire regulations for building standards (also contained in the CBC), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, childcare facility standards, and fire suppression training.

Hemet Unified School District. The Hemet Unified School District (HUSD) is regulated by the California Education Code and governed by the State Board of Education. Traditionally, the State has enacted legislation for the funding of local public schools and provided the majority of monies to fund education in the State. To assist in providing facilities to serve students generated from new development projects, the State has enacted a variety of funding legislation, as described below.

California State Assembly Bill 2926. To assist in providing facilities to serve students generated from new development projects, the State enacted Assembly Bill (AB) 2926 in 1986, which allows school districts to collect impact fees from developers of new residential, commercial, and industrial developments. The bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Senate Bill 50 and California Education Code Section 17620. Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. SB 50 (codified as California Education Code Section 17620) provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes toward acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining fee amounts charged to developers to mitigate the development impacts on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

The payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to levels that are less than significant (see California Government Code Section 65996). Stated another way, the provisions of Senate Bill 50 provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws.

There are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential,

commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the cost of accommodating students in new schools, and the State provides the remaining half. To qualify for Level II fees, the board of the governing school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III fees apply if the State runs out of bond funds, allowing the governing school district to impose on the developer 100 percent of the cost of the school facility or mitigation, minus any local dedicated school monies.

Senate Bill 50 allows school districts to levy a fee, charge, dedication, or other requirement against any development project within its boundaries for the purpose of funding the construction or reconstruction of school facilities. The maximum fee amount that school districts can assess is limited by statutes provided in California Government Code Section 65995.

The California Department of Education (DOE) permits local school districts to increase facility fees subject to DOE review and with approval of a nexus study from the school District that demonstrates that costs incurred by the school district for the provision of school facilities and services are higher than Level 1 funding provides. In such an instance, a nexus must be demonstrated in the study between the increase proposed by the local school District and the actual cost of provision of school facilities and services.

Quimby Act (California Code 66477). The Quimby Act (California Government Code 66477) governs requirements for dedication of land and/or fees for park and recreational purposes as a condition of approval of a tentative map or parcel map and allows local governments to acquire land sufficient to accommodate three acres of park improvements per 1,000 residents. This standard can be increased locally to five acres per 1,000 residents if the amount of existing parkland in a community exceeds the 3/1,000 ratio. Article X (Public Parklands and/or Dedication) of Chapter 70 (Subdivisions) of the City Municipal Code amends the Quimby Act to require five acres per 1,000 residents (Section 70-282) and establishes park development fee payment criteria per City Council resolution (Section 70-284) and a standard for dedication of land in lieu of fees (Section 70-285).

3.13.1.3 Local Regulations

Ballot Measure C. Ballot Measure C, approved by Hemet voters on June 7, 1988, establishes a set of legally mandated performance standards for several public services in Hemet, including fire and police protection and the provision of parkland. The performance standard for fire protection in Hemet is a response time of five minutes or less for 80 percent of fire and emergency medical calls, provided on both a citywide and response area basis. The performance standard for police services in Hemet is a seven minute average response time for emergency calls maintained within urban areas, and a nine minute average response time for emergency calls maintained within rural areas. Pursuant to Ballot Measure C, the City established a park ratio of 5.0 acres of developed parkland for every 1,000 residents.

City of Hemet General Plan. Public Services standards are contained in the City of Hemet General Plan Public Safety Element, which identifies natural and human-caused hazards in the community and addressed the City's plans to provide a high level of public safety services, and the Community Facilities and Services Element, which addresses all community facilities and services provided within the community, including parks, schools, libraries, water and sewer facilities, utilities, solid waste services, etc.

Implementation of General Plan Policies PS-7.3, PS-7.5, PS-8.1, PS-8.3, CSI-9.4, and CSI-9.5 and General Plan EIR Programs PS-P-16 and PS-P-24 require development projects to pay for their proportional share of new emergency and other public service demand. These development fees

enable construction of new public service facilities so that the City may maintain adequate personnel, facilities, and equipment to respond to emergencies in accordance with the City's response time performance standards. The City is also required to solicit funding from diverse sources to support development of library services.

3.13.2 Certified EIR Findings

The Certified EIR concluded the Approved Project would result in an increase in fire, police, school, and park services demand through the generation of additional residents. Payment of Development Impact Fees (DIFs) in conjunction with increased property tax and sales tax revenue anticipated as a result of the increased population from buildout of the Approved Project are expected to facilitate additional fire, police, school, and park services, including firefighters and fire stations, police personnel and facilities, schools, parks, and other public service facilities. Each of these facilities is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA.

In addition to the mitigation prescribed in the Certified EIR for the balance of environmental factors considered under CEQA, specific mitigation pertaining to the provision of public services include incorporating adequate design features and locating new development adjacent to existing developed areas rather than in remote fringe areas to minimize the response times. Therefore, though execution of mitigation measures and compliance with regulatory policies identified throughout the Certified EIR, impacts associated with an increase in fire, police, school, and park services demand through the generation of additional residents would be reduced to less than significant levels.

3.13.3 Existing Environmental Setting

The Modified Project site is a former agricultural property that is currently uncultivated. The site is highly disturbed with weedy vegetation and has been regularly disked for the purposes of weed abatement for at least the past twenty years. Surrounding land uses consist primarily of single-family residential uses to the east, and agricultural and undeveloped land to the north, south, and west. Due to the substantial undeveloped acreage in the project vicinity, there has been little demand for public services in the area. However, the City has undergone rapid growth in the past decade, and recent residential development in the area, including continued execution of the Approved Project, has increased the demand for public services in the immediate vicinity of the Modified Project site.

3.13.3.3 Fire Services

The City of Hemet Fire Department provides fire protection and suppression services to the Modified Project site and vicinity. The City has entered into a mutual aid agreement with CALFIRE, Riverside County, and the Idyllwild Fire Protection District. The response time standard for the City is five minutes or less for 80 percent of emergency calls. The City operates five fire stations which are as follows:

- Fire Station #1 – This station was constructed in 1960 and includes three double bays capable of housing six fire apparatus. Station #1 is located at 220 N. Juanita Street.
- Fire Station #2 – Located at 895 W. Stetson Avenue. Station #2 has two double bays capable of housing four fire apparatus.
- Fire Station #3 – Located at 4110 W. Devonshire Avenue and can house up to four fire apparatus.
- Fire Station #4 – This Station is located at 1035 S. Cawston Avenue and can house up to six fire apparatus.
- Fire Station #5 – Located at 120 N. Hemet Street which was reopened in April of 2015.

The nearest fire station is Fire Station #4 located at 1035 S. Cawston Avenue, which is approximately 1.5 miles northeast of the Modified Project site. Additionally, the Hemet Ryan Airport maintains the Riverside County/CALFIRE Air Attack-Helitack facility approximately one mile northeast of the Modified Project site.

3.13.3.2 Police Services

The Hemet Police Department provides police protection services to the Modified Project site and vicinity. The main Hemet Police Department station is located at 450 E. Latham Street approximately 5 miles east-northeast of the proposed Modified Project site. Additionally, there are three substations throughout the City:

- East End: 2047 E. Florida Avenue;
- Hemet Valley Mall: 2200 W. Florida Avenue, #110; and
- West End: 3663 W. Florida Avenue.

Additionally, the Riverside County Sheriff's Department maintains a station in Hemet located at 43950 Acacia Avenue.

The nearest police station is the West End Substation approximately 2.5 miles northwest of the Modified Project site. Police response times vary depending on urgency, with high priority response times typically occurring within six minutes and non-emergency responses occurring within 24 minutes. The Ballot Measure C establishes goals of seven-minute response times for emergency calls in urban areas and nine minutes for calls received from rural areas. The Department strives for a police to population of 1.3 police officers per 1,000 residents.

3.13.3.3 School Services

The HUSD serves approximately 21,710 students over a 650-square mile territory. The HUSD administers preschool centers at nine school locations, 12 elementary schools (K–5), three elementary/ middle schools (K–8), four middle schools (6–8), four comprehensive high schools (9–12), and one continuation high school (11–12). Additionally, the HUSD maintains a vocational education-focused charter High School, a science-based charter Middle/High School (6–10), an Adult Education Center, Independent Study Programs, a Home School Program, and a self-paced online instruction program that offer a wide variety of learning opportunities for students of all ages throughout the City. The HUSD strives to maintain a 30:1 district-wide student/teacher ratio.

Residents of the Modified Project site would be served by Winchester Elementary School, Diamond Valley Middle School, and West Valley High School of the HUSD.

3.13.3.4 Parks Services

The City maintains nine City Parks: Gibbel, Mary Henley, Simpson, Cawston Community, Weston, Dave Oltman, Spencer, Brubaker, and Griffith Way Community Park. Parks enrich the quality of life for the local community and provide economic value through parks and facilities, which create tourism and encourage long-term community stability and growth.

The City maintains the 5 acres of parks per 1,000 residents standard. The nearest City park in proximity to the Modified Project site is Brubaker Park approximately 1 mile to the east.

3.13.4 Methodology

The evaluation of fire and police protection impacts takes into account information on current protection service levels, and whether the project would require new or physically altered firefighting and/or law enforcement facilities in order to main satisfactory service levels. Applicable fire codes and regulations and the City Municipal Code were also reviewed in determining impacts.

School service impacts are determined by calculating how many school-aged children would be generated by the Modified Project, and then determining whether this increase would cause negative impacts to existing or future school facilities or programs.

Parks service impacts are determined by calculating how many residents would be generated by the Modified Project pursuant to City Municipal Code Section 70-285 (Standard for dedication of land in lieu of fee), and then determining whether this increase would conflict with the City's 5 acres of parks per 1,000 residents standard.

3.13.5 Thresholds of Significance

The City has not established local CEQA significance thresholds; therefore, this SEIR incorporates the public services questions included in the Certified EIR in accordance with Appendix G ("CEQA Checklist") of the State *CEQA Guidelines*. Per the Certified EIR, would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire Protection?

b) Police Protection?

c) Schools?

d) Parks?

e) Other public facilities?

3.13.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts from demand for public services.

PDF 3.13-1 Pursuant to the California Fire Code, all habitable structures will be constructed of ignition-resistant construction materials and include automatic fire sprinkler systems based on the latest Building and Fire Codes for occupancy types. Fuel modification will be provided around the perimeter of the site, where required, and will be maintained by the landlord, or another approved entity, at least annually and as needed. Landscape plantings will not utilize prohibited plants that have been found to be highly flammable. Fire apparatus access roads (i.e., public and private streets) will be provided throughout the site and will vary in width and configuration, but will all provide at least the minimum required unobstructed travel lanes, lengths, turnouts, turnarounds, and clearances. Primary access and internal circulation will comply with the requirements of the Hemet Fire Department. Water capacity and delivery will be provided for a reliable water source for operations and during emergencies requiring extended fire flow.

PDF 3.13-2 The Modified Project will incorporate Crime Prevention Through Environmental Design (CPTED) features to keep service demand increases to a minimum. The site will incorporate public zones and private zones via physical and symbolic barriers to define acceptable uses of the proposed residential and commercial facilities and determine who has a right to occupy such zones. Additionally, the commercial uses will be equipped with surveillance through the use of closed-circuit television, electronic monitoring, and potentially security patrols, as well as informal surveillance such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from noise.

PPP 3.13-1 All habitable structures shall be designed and constructed in accordance with Part 9 (California Fire Code) of Title 24 (Building Standards Administrative Code) of the California Code of Regulations.

PPP 3.13-2 State law requires the design and construction of new structures comply with current California Building Code (CBC) requirements to "safeguard life or limb, health, property, and public welfare by regulation and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment." The current edition of the CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance.

PPP 3.13-3 In accordance with California State Assembly Bill 2926, Senate Bill 50, California Education Code Section 17620, and California Government Code (Section 65995[b]), the Modified Project applicant shall pay Statutory School Fees: Level I for commercial construction and Level 2 for new residential construction.

3.13.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.13.7.1 Fire Protection and Emergency Services

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

The Certified EIR concluded the Approved Project would result in an increase in fire and emergency services demand through the generation of additional residents. Payment of Development Impact Fees in conjunction with increased property tax and sales tax revenue anticipated as a result of the increased population from buildout of the Approved Project are expected to pay for additional fire services, including firefighters, fire stations, hospital facilities, and related equipment. Construction of new or expansion of existing fire and emergency services facilities is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. In addition to the mitigation prescribed in the Certified EIR, 1979 EIR Mitigation Measure 1 pertaining to the provision of public services includes incorporating adequate design features and locating new development adjacent to existing developed areas rather than in remote fringe areas to minimize the response times. Additionally, 1979 EIR Mitigation Measure 2 suggests that three additional floors be added to the Hemet Valley Hospital

medical surgical unit when a need for the addition is demonstrated. Therefore, though execution of mitigation measures and compliance with regulatory policies identified throughout the Certified EIR, impacts associated with an increase in demand for fire protection and emergency services would be reduced to less than significant levels.

The nearest fire station in proximity to the Modified Project site is Fire Station No. 4 located at 1035 S. Cawston Avenue approximately 1.5 miles northeast of the Modified Project site, and the Hemet Valley Medical Center (General Hospital) is located at 1117 E Devonshire Avenue approximately 5.6 miles northeast of the Modified Project site. According to the City General Plan, the City's fire and emergency response time is five minutes or less for 80 percent of fire and emergency medical calls. In 2010, the City-wide average first unit response time was just under seven minutes. However, through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, travel time between Fire Station No. 4 and the Modified Project site is expected to be between three and five minutes. Therefore, the Modified Project is consistent with the City's response time standard.

Project design features incorporated into the structural design and layout of the Modified Project site would keep service demand increases to a minimum. For example, in accordance with PDF 3.13-1, the Modified Project shall incorporate adequate emergency water flow, fire-resistant design and materials, and early warning systems and evacuation routes. These site design and building techniques are required pursuant to PPP 3.13-1 and PPP 3.13-2. Additionally, the Hemet Fire Department shall review the project construction plans to identify and mitigate any fire hazards during the development review process. The City also maintains mutual aid agreements with CALFIRE, the Riverside County Fire Department, and the Idyllwild Fire Protection District, which allow for the services of nearby fire departments to assist the City during major emergencies. Therefore, it is possible the Modified Project site could be served with Riverside County/CALFIRE Air Attack-Helitack resources from Hemet-Ryan Airport approximately one mile northeast of the Modified Project site with an estimated three to five minute travel time.

In accordance with General Plan Policies PS-7.3, PS-7.5, PS-8.1, PS-8.3, CSI-9.4, and CSI-9.5 and General Plan EIR Programs PS-P-16 and PS-P-24, the Modified Project would be required to pay Development Impact Fees (DIFs) used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures. Any future construction of new or expansion of existing fire protection and emergency response facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated.

The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. The provision of fire service personnel and emergency facilities has already been anticipated for buildout of the Page Ranch PCD SP, as evidenced by the construction of Fire Station No. 4 in 2005 approximately 1.5 miles northeast of the Modified Project site. Therefore, it is reasonable to conclude that development of TTM 36841 proposed as part of the Modified Project in accordance with current development codes that are generally more stringent than those under which the Approved Project was evaluated would not require new or physically altered fire protection or emergency facilities beyond those which have been identified under the Approved Project. Since 1979 EIR Mitigation Measure 2 is designed to address the growth anticipated through buildout of the Approved Project as it relates to provision of emergency facilities (Hemet Valley Hospital), this measure no longer applies to the proposed Modified Project since the hospital has already been constructed. In addition, the proposed Modified Project is not expected to trigger implementation of 1979 EIR Mitigation Measure 2 since the Modified Project proposes an overall reduction in population compared to the Approved Project. Therefore, impacts would be **less than significant**. When compared to the Approved Project, the proposed Modified Project would have similar or a lesser impact on fire and emergency services.

3.13.7.2 Police Protection

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

The Certified EIR concluded the Approved Project would result in an increase in demand for police protection services through the generation of additional residents. Payment of DIFs in conjunction with increased property tax and sales tax revenue anticipated as a result of the increased population from buildout of the Approved Project are expected to facilitate additional police services, including sworn officers, police substations, and related equipment. Construction of new or expansion of existing police stations is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. In addition to the mitigation prescribed in the Certified, 1979 EIR Mitigation Measure 1 pertaining to the provision of public services includes incorporating adequate design features and locating new development adjacent to existing developed areas rather than in remote fringe areas to minimize the response times. Therefore, though execution of mitigation measures and compliance with regulatory policies identified throughout the Certified EIR, impacts associated with an increase in demand for police protection services would be reduced to less than significant levels.

The main Hemet Police Department station located at 450 E. Latham Street is approximately 5 miles east-northeast of the proposed Modified Project site, and the nearest substation is West End Station located at 3663 W. Florida Avenue approximately 2.5 miles northwest of the Modified Project site. Based on the City's performance standard of 1.3 officers per 1,000 residents and the City's projected 2030 population of approximately 109,000 residents, the Hemet Police Department would require 142 officers at buildout of the General Plan, compared to 91 officers in 2010. The City monitors staffing levels to ensure that adequate police protection and response times continue to be provided as individual development projects are proposed and on an annual basis as part of the City Council's budgeting process. Through compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, the proposed Modified Project would not result in a significant reduction in police response times because of the continual monitoring of police staffing levels by the City.

The City maintains a mutual aid agreement with the Riverside County Sheriff's Department, which maintains a station in Hemet at 43950 Acacia Avenue to allow for the services of nearby departments to assist the Hemet Police Department during major emergencies. Additionally, the Modified Project would be designed and operated per applicable standards required by the City for new development with regard to public safety and in accordance with PDF 3.13-2 to minimize further service demand increases.

Funding for new police facilities commensurate with the increased demand for services in the City would be provided from capital improvement fees levied on new development. These DIFs are one-time charges applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities located out of the project boundaries of a new development that benefit the area. DIFs enable the City to collect fair-share fees from new development projects to fund new infrastructure and services. DIFs are collected for specific infrastructure needs and are deposited into different accounts representing these requirements.

Payment of DIFs commensurate with the increased demand for services in the City would offset any increase in demand for police services. Any future construction of new or expansion of existing police

protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. Since the Modified Project would generate fewer residents than the Approved Project, the provision of police service personnel and facilities has already been anticipated for buildout of the Page Ranch PCD SP in order to meet the City's performance standard of 1.3 officers per 1,000 residents through buildout of the City's General Plan in 2030. Therefore, it is reasonable to conclude that development of TTM 36841 proposed as part of the Modified Project with fewer residents than what was evaluated under the Approved Project would maintain the City's police officer to resident performance standard (1.3 per 1,000 residents) and not require new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Impacts would be **less than significant** and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from an increased demand for police protection services but without mitigation.

3.13.7.3 Schools

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

The Certified EIR concluded the Approved Project would result in an increase in demand for school services through the generation of additional residents. 1979 EIR Mitigation Measure 3 suggests that student generation rates are uncertain at this time, and although builder contributions to the school system may be a means of purchasing relocatable classrooms and putting them on existing sites, the cost may be prohibitive under the developer assessment program. Payment of DIFs in conjunction with increased property tax and sales tax revenue anticipated as a result of the increased population from buildout of the Approved Project are expected to facilitate additional school services, including new campuses and expansion of existing campuses, and related equipment. Construction of new or expansion of existing schools is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. Therefore, though compliance with regulatory policies identified throughout the Certified EIR, impacts associated with an increase in demand for school services would remain less than significant. No mitigation is required.

Residents of the Modified Project site would be served by Winchester Elementary School, Diamond Valley Middle School, and West Valley High School of the HUSD. The HUSD School Facilities Needs Analysis identifies HUSD student generation rates of 0.2538 student per household for elementary schools (K through 5th grade), 0.1568 student per household for middle schools (grades 6 through 8), and 0.1965 student per household for high schools (grades 9 through 12). Therefore, implementation of the proposed 586 dwelling units under the Modified Project would generate approximately 149 elementary students, 92 middle school students, and 115 high school students.[1]

The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. Since the Modified Project

[1] 586 households × 0.2538 per unit for elementary = 149 students; 586 households × 0.1568 per unit for middle school = 92 students; 586 households × 0.1965 per unit for high school = 115 high school students.

would generate fewer residents than the Approved Project, the provision of school services and facilities has already been anticipated for buildout of the Page Ranch PCD SP in order to meet the HUSD's performance standard of 30:1 districtwide student/teacher ratio through buildout of the City's General Plan in 2030. Therefore, it is reasonable to conclude that implementation of the proposed Modified Project would not require new or physically altered school facilities, the construction of which could cause significant environmental impacts.

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as "Level 1 fees" and are subject to inflation adjustment every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed "Level 2" fees. If, however, there are no State funds available, "Level 3" fees may be imposed for the full cost of their facility needs.[2]

As specified in PPP 3.13-3, the proposed Modified Project shall pay the approved Alternate School Fee (Level 2) for new residential construction effective at the time building permits are pulled. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed…are hereby deemed to be full and complete mitigation of the impacts…on the provision of adequate school facilities." The Modified Project will be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees in accordance with Government Code 65995 and Education Code 17620, **no impacts** related to school services would occur. No mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar [no] impacts from an increased demand for school services.

3.13.7.4 Parks

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

The Certified EIR concluded the Approved Project would result in an increase in demand for parks through the generation of additional residents. Payment of DIFs in conjunction with increased property tax and sales tax revenue anticipated as a result of the increased population from buildout of the Approved Project are expected to facilitate additional parks and related equipment. Construction of new or expansion of existing parks is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. Therefore, though compliance with the City's Quimby standard as implemented by City Municipal Code Section 70-285, impacts associated with an increase in demand for parks would remain less than significant. No mitigation is required.

The City maintains the 5 acres of parks per 1,000 residents standard (Section 70-282 of the City Municipal Code) and establishes park development fee payment criteria per City Council resolution

[2] *An Evaluation of the School Facility Fee Affordable Housing Assistance Programs*, Legislative Analyst's Office, January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html. (Accessed May 9, 2019).

(Section 70-284) and a standard for dedication of land in lieu of fees (Section 70-285). The nearest City park in proximity to the Modified Project site is Brubaker Park approximately 1 mile to the east.

According to the 2019 SCAG Local Profile Report for Hemet, the population per household is 2.7.[3] Assuming the 586 dwelling units proposed under the Modified Project, the Modified Project must include at least 7.91 acres of public parkland to comply with the City's standard of 5 acres of parks per 1,000 residents pursuant to Section 70-282 of the Municipal Code.[4] The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. Additionally, the Mitigation Fee Act[5] governs the establishment and administration of DIFs to fund public facilities such as parks needed to serve new development. Fees must be separately accounted for and used for the specific purpose for which the fee was imposed. Collected fees are used to fund services and park/recreation improvements of a nature and at locations determined necessary by the City.

As permitted under the City Municipal Code, the payment of the City's DIF for park development will offset any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed Modified Project. Construction of new or expansion of existing parks is subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated in accordance with CEQA. The parkland proposed under the Modified Project is encompassed in the analyses throughout this SEIR, and physical impacts to the environment are mitigated accordingly. Therefore, no additional mitigation is required to comply with the Quimby Act or City Municipal Code pertaining to the provision of parkland. Impacts would be **less than significant** and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts from an increased demand for parks.

3.13.8 Cumulative Impacts

3.13.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The Certified EIR concluded the Approved Project would result in an increase in fire/emergency, police, school, and park services demand through the generation of additional residents. The Hemet Fire Department indicated it has adequate facilities and resources to serve the Approved Project in conjunction with continued growth in the area. Additional development would reduce fire hazards in the region through improvement of roads, water conveyance facilities, and other infrastructure. 1979 EIR Mitigation Measure 2 would address the growth anticipated through buildout of the Approved Project as it relates to provision of emergency facilities, which is no longer relevant to the Modified Project.

The Hemet Police Department indicated additional facilities and resources would be needed to adequately serve the Approved Project in conjunction with planned growth in the area. However, the Approved Project's incremental contribution to demand for police services would not be cumulatively considerable due to its location in an upscale residential neighborhood.

The HUSD indicated additional facilities and resources would be needed to adequately serve the Approved Project in conjunction with planned growth in the area. However, the Approved Project would fully mitigate its incremental contribution to demand for school services through payment of development fees in accordance with Government Code 65995 and Education Code 17620.

[3] SCAG *Local Profile Report for the City of Hemet*, May 2019.
[4] 586 dwelling units × 2.7 persons per household = 1,582 population. 1,582 /1,000 × 5 acres = 7.91 total acres of parkland.
[5] Government Code §66000 et seq.

Payment of DIFs in conjunction with increased property tax and sales tax revenue anticipated as a result of the increased population from buildout of the Approved Project are expected to facilitate additional fire, police, school, and park services, including firefighters and fire stations, police personnel and facilities, schools, parks, and other public service facilities. Therefore, the Approved Project would not have a cumulatively considerable impact on public services. Impacts would be less than significant, and no additional mitigation is required.

The cumulative "universe" for impacts to public services is the respective service territory of each of the services providers. Funding for new public service facilities commensurate with the increased demand for services in the City would be provided from capital improvement fees levied on new development. These DIFs are one-time charges applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities located out of the project boundaries of a new development that benefit the area. DIFs enable the City to collect fair-share fees from new development projects to fund new infrastructure and services. DIFs are collected for specific infrastructure needs and are deposited into different accounts representing these requirements.

The Modified Project site has been approved for development of 744 residential dwelling units under the Approved Project, and the Modified Project proposes to develop the site with 586 residential dwelling units and approximately 100,000 square feet of commercial uses. Therefore, the provision of public service personnel and facilities (including fire, police, schools, and parks) has already been anticipated for buildout of the Page Ranch PCD SP. For example, Fire Station No. 4 was constructed in 2005 approximately 1.5 miles northeast of the Modified Project site, and the proposed reduction in residential density would support the City's performance standard of 1.3 officers per 1,000 residents through buildout of the City's General Plan in 2030. The Modified Project proposes an overall reduction in population compared to the Approved Project, so the Modified Project would not result in a cumulative contribution to demand for emergency services beyond that which has already been anticipated under the Approved Project.

The Modified Project would offset its incremental enrollment of students to public schools through payment of development fees in accordance with Government Code 65995 and Education Code 17620. Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts…on the provision of adequate school facilities." Finally, the Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (total of 10.74 acres of parks), as well as 54.15 acres of open space. The amount of parkland proposed exceeds the 7.91 acres of parkland required to comply with the City's standard of 5 acres of parks per 1,000 residents pursuant to Section 70-282 of the Municipal Code. Therefore, the proposed Modified Project would not contribute to a cumulatively considerable increase in demand for public services when considered in the context of reasonably foreseeable current and future projects. No additional mitigation is required.

3.13.9 Level of Significance Before Mitigation

Development of both the Approved Project and the proposed Modified Project would result in an increase in fire, police, school, and park services demand through the generation of additional residents. The 1979 EIR indicated the increased population would require additional manpower, equipment, and facilities which could result in significant impacts to the physical environment. Additionally, growth anticipated through buildout of the Approved Project may contribute cumulatively to the need to expand the Hemet Valley Hospital. Although the proposed Modified Project would contribute to the buildout of the Page Ranch PCD, it would do so with a reduction in overall population. Therefore, the Modified Project is not expected to result in a cumulative contribution would not result in a cumulative contribution to demand for emergency services beyond that which has already been anticipated under the Approved Project.

The 2008 EIR concluded implementation of the Approved Project would not result in a significant impact to the environment from an increased demand for public services based on the baseline conditions as of 2008, which included substantial buildout of the *Southwest Area* since the time of the 1979 EIR. Likewise, through compliance with PDF 3.13-1 and PDF 3.13-2, as well as PPPs 3.13-1 through 3.13-3, the proposed Modified Project would not result in a significant project-specific impact to public services requiring mitigation.

3.13.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.13.10.1 Mitigation for the Proposed Modified Project

Impacts on public services are less than significant, and no mitigation is required.

3.13.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

Every public services mitigation measure presented in the 1979 EIR is discussed below. This SEIR concludes the intent of Mitigation Measures 1 and 3 of the 1979 EIR no longer apply to the proposed Modified Project. The baseline conditions under which those mitigation measures were developed have changed substantially, and the infrastructure required to serve the proposed Modified Project is either in place or planned through existing programs required to facilitate its expansion. Therefore, 1979 EIR Mitigation Measures 1 and 3 are replaced with PDF 3.13-1 and PDF 3.13-2, as well as PPPs 3.13-1 through 3.13-3.

The 1979 EIR Mitigation Measure 1 is replaced with PDF 3.13-1 and PDF 3.13-2, which incorporate project features designed to minimize increases in service demand in accordance with current regulatory standards (PPP 3.13-1 and PPP 3.13-2).

~~**1979 EIR Mitigation Measure 1:** New development should be located adjacent to existing developed areas, rather than in remote fringe areas, to minimize the response time. Adequate street and security design features should be incorporated into all new developments.~~

Since the 1979 EIR Mitigation Measure 2 is designed to address the growth anticipated through buildout of the Approved Project as it relates to provision of emergency facilities, this measure applies to the proposed Modified Project because it, too, contributes to buildout of the Page Ranch PCD. However, the Modified Project proposes an overall reduction in population compared to the Approved Project, so the Modified Project would not result in a cumulative contribution to demand for emergency services beyond that which has already been anticipated under the Approved Project and for which implementation of 1979 EIR Mitigation Measure 2 is designed to mitigate. In addition the Hemet Valley Hospital has been modified since the 1979 EIR was written, and the mitigation is no longer relevant.

~~**1979 EIR Mitigation Measure 2:** The new medical-surgical unit will partially mitigate the additional demand created by the project. Three more floors can be added to this structure when a need for the addition is demonstrated.~~

The 1979 EIR Mitigation Measure 3 is replaced with PPP 3.13-3, which requires payment of development fees for schools in accordance with current regulatory standards.

~~**1979 EIR Mitigation Measure 3:** Student generation rates are uncertain at this time. SB 201, relating to builder contributions to the school system, may be a means of purchasing relocatable classrooms and putting them on existing sites. However, the cost may be prohibitive under the developer assessment program.~~

3.13.11 Level of Significance After Mitigation

With implementation of 1979 EIR Mitigation Measures 1 through 3, the Certified EIR concluded buildout of the Approved Project would require construction of additional fire and police manpower and equipment, construction of additional schools, and possible expansion of hospital facilities. The 2008 EIR concluded implementation of the Approved Project would not result in a significant impact to the environment from an increased demand for public services based on the baseline conditions as of 2008, which included substantial buildout of the *Southwest Area* since the time of the 1979 EIR. However, the Modified Project proposes an overall reduction in population compared to the Approved Project, so the Modified Project would not result in a cumulative contribution to demand for emergency services beyond that which has already been anticipated under the Approved Project and for which implementation of 1979 EIR Mitigation Measure 2 was designed to mitigate. Through implementation of PDF 3.13-1, through PDF 3.13-3, impacts to public services from the proposed Modified Project would be reduced to less than significant levels.

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3.14 RECREATION

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to recreation as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents which are incorporated by reference:

- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

Scoping Process/NOP Comments: Potential impacts to recreation were not identified during the public scoping meeting held in August 2016 for the proposed Modified Project. However, one comment regarding if the park space will be used for private or public use of the Modified Project was received.

The City received one comment letter in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts to recreational facilities. The Valley-Wide Recreation and Park District (VWRPD) provided a letter dated August 31, 2016 (see Appendix A1). The VWRPD requests the project proponent annex the Modified Project site into VWRPD jurisdiction and into a specified Community Facilities District for continued public park and parkway landscape maintenance. The VWRPD indicates development of 635 residential units requires 9.9 acres of additional active parkland, and private homeowner-maintained parks, linear parks, and open space areas not providing active park amenities would not count toward the required parkland acreage. VWRPD landscape standards and specifications include provisions for ball fields, restrooms, shade shelters, tot-lots, basketball courts, park benches, tables, and other amenities. In lieu of paying park fees, the project proponent would be required to develop active parks to VWRPD standards and be landscaped in accordance with current local and State irrigation requirements, including use of recycled water where feasible.

No additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to recreation facilities.

3.14.1 Regulatory Setting

3.14.1.1 Federal Regulations

There are no federal regulations regarding recreation that are applicable to the proposed Modified Project.

3.14.1.2 State Regulations

Quimby Act (California Code 66477). The Quimby Act (California Government Code 66477) governs requirements for dedication of land and/or fees for park and recreational purposes as a condition of approval of a tentative map or parcel map and allows local governments to acquire land sufficient to allocate 3 acres of park improvements per 1,000 residents. This standard can be increased locally to 5 acres of existing parkland in a community exceeds the 3:1,000 ratio. Article X (Public Parklands and/or Dedication) or Chapter 70 (subdivisions) of the City Municipal Code amends the Quimby Act to require 5 acres per 1,000 residents (Section 70-282) and establishes park development fee payment criteria

per City Council resolution (Section 70-284) and a standard for dedication of land in lieu of fees (Section 70-285).

3.14.1.3 Local Regulations

City of Hemet General Plan 2030. The purpose of the Recreation and Trails Element is to describe the current parks and recreational resources available in the City of Hemet and the Planning Area acknowledge deficiencies in the provision of those resources establish goals and objectives to enhance the public's ability to access and enjoy these resources, and present an implementation strategy to meet the elements goals and objectives.

3.14.2 Certified EIR Findings

The 1979 EIR concluded the Hemet Open Space Conservation Element designates the southern portions of the Approved Project as a significant scenic area and are located within the Domenigoni Mountains.

The 2008 EIR concluded the Approved Project would result in the development of 852 units, which would increase the population by approximately 1,965 persons. Based on the City of Hemet Municipal Code requirement of 5 acres of parkland per 1,000 residents, the development would create need for approximately 9.8 acres of parkland. The 2008 EIR also concluded the Approved Project is part of the Page Ranch Specific Plan, the plan is providing the City with approximately 30 acres of open space/ recreational land and approximately 108 acres of open space/preserve areas. The residents in the area would increase the use of community and residential parks.

3.14.3 Existing Environmental Setting

The Modified Project site is a former agricultural property that is currently uncultivated. The site is highly disturbed with ruderal vegetation and has been regularly disked for the purposes of weed abatement for at least the past 20 years. Surrounding land uses consist primarily of single-family residential uses to the east, and agricultural and undeveloped land to the north, south, and west.

3.14.4 Methodology

The proposed Modified Project was assessed via the City's General Plan 2030. The potential impacts of the proposed Modified Project on recreation and park resources were evaluated based on whether implementation of the proposed Modified Project could result in increased use of existing recreation and park resources, or whether implementation of the proposed Modified Project could necessitate the construction or expansion of recreation and park facilities.

3.14.5 Thresholds of Significance

Appendix G of the *CEQA Guidelines* (14 CCR 15000 et seq.) provides guidance for evaluating whether a project may result in significant impacts. Based on Appendix G, the proposed project could have a significant impact on recreational facilities if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.14.6 Proposed Modified Project Design Features and Compliance Measures

The City previously committed the Modified Project site to residential use through the adoption of the Page Ranch PCD SP (Approved Project). The proposed Modified Project will amend the existing Page Ranch PCD SP to account for a slight reduction of residential density along with the inclusion of 19.67 acres of commercial uses on site.

The Modified Project will dedicate 64.89 acres of the overall 245.07-acre Modified Project site to public parks, private homeowners' association parks, and open space areas allocated as follows: 5.12 acres of private homeowners' association parks, 5.62 acres of public parks, and 54.15 acres of open space areas.

3.14.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.14.7.1 Increase the Use of Existing Neighborhood and Regional Parks

Threshold:	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities that substantial physical deterioration of the facility would occur or be accelerated?

The 1979 EIR did not address regional parks or other recreational facilities.

The 2008 EIR concluded the Approved Project would result in the development of 852 units which would result in an increase in population of approximately 1,965 persons. Based on the City of Hemet Municipal Code requirement of 5 acres of parkland per 1,000 residents, the development would create a need for approximately 9.8 acres of parkland. The 2008 EIR also included the Approved Project is part of the larger Page Ranch Specific Plan, the plan is providing the City with approximately 30 acres of open space/recreational land and approximately 108 acres of open space/preserve areas. The residents in the area would increase the use of community and residential parks. Since the project has already been approved, impacts would be less than significant and no mitigation is required.

The proposed Tentative Tract Map (TTM) No. 36841 would subdivide the 245.07 acre project site into 586 single-family residential lots and 64.89 acres of park and open space area. The Hemet General Plan Recreation and Trails Element indicates the City has established a park ratio of 5.0 acres of developed parkland for every 1,000 residents. Although the Modified Project would introduce additional permanent residents to the City, the intensity of the proposed residential uses is substantially less than that which was anticipated under the Approved Project. TTM 36841 proposed as part of the Modified Project will reduce the dwelling unit count from 744 to 586 units and include 19.67 acres of commercial uses in Planning Area XIII. Based on the acreages detailed in Table 2.B, the gross Modified Project density will be 2.60 dwelling units per acre compared to the Approved Project density of 3.13 dwelling units per acre.

According to the 2019 SCAG Local Profile Report for Hemet, the population per household is 2.7.[1] Assuming the 586 dwelling units proposed under the Modified Project, the Modified Project must include at least 7.91 acres of public parkland to comply with the City's standard of 5 acres of parks per 1,000 residents pursuant to Section 70-282 of the Municipal Code.[2] The Modified Project includes 5.62 acres of public parks and 5.12 acres of parks to be maintained by the homeowner's association (refer to Mitigation Measure 3.7.10.3 in Section 3.7 of this SEIR for landscaping requirements), as well as 54.15 acres of open space (total of 64.89 acres), which is over 26 percent of the overall 245.07-acre Modified

[1] SCAG *Local Profile Report for the City of Hemet*, May 2019.
[2] 586 dwelling units × 2.7 persons per household = 1,582 population. 1,582 ÷ 1,000 × 5 acres = 7.91 total acres of parkland.

Project site, the Modified Project includes provisions for park and open space areas to be utilized for the enjoyment of the on-site residents and public at large. However, as indicated by the VWRPD in a letter dated August 31, 2016 (see Appendix A1), private HOA parks and open space do not contribute toward the City's public parkland requirement. To supplement the proposed public parkland, the Modified Project would pay Quimby fees for the development of parks and recreation facilities in the City in accordance with Section 70-284 (park development fee payment criteria) and Section 70-285 (standard for dedication of land in lieu of fees) of the City Municipal Code. As deemed appropriate by the City, a credit for the provision of private park and recreation space may be deemed appropriate at time of approval of a project's tentative tract.

The Mitigation Fee Act[3] governs the establishment and administration of development impact fees (DIFs) to fund public facilities needed to serve new development. Fees must be separately accounted for and used for the specific purpose for which the fee was imposed. The City maintains a comprehensive list of all fees imposed in the City, including those used to fund services and park/ recreation improvements of a nature and at locations determined necessary by the City.

As permitted under the Municipal Code, the payment of the City's DIF for park development will ensure impacts associated with any increased demand on neighborhood and community parks and recreation facilities in the City as a result of the proposed project do not result in their substantial physical deterioration. Therefore, Modified Project impacts from the potential increased use of existing neighborhood and regional parks would be the same as those identified for the Approved Project (i.e., less than significant). No mitigation is required.

3.14.7.2 Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities

Threshold:	Would the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The 2008 EIR concluded the Approved Project includes open space for each tract, this results in 45.3 acres. TTM 35392 includes approximately 10.2 acres of open space, TTM 35393 includes approximately 15.4 acres of open space, and TTM 35394 is estimated to contain 16.3 open space acres. These facilities are not anticipated to result in an advance physical effect on the environment. The project is also providing an open space preserve area of approximately three acres along Warren Road. This preserve area is a benefit as it preserves existing habitat. Therefore, the preserve area will not have an adverse physical impact effect on the environment. The impacts to recreational facilities would be less than significant and no mitigation is required.

The proposed Modified Project consists of 5.12 acres of private HOA parks, 5.62 acres of public parks, and 54.15 acres of open space areas (total of 64.89 acres), which is over 26 percent of the overall 245.07-acre Modified Project site. The Modified Project's private and public recreation facilities are included as part of proposed TM 36841; therefore, the environmental effects associated with the development of these facilities have been considered through the analysis of the Modified Project as a whole. The construction of these facilities would not result in adverse physical effects on the environment beyond those analyzed for the overall development of the Modified Project. The Modified Project will be required to pay applicable park and recreation fees in accordance with Section 70-284 (park development fee payment criteria) and Section 70-285 (standard for dedication of land in lieu of fees) of the City Municipal Code, which will be used in part to maintain existing park facilities and/or

[3] Government Code §66000 et seq.

construct new park facilities at a time and place determined appropriate by the City. The construction of such new park and recreation facilities would be an action independent of the Modified Project. The CEQA review for such an action would occur at a time on a level commensurate with each specific City-sponsored park development project. Therefore, the Modified Project impacts from the construction of new or expansion of existing park or recreation facilities would be the same as those identified for the Approved Project (i.e., less than significant). No mitigation is required.

3.14.8 Cumulative Impacts

3.14.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The 2008 EIR concluded as the City of Hemet and Western Riverside County continue to grow, the increased population will require additional parkland and recreational opportunities. The Approved Project includes onsite parks with a 13,000-square-foot Active Adult Community Center, and the Page Ranch CMP includes 127.50 acres of parks and recreational facilities. As development occurs within the Page Ranch CMP, the project area will have an increase in recreational parks and facilities. As long as future projects continue to provide onsite parks or in lieu fees, there would be no cumulatively considerable impacts to recreational services. Therefore, no additional mitigation is required.

Approximately 99.4 acres of the 245.07-acre proposed Modified Project overlap TTM 35394 (Planning Area X) of the Approved Project, and the remaining 145.67 acres of the proposed Modified Project entail portions of Planning Areas VI and XIII of the Approved Project.

The proposed Modified Project would reduce the residential density from 744 to 586 units and add approximately 100,000 square feet of commercial uses, which in turn reduces the amount of required parkland from approximately 9.8 acres to 7.9 acres. Neither the Approved Project nor the proposed Modified Project are expected to have substantial physical deterioration of the facilities. The Approved Project included open space in each tract, with a combined acreage of 45.3 acres. The proposed Modified Project consists of 64.89 acres of park and open space, adding an additional 19.59 acres when compared to the Approved Project.

Neither the Approved Project nor the proposed Modified Project is anticipated to have physical deterioration of recreational facilities or is expected to require the construction of new or expansion of existing recreational facilities that could have an adverse physical effect on the environment. Implementation of the proposed Modified Project in combination with cumulative projects in the City would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which will contribute to future recreational facilities. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities. When considered with other projects in the City, the cumulative park impact of the proposed Modified Project is the same as that identified for the Approved project (i.e., less than significant). No mitigation is required.

3.14.9 Level of Significance before Mitigation

The 2008 EIR concluded development of 852 residential units as part of the Approved Project would create a need of approximately 9.8 acres of parkland. While the project residents would increase the use of these community and regional parks, the parks were established for their use, and substantial physical deterioration of the facilities is not anticipated. As a result, impacts to parks and recreation facilities are less than significant.

The proposed Modified Project would subdivide the 245.07 acre Modified Project site into 586 single-family residential lots and 64.89 acres of park and open space area. Impacts of the proposed Modified Project would be the same as those identified for the Approved Project (i.e., less than significant).

3.14.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

There are no mitigation measures necessary and impacts are less than significant for the Approved Project and the proposed Modified Project.

3.14.11 Level of Significance After Mitigation

Neither the Approved Project nor the proposed Modified Project is determined to result in significant impacts to recreation. Mitigation is not required.

In summary, no new mitigation or alternatives have been identified that would substantially or further reduce any recreation impacts of the Modified Project.

3.15 TRANSPORTATION

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts associated with transportation as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Fehr & Peers*. WRCOG SB 743 Implementation Pathway Document Package.* March 2019.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- State of California, Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.
- Urban Crossroads. *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. April 2018 (Appendix I1).
- Urban Crossroads. *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis-Supplemental Assessment, City of Hemet*. November 2019 (Appendix I2).
- Urban Crossroads. *Rancho Diamante (TTM No. 36841) Vehicle Miles Travelled (VMT) Assessment*. March 4, 2020 (Appendix I3).

Scoping Process/NOP Comments: Potential transportation impacts were identified during the public scoping meeting held in August 2016 for the proposed Modified Project regarding:

- Concerns regarding the addition of more traffic on Warren Road, which is already congested.
- Question asking how Warren Road will transition from two lanes to four lanes.
- Request for safer access and turning on Warren Road.
- Concerns regarding the traffic speeds on Warren Road and Mustang Way.
- Question asking if the proposed project will affect the railroad or future Metrolink station.
- Request for a dedicated southbound lane on Warren Road for Corte del Mar.
- Request that a stop sign or signal at the intersection of Thornton Avenue and Cawston Avenue be studied because of poor visibility and high speeds.
- Question asking what the timing and status is of the Stetson Avenue realignment.
- Question asking what the traffic vehicle counts are for the proposed project.
- Question asking if improvements/realignments to Simpson Road will be provided.

The City received comment letters from the California Department of Transportation (Caltrans) and the Southern California Association of Governments (SCAG) in response to the initial Notice of Preparation

(NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential transportation impacts.

SCAG recommended the discussion of transportation impacts include a consistency analysis of the proposed Modified Project in relation to the goals of the SCAG 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). A side-by-side comparison of SCAG goals with discussions of consistency, non-consistency, or non-applicability of the goals and supportive analysis is provided in Table 3.9.A of Section 3.9 – *Land Use and Planning* of this SEIR. Performance standards-based mitigation prescribed in the Final Program Environmental Impact Report for SCAG's 2016 RTP/SCS may be considered, as applicable, for adoption and implementation by the City. However, these measures are programmatic-level initiatives designed for application on a regional basis and are not necessarily applicable to individual projects such as the Proposed Modified Project.

Caltrans provided three comments. Comment 1 requested the project traffic study use the *Highway Capacity Manual* 2010 methodology to address impacts to affected intersections along State Routes 74 and 79, the study ensure that intersection Level of Service (LOS) is maintained at the transition between C and D during peak hours; and requested receipt of two hard copies of the study and electronic copies of Synchro files used in the analysis. Comment 2 suggested the study discuss bicycle, pedestrian, and transit network opportunities and propose strategies to increase multi-modal trips and provided recommended strategies to accomplish this goal. Comment 3 addressed "quality neighborhood planning" to "foster community, aesthetics, and sustainability."

Comment 3 provided recommendations regarding the Modified Project's land use density and proximity to rail transit, tree placement, use of recycled water, solar PV, and roundabouts. Comments on an NOP by responsible state agencies "shall provide the lead agency with specific detail about the scope and content of the environmental information related to the responsible or trustee agency's area of statutory responsibility that must be included in the draft EIR" (*CEQA Guidelines* Sections 15082, 15096, Appendix B: Statutory Authority of State Departments). Caltrans recommendations regarding tree placement, use of recycled water, and solar PV is not related to the responsible agency's area of statutory responsibility.

The City received one comment letter in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to transportation. The Riverside Transit Agency (RTA) provided a letter dated May 14, 2019 (see Appendix A2). RTA provided recommendation to install Americans with Disabilities (ADA)-compliant bus stops at five locations and asked if the project would install crosswalks and traffic signals at these locations.

3.15.1 Regulatory Setting

3.15.1.1 Federal Regulations

There are no federal regulations related to transportation and traffic that are applicable to the proposed Modified Project.

3.15.1.2 State Regulations

There are no relevant State regulations related to transportation and traffic applicable to the proposed Modified Project.

3.15.1.3 Local Regulations

City of Hemet General Plan. According to the Hemet General Plan 2030, Warren Road is classified as the 6-lane Arterial. The *City of Hemet 2030 General Plan* established level of service (LOS) D as

the LOS standard for peak-hour intersection movements and LOS C as the LOS standard for roadway segments.

3.15.2 Certified EIR Findings

The 1979 EIR analyzed a master plan of development covering a very large area (3,241 acres) of mostly undeveloped land. The EIR analyzed seven Alternatives in detail. The EIR found that Stetson Avenue in particular and all roadways within the Planning Area would receive a significant increase in traffic volumes and associated traffic impacts. The EIR prescribed traffic mitigation consisting primarily of requirements to:

- Construct and improve roadways to their master planned standards;
- Install traffic signals where warranted;
- Provide sufficient off-street parking to accommodate parking demand from the specific land use; and
- Establish land use patterns, intensities, and relationships to reduce vehicle trips and promote alternative modes of travel such as bicycling, walking, and transit.

The 2008 EIR found all traffic level of service impacts to study area roads and intersections would be mitigated to less than significant with implementation of mitigation consisting of:

- Construction of on-site improvements and payment of fair-share costs of off-site improvements; and
- Payment of Transportation Uniform Mitigation Fee (TUMF).

3.15.3 Existing Environmental Setting

Existing study area intersections are currently operating at an acceptable LOS during the peak hours, with the exception of the following intersections:

- Winchester Road (SR-79)/9th Street (#2);
- Winchester Road (SR-79)/Domenigoni Parkway (#4);
- Warren Road/Devonshire Avenue (#24); and
- Warren Road/Stetson Avenue (#28).

Existing study area roadway segments currently operate at an unacceptable LOS based on the applicable planning level daily roadway capacity thresholds, with the exception of the following locations:

- Simpson Road, east of Warren Road (#45);
- Domenigoni Parkway, Winchester Road (SR-79) to Patterson Avenue (#46);
- Domenigoni Parkway, Patterson Avenue to SR-79 (#47); and
- Domenigoni Parkway, west of Warren Road (#49).

Daily roadway capacities are “rule of thumb” estimates for planning purposes and are affected by such factors as intersections (spacing, configuration, and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance,

vehicle mix (truck and bus traffic), and pedestrian bicycle traffic. Where the daily-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis has been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment LOS deficiencies are usually only of concern and only require widening if the peak hour intersection analysis indicates the need for additional through lanes.

3.15.4 Methodology

The 2019 CEQA Guidelines were updated to remove vehicle delay and LOS from consideration under CEQA pertaining to transportation impacts. With the change in the 2019 CEQA Guidelines (particularly Section 15064.3(b)), transportation impacts are to be evaluated based on a project's effect on Vehicle Miles Traveled (VMT). Lead agencies are allowed to opt-in to the revised transportation guidelines at this time, but the new guidelines must be used starting on July 1, 2020. The City of Hemet, as the Lead Agency of the proposed Modified Project, has opted to analyze transportation impacts using both VMT and LOS for the Modified Project, as certification of this SEIR is not guaranteed to occur prior to the July 1, 2020 mandatory date.

Pursuant to the California Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), this SEIR analyzes the Modified Project's residential VMT and commercial (retail) VMT separately and compares each result to the appropriate threshold.[1] The City of Hemet as the Lead Agency of the Modified Project has not yet established thresholds related to VMT. However, State law provides guidance to evaluate a project's impact related to VMT through California Public Resources Code Section 15064.3(b)(4), which states in part: "A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure."

The Western Riverside Council of Governments (WRCOG) published a *Senate Bill 743 Implementation Pathway Document Package* (WRCOG Document),[2] which recommends use of the Riverside County Transportation Analysis Model (RivTAM) for VMT impact analysis in the WRCOG region, including the City of Hemet. To analyze the residential portion of the Modified Project, the City compares the Modified Project Home-Based VMT per capita with the City-wide average Home-Based VMT per capita. To analyze the commercial (retail) portion of the Modified Project, the City calculates the daily total VMT for the WRCOG region without and with the Modified Project's retail component.

Traffic impacts were analyzed also by examining the proposed Modified Project's impacts on intersections and roadways. Two phases of the Modified Project were assessed, with Phase 1 consisting of the proposed 588 single-family residential dwelling units and Phase 2 consisting of the residences plus 100,000 square feet of neighborhood retail space.

Trips generated by the Modified Project were estimated based on trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, 2012. Phase 1 of the Modified Project is estimated to generate a net total of 5,598 trip-ends per day on a typical weekday with approximately 441 AM peak hour trips and 588 PM peak hour trips. Phase 2 is estimated to generate a net total of 8,211 trip-ends per day with 587 AM peak hour trips and 810 PM peak hour trips.

The analysis in the TIA assessed impacts to Existing (2017), Opening Year Cumulative (2024), Opening Year Cumulative (2026), and General Plan Buildout (2040) scenarios. Impacts were assessed for

[1] *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California, Governor's Office of Planning and Research. Page 6. December 2018.
[2] *WRCOG SB 743 Implementation Pathway Document Package.* Fehr & Peers. March 2019.

Phase 1 and Project Buildout impacts in the Existing, Opening Year Cumulative (2026), and General Plan Buildout (2040) scenarios. The Opening Year Cumulative (2024) scenario assessed Phase 1 impacts only because Phase 2 will not be built at that time. For the purposes of this SEIR, Phase 1 impacts contained in the TIA have not been reported in order to focus the analysis on impacts from the entire project (Phases 1 and 2 combined). From this point forward in this section, reference to the proposed Modified Project implies buildout (i.e., Phases 1 plus 2) and consequently the Modified Project's impacts have been reported for the Existing (2017), Opening Year Cumulative (2026), and General Plan Buildout (2040) scenarios.

Intersection impacts to 41 study area intersections (see Exhibit 1-2 in the Project TIA, Appendix I1) were evaluated using the Highway Capacity Manual (HCM) 2010 analysis methodology and in accordance with the County of Riverside Traffic Study Guidelines. Signal warrants at unsignalized study area intersections were evaluated using signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), as amended by the MUTCD 2014 California Supplement. Because the traffic study area includes intersections and roadways in other jurisdictions, the applicable LOS standards for the City of San Jacinto, County of Riverside and Caltrans were used in addition to the City's LOS standards. Roadway segment impacts to 49 existing/future roadway segments (see Table 1-2 in the Project TIA, Appendix I1) were evaluated using daily maximum volume-to-capacity (v/c) values identified by the County of Riverside's General Plan for each applicable street classification. Table 3.15.A summarizes the minimum LOS standards by jurisdiction.

Table 3.15.A: Minimum LOS Standard By Jurisdiction

Jurisdiction	Intersection LOS Standard	Roadway LOS Standard
Hemet	D	C
San Jacinto	D	D
Riverside County	D	D
Caltrans	D	NA

Source: *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Section 2 (Methodologies). Urban Crossroads. April 2018 (Appendix I1).

3.15.5 Thresholds of Significance

The WRCOG Document includes recommendations on VMT assessment methodology, thresholds of significance, and examples of potential mitigation measures. WRCOG recommends the following thresholds of significance in accordance with OPR's Technical Advisory:

- For residential projects, failing to reduce VMT by at least 15 percent below City-wide average VMT per capita would be considered a significant impact.
- For commercial (retail) projects, any net increase in total daily VMT for the WRCOG region would be considered a significant impact.

Based on Appendix G of the *CEQA Guidelines* (14 CCR 15000 et seq.), the proposed Modified Project could produce a significant traffic impact if it would:

- Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

- 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.
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).

3.15.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): PDFs include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts to traffic. The Modified Project includes a General Plan Amendment (GPA) to amend the City's General Plan Circulation Element to include extension of Mustang Way from Warren Road westward and northward to realigned Stetson Avenue (see Figure 2.5). The GPA would also change the classification of Warren Road from a 6-lane arterial to a 4-lane secondary arterial between Domenigoni Parkway and realigned Stetson Avenue. Roadway engineering improvements in the form of realignment of the curves on Warren Road south of the railroad tracks/realigned Stetson Avenue are included as part of the Modified Project. These frontage improvements would ensure the design speed of the roadway meets the acceptable engineering standard. Improvement to the curves on Warren Road north of the railroad tracks/realigned Stetson Avenue is not part of the Modified Project and would be implemented by the City or others.

As introduced in Section 3.3, Air Quality, of this SEIR, The proposed Modified Project provides a framework of development standards to guide development of the proposed residential and commercial uses. These standards establish development and design criteria to promote a reduction in VMT and associated vehicular emissions:

PDF 3.3-1: The Modified Project provides pedestrian connections to surrounding areas consistent with the City's General Plan. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.

PDF 3.3-2: The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to a reduction of automobile use for local residents and employees.

PDF 3.3-3: The Modified Project includes commercial retail uses to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from noise.

PPP 3.15-1 **City of Hemet Development Impact Fee (DIF) Program.** The Modified Project will be subject to City's Development Impact Fee (DIF) program which includes a component for Road Facilities Fees. The Road Facilities Fees finances highways, roads, bridges, and traffic signals. The most recent City DIF Nexus Study is dated January 3, 2006 (Resolutions No. 3981 and 3837).

PPP 3.15-2 **Transportation Uniform Mitigation Fee (TUMF) Program.** The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based

upon a regional Nexus Study most recently updated in 2009 to address major changes in right of way acquisition and improvement cost factors. WRCOG is currently in the process of completing a current Nexus Study update to the program. Final changes to network facilities, network cost allocations, and fee changes were not available at the time this assessment was prepared. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly 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 stage. In addition, an annual inflation adjustment is considered each year in February. In this way, TUMF fees are adjusted upwards on a regular basis to ensure that the development impact fees collected keep pace with construction and labor costs, etc.

A number of the facilities forecast to be affected by the Project are programmed for improvements through the TUMF program. The Project Applicant will be subject to the TUMF fee program and will pay the requisite TUMF fees at the rates then in effect pursuant to the TUMF Ordinance. The project is located in the Hemet/San Jacinto TUMF zone. The facilities planned through the TUMF program are constructed prior to the time at which the identified facility is expected to deteriorate to an inadequate level of service. WRCOG has a successful track record funding and overseeing the construction of improvements funded through the TUMF program. In total, the TUMF program is anticipated to generate nearly $5 billion in transportation projects for Western Riverside County.

3.15.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.15.7.1 Vehicle Miles Traveled

Threshold:	Would the commercial (retail) portion of the project result in a net increase in total daily vehicle miles traveled (VMT) for the Western Riverside Council of Governments (WRCOG) region? Would the residential portion of the project fail to reduce vehicle miles traveled (VMT) by at least 15 percent below City-wide average VMT per capita?

The Certified EIR in 1979 concluded the Approved Project would generate approximately 745,000 daily VMT. However, the context and methodology under which this figure was calculated, such as trip distribution assumptions pertaining to various land uses (e.g., residential, commercial centers, the Seven Hills Golf Course, the Hemet-Ryan Airport, and any future industrial development), are vastly different from the existing baseline condition and RivTam modeling framework. Furthermore, the City had not established VMT-specific thresholds at the time of certification of the 1979 EIR. Therefore, a meaningful comparison of VMT between the Approved Project and proposed Modified Project is impractical.

VMT analysis for the proposed Modified Project is based on the *Rancho Diamante (TTM No. 36841) Vehicle Miles Travelled (VMT) Assessment* prepared by Urban Crossroads on March 4, 2020 (Appendix I3). The calculation of the Modified Project's commercial (retail) and residential VMT considers interaction between different land uses based on socio-economic data such as population, households and employment.

Commercial (retail)

The daily total VMT for the WRCOG region without and with the Modified Project's commercial/retail component was calculated based on the RivTAM model. The Modified Project's commercial/retail component is expected to generate a daily VMT of 23,300. The daily total VMT for the WRCOG region without the Modified Project's commercial/retail component is approximately 38,274,048. The daily total VMT for WRCOG region with the Modified Project's commercial/retail component is approximately 38,266,797. Therefore, the Modified Project's commercial/retail component is anticipated to result in a net reduction of 7,251 VMT within the WRCOG region compared to without-Project conditions. Impacts from commercial/retail VMT would be less than significant, and mitigation is not required.

Residential

Based on the RivTAM model, the City's baseline average VMT per capita is 25.4. The WRCOG and OPR Technical Advisory significance threshold recommendation is 15 percent below City-wide average VMT per capita. Therefore, [Modified] Project-generated Home-Based VMT per capita in excess of 21.59 would be a significant impact requiring mitigation.

The Modified Project Home-Based VMT per capita is projected to be 30.64, which is higher than the City's 25.4 baseline average Home-Based VMT per capita and also higher than the 21.59 Home-Based VMT per capita threshold. Impacts would be significant, and mitigation is required.

Fifty (50) transportation demand management (TDM) strategies prepared for WRCOG have been evaluated for reducing VMT impacts determined to be potentially significant.[3] Of those, 41 are applicable at the building and site level, 7 of which may be effective at the Project level, and only 3 of which are determined to provide for potentially meaningful reduction in VMT as follows (refer to Appendix I3):

- *Measure 1: Increase Diversity of Land Uses.* Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. For example, when residential areas are in the same neighborhood as retail and office buildings, a resident does not need to travel outside of the neighborhood to meet his/her trip needs.

In order for the above measure to apply, at least three of the following will be located on or off-site within ¼ mile of the Project: Residential Development, Retail Development, Park, Open Space, or Office. In accordance with **PDF 3.3-2** and **PDF 3.3-3**, the Modified Project includes residential, regional retail, and park space within one-quarter mile of each other with supporting amenities, which would tend to decrease the propensity for vehicle travel for local residents.

- *Measure 2: Provide Pedestrian Network Improvements.* Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT.

In accordance with **PDF 3.3-1**, pedestrian connections shall be provided to surrounding areas consistent with the City's General Plan. Providing a pedestrian access network to link areas of the Modified Project site encourages people to walk instead of drive. The Modified Project would provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site. Additionally, the Modified Project would minimize barriers to pedestrian access and interconnectivity.

[3] *WRCOG SB 743 Implementation Pathway Document Package.* Page 86. Fehr & Peers. March 2019.

- *Measure 3: Provide Traffic Calming Measures.* Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.

Roadway engineering improvements in the form of realignment of the curves on Warren Road south of the railroad tracks/realigned Stetson Avenue are included as part of the Modified Project.[4] These frontage improvements would ensure the design speed of the roadway meets the acceptable engineering standard. Construction of the intersection of Warren Road with "future" realigned Stetson Avenue would include enhanced pedestrian facilities such as marked crosswalks, count-down signal timers, and traffic signals. Additionally, adding an extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of Stetson Avenue (Figure 2.5) would further enhance pedestrian and bicycle facilities by improving marked crosswalks and count-down signal timers at the existing Mustang Way/Warren road intersection and expanding the City's network of bicycle lanes.

Roadway improvements would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, site access requirements and internal circulation. As part of the City's standard plan check process, the final design of all roadways, intersections, and circulation within and adjacent to the Modified Project site would be reviewed by and subject to approval by City staff prior to issuance (as relevant) of any grading, construction, or occupancy permit. The review and approval by City staff sufficiently ensures the proposed Modified Project will incorporate the necessary design features to ensure safe travel to, from, and within the project site not only via motor vehicle, but also by pedestrians and cyclists.

According to WRCOG,[5] a 15 percent reduction in VMT is the maximum potential reduction when combining multiple reduction strategies for a *suburban center*, which typically involves a cluster of multi-use development within dispersed, low-density, automobile dependent land use patterns (a suburb) and serves the population of the suburb with office, retail and housing which is denser than the surrounding suburb.[6] The land use context of the Modified Project is characteristically *suburban*, which acts to reduce the range of feasible TDM measures and moderates their potential effectiveness. For *suburban* place types, characterized by dispersed, low-density, single-use, automobile dependent land use patterns usually outside of the central city,[7] a more feasible maximum VMT reduction potential is 10 percent and requires a project to contain a diverse land use mix, workforce housing, and project-specific transit.[8] WRCOG further states, "…the maximum percent reductions were not based on data or research comparing the actual performance of VMT reduction strategies in these place types. Instead, the percentages were derived from a limited comparison of aggregate citywide VMT performance for Sebastopol, San Rafael, and San Mateo where VMT performance ranged from 0 to 17 percent below the statewide VMT/capita average based on data collected prior to 2002. Little evidence exists about the long-term performance of similar TDM strategies in different land use contexts. As such, VMT reductions from TDM strategies cannot be guaranteed in most cases."[9]

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4 The double reverse curve on Warren Road is an existing condition required to protect vernal pools. Improvement to the curves on Warren Road north of the railroad tracks/realigned Stetson Avenue is not part of the Modified Project and would be implemented by the City or others.

5 *WRCOG SB 743 Implementation Pathway Document Package.* Pages 65 and 66. Fehr & Peers. March 2019.

6 *Quantifying Greenhouse Gas Mitigation Measures.* Page 60. California Air Pollution Control Officers Association. August 2010.

7 *Ibid.*

8 *WRCOG SB 743 Implementation Pathway Document Package.* Pages 65 and 66. Fehr & Peers. March 2019.

9 *Ibid.* Page 66.

Under a best-case scenario, if the proposed Modified Project achieved the maximum 10 percent VMT reduction through implementation of **PDF 3.3-1** through **3.3-3** and the proposed transportation infrastructure improvements described above, the Modified Project's reduced Home-Based VMT per capita would be approximately 27.58, which would still exceed the City-wide average of 25.4 Home-Based VMT per capita for Hemet.

1979 EIR Air Quality Mitigation Measure 3 (also provided in Section 3.3.10 of this SEIR) requires provision of convenient bus stop locations, and several bus stops have been developed within the Page Ranch PCD along Mustang Way by the RTA in support of Route 74 and Route 79 in accordance with **1979 EIR Air Quality Mitigation Measure 3**. Therefore, it is expected the project proponent and RTA will continue to service these routes through further expansion of bus stations for the occupants of the proposed Modified Project in conjunction with the proposed extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue (Figure 2.5). Additionally, **1979 EIR Air Quality Mitigation Measure 3** facilitates execution of **PDF 3.3-2** to reduce the use of automobiles for residents and employees. **1979 EIR Traffic Mitigation Measure 10** promotes a variety of land uses in proximity to each other to reduce dependency on automobiles and promote alternative modes of transportation. Additionally, **2008 EIR Mitigation Measure AQ-07** requires the project proponent to develop a plan to encourage and facilitate carpooling, which further facilitates execution of **PDF 3.3-2** to reduce the use of automobiles for residents and employees. However, because implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential, Modified Project impacts from residential VMT would be *significant and unavoidable*. No additional mitigation is feasible to reduce the impact further.

3.15.7.2 Increase in Vehicle Trips or Volume-to-Capacity on Roads, or Congestion at Intersections

Threshold:	Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Existing Plus Project Intersection LOS

Table 3.15.B presents the results of the Existing Plus Project intersection level of service analysis and shows the following study area intersections are anticipated to experience unacceptable levels of service during one or more peak hours with the addition of Project traffic to existing:

- Winchester Road (SR-79)/9th Street (#2);
- Winchester Road (SR-79)/Domenigoni Parkway (#4);
- Warren Road/Esplanade Avenue (#22);
- Warren Road/Devonshire Avenue (#24);
- Warren Road/Auto Boulevard (#26); and
- Warren Road/Stetson Avenue (#28).

As shown in Table 3.15.B, deficiencies at four of the study area intersections (#2, #4, #24, and #28) occur in the Existing Without Project condition. The Modified Project's impacts to these intersections are considered to be cumulative in nature, and mitigation is required. The Modified Project's mitigation

Table 3.15.B: Existing Plus Project Intersection LOS

#	Intersection	Traffic Control[2]	Existing (2017)				E+P (Phase 1)				E+P (Project Buildout)			
			Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Winchester Rd. (SR-79) / Florida Av. (SR-74)	TS	17.9	25.2	B	C	18.0	26.4	B	C	18.0	26.8	B	C
2	Winchester Rd. (SR-79) / 9th St.	CSS	27.2	**42.6**	D	**E**	28.0	**45.1**	D	**E**	28.2	**46.0**	D	**E**
3	Winchester Rd. (SR-79) / Simpson Rd.	TS	22.7	17.7	C	B	23.3	18.8	C	B	23.4	19.0	C	B
4	Winchester Rd. (SR-79) / Domenigoni Pkwy.	TS	**>200.0**	**176.0**	**F**	**F**	**>200.0**	**182.0**	**F**	**F**	**>200.0**	**182.6**	**F**	**F**
5	Patterson Av. / Grand Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
6	Patterson Av. / Domenigoni Pkwy.	CSS	16.7	0.0	C	A	17.1	0.0	C	A	17.1	0.0	C	A
7	El Callado Rd./Remington Wy. / Grand Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
8	SR-79 SB Ramps / Tres Cerritos Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
9	SR-79 SB Ramps / Florida Av. (SR-74)		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
10	SR-79 SB Ramps / Stetson Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
11	SR-79 SB Ramps / Domenigoni Pkwy.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
12	SR-79 NB Ramps / Tres Cerritos Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
13	SR-79 NB Ramps / Florida Av. (SR-74)		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
14	SR-79 NB Ramps / Stetson Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
15	SR-79 NB Ramps / Domenigoni Pkwy.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
16	California Av. / Stowe Rd.	CSS	9.0	9.3	A	A	9.0	9.3	A	A	9.0	9.3	A	A
17	California Av. / Stetson Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
18	California Av. / Simpson Rd.	CSS	11.5	10.7	B	B	12.0	11.2	B	B	12.1	11.3	B	B
19	St. C / New Stetson Av.	**CSS**	Future Analysis Location				8.4	8.4	A	A	8.4	8.4	A	A
20	Mustang Wy. / New Stetson Av.	**CSS**	Future Analysis Location				8.7	8.6	A	A	8.8	8.7	A	A
21	St. D / New Stetson Av.	**CSS**	Future Analysis Location				9.0	8.7	A	A	9.1	9.1	A	A
22	Warren Rd. / Esplanade Av.	AWS	33.8	27.0	D	D	**46.4**	**39.0**	**E**	**E**	**45.7**	**41.6**	**E**	**E**
23	Warren Rd. / Tres Cerritos Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
24	Warren Rd. / Devonshire Av.	AWS	**83.0**	**98.2**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
25	Warren Rd. / Florida Av. (SR-74)	TS	30.6	27.5	C	C	36.3	41.3	D	D	42.9	53.3	D	D
26	Warren Rd. / Auto Bl.	CSS	13.1	29.0	B	D	15.6	**47.1**	C	**E**	15.8	**70.9**	C	**F**
27	Warren Rd. / Whittier Av.	CSS	12.9	13.0	B	B	14.7	14.3	B	B	15.2	15.5	C	C
28	Warren Rd. / Stetson Av.	AWS	26.5	**58.7**	D	**F**	**54.6**	**>100.0**	**F**	**F**	**76.7**	**>100.0**	**F**	**F**
29	Warren Rd. / New Stetson Av.	**TS**	Future Analysis Location				9.6	9.9	A	A	10.5	12.2	B	B
30	Warren Rd. / St. D	**TS**	Future Analysis Location				4.0	4.6	B	B	5.7	10.9	B	B

Table 3.15.B: Existing Plus Project Intersection LOS

#	Intersection	Traffic Control[2]	Existing (2017)				E+P (Phase 1)				E+P (Project Buildout)			
			Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
31	Warren Rd. / Mustang Wy.	TS	12.4	10.1	B	B	14.5	11.6	B	B	14.7	11.9	B	B
32	Warren Rd. / Simpson Rd.	AWS	18.2	15.7	C	C	27.0	22.6	D	C	27.8	22.3	D	C
33	Warren Rd. / Domenigoni Pkwy.	TS	31.1	25.7	C	C	38.4	35.7	D	D	39.1	37.6	D	D
34	Myers St. / Florida Av. (SR-74)	TS	17.4	33.1	B	C	18.2	35.4	B	D	18.6	36.7	B	D
35	Fisher St. / New Stetson Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
36	Acacia Av. / Florida Av. (SR-74)	CSS	0.0	10.1	A	B	0.0	10.1	A	B	0.0	10.1	A	B
37	New Stetson Av. / Stetson Av.		2040 Analysis Location				2040 Analysis Location				2040 Analysis Location			
38	Cawston Av. / Florida Av. (SR-74)	TS	22.3	23.9	C	C	22.3	25.0	C	C	22.5	24.9	C	C
39	Cawston Av. / Stetson Av.	TS	11.1	11.3	B	B	11.3	11.3	B	B	11.3	11.4	B	B
40	Sanderson Av. / Florida Av. (SR-74)	TS	33.8	46.9	C	D	33.8	47.4	C	D	33.9	47.4	C	D
41	Sanderson Av. / Stetson Av.	TS	52.8	43.9	D	D	53.8	44.9	D	D	53.9	44.9	D	D

Source: *Traffic Impact Analysis Rancho Diamante (TTM No. 36841)*, *City of Hemet*. Table 5-1. Urban Crossroads. April 2018 (Appendix I1).

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] AWS = All Way Stop; CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

would be in the form of payment of applicable traffic impact fees as defined by **PPP 3.15-1** (City DIF), **PPP 3.15-2** (TUMF), and payment of fair-share costs for the additional improvement requirements not covered by City or TUMF fees. Payment of fair-share costs are required as part of **Mitigation Measure 3.15.10.1**. Additionally, roadway improvements as prescribed in **2008 EIR Mitigation Measure T-2a** shall be implemented.

The reduction in LOS at the Warren Road intersections at Esplanade Avenue (#22) and Auto Boulevard (#26) are caused by the Modified Project and are considered to be significant impacts, and mitigation is required. **Mitigation Measure 3.15.10.2** provides mitigation for the Warren Road/Esplanade Avenue intersection (#22). Improvements to the Warren Road/Auto intersection (#26) are already planned, scheduled, and funded through the City's Capital Improvement Plan, and payment of the City DIF constitutes the Modified Project's mitigation. The Approved Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [**less than significant with mitigation**] intersection LOS impacts in the Existing condition.

Existing Plus Project Roadway LOS

Table 3.15.C presents the results of the Existing Plus Project roadway level of service analysis. As shown in Table 3.15.C, the following study area roadway segments are anticipated to experience unacceptable levels of service during one or more peak hours with the addition of Project traffic to existing:

- Warren Road, south of Esplanade Avenue (#8);
- Warren Road/north of Tres Cerritos Avenue (#9);
- Warren Road, Tres Cerritos Avenue to Devonshire Avenue (#10);
- Warren Road, Auto Boulevard to Whittier Avenue (#13);
- Warren Road, Whitter Avenue to Stetson Avenue (#14);
- Warren Road/Stetson Avenue to New Stetson Avenue (#15);
- Stetson Avenue, east of Warren Road (#25); and
- Stetson Avenue, west of New Stetson Av. (#26).

A review of the detailed peak hour intersection analysis conducted previously reveals that the anticipated roadway segment deficiencies anticipated along Warren Road, Stetson Avenue, Simpson Road, and Domenigoni Parkway operate at acceptable LOS with recommended intersection improvements but without additional through lanes. For this reason, roadway segment widening has not been recommended for these deficient roadway segments. Roadway segment impacts are less than significant (i.e., no mitigation is required), while roadway intersection impacts are reduced to less than significant levels with implementation of **Mitigation Measure 3.15.10.1** and **2008 EIR Mitigation Measure T-2a**. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] roadway LOS impacts in the Existing condition.

Opening Year Cumulative (2026) Plus Project Intersection LOS

Table 3.15.D presents the results of the Opening Year Cumulative (2026) Plus Project intersection level of service analysis. As shown in Table 3.15.D, the following study area intersections, with corresponding reference number in the table, are anticipated to experience unacceptable levels of service during one or more peak hours with the addition of Project traffic to existing:

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Table 3.15.C: Existing Plus Project Roadway LOS

#	Roadway	Segment Limits	Roadway Section	LOS[3] Capacity[1]	Existing (2017)	V/C[2]	LOS[3]	E+P Phase 1	V/C[2]	LOS[3]	E+P Buildout	V/C[2]	LOS[3]	Acceptable LOS[3]
1	Winchester Rd. (SR-79)	South of Florida Av. (SR-74)	2U	17,050	12,346	0.72	C	12,514	0.73	C	12,667	0.74	C	D
2		North of 9th St.	2U	17,050	14,159	0.83	D	14,327	0.84	D	14,296	0.84	D	D
3	Patterson Av.	South of Grand Av.	2U	12,950	448	0.03	A	448	0.03	A	448	0.03	A	D
4	California Av.	Stowe Rd. to New Stetson Av.	2U	12,950	320	0.02	A	320	0.02	A	320	0.02	A	C
5		New Stetson Av. to Simpson Rd.	2U	12,950	103	0.01	A	103	0.01	A	103	0.01	A	C
6	Mustang Wy.	South of New Stetson Av.		13,000	Future Segment			1,120	0.09	A	3,140	0.24	A	C
7		West of Warren Rd.		13,000	Future Segment			2,524	0.19	A	2,054	0.16	A	C
8	Warren Rd.	South of Esplanade Av.	2U	18,000	13,724	0.76	C	14,508	**0.81**	**D**	14,728	**0.82**	**D**	C
9		North of Tres Cerritos Av.	2U	18,000	13,724	0.76	C	14,508	**0.81**	**D**	14,728	**0.82**	**D**	C
10		Tres Cerritos Av. to Devonshire Av.	2U	18,000	13,724	0.76	C	14,508	**0.81**	**D**	14,728	**0.82**	**D**	C
11		Devonshire Av. to Florida Av. (SR-74)	2U	18,000	10,405	0.58	A	11,245	0.62	B	11,711	0.65	B	C
12		Florida Av. (SR-74) to Auto Bl.	3U	27,000	16,222	0.60	A	18,462	0.68	B	20,348	0.75	C	C
13		Auto Bl. to Whittier Av.	2U	18,000	14,403	0.80	C	16,755	**0.93**	**E**	18,620	**1.03**	**F**	C
14		Whitter Av. to Stetson Av.	2U	18,000	14,403	0.80	C	16,755	**0.93**	**E**	18,620	**1.03**	**F**	C
15		Stetson Av. to New Stetson Av.	2U	18,000	10,211	0.57	A	13,739	0.76	C	16,006	**0.89**	**D**	C
16		New Stetson Av. to Street D	2U	18,000	10,046	0.56	A	12,454	0.69	B	13,467	0.75	C	C
17		Street D to Mustang Wy.	2U	18,000	10,046	0.56	A	12,176	0.68	B	12,510	0.70	B	C
18		South of Mustang Wy.	2U	18,000	12,506	0.69	B	14,242	0.79	C	14,430	0.80	C	C
19		Simpson Rd. to Domenigoni Pkwy.	2U	18,000	9,380	0.52	A	10,556	0.59	A	10,519	0.58	A	C

Table 3.15.C: Existing Plus Project Roadway LOS

#	Roadway	Segment Limits	Roadway Section	LOS[3] Capacity[1]	Existing (2017)	V/C[2]	LOS[3]	E+P Phase 1	V/C[2]	LOS[3]	E+P Buildout	V/C[2]	LOS[3]	Acceptable LOS[3]
20	Florida Av. (SR-74)	Warren Rd. to Myers St.	4D	35,900	23,687	0.66	B	24,863	0.69	B	25,595	0.71	C	C
21		Myers St. to Acacia Av.	5D	44,875	26,281	0.59	A	27,289	0.61	B	27,869	0.62	B	C
22		Acacia Av. to Cawston Av.	4D	35,900	23,744	0.66	B	24,668	0.69	B	25,172	0.70	B	C
23		East of Cawston Av.	4D	34,100	21,655	0.64	B	22,439	0.66	B	22,659	0.66	B	C
24		West of Sanderson Av.	4D	34,100	24,167	0.71	C	24,727	0.73	C	24,989	0.73	C	C
25	Stetson Av.	East of Warren Rd.	2U	13,000	9,087	0.70	B	10,263	0.79	C	10,665	**0.82**	**D**	C
26		West of New Stetson Av.	2U	13,000	9,087	0.70	B	10,263	0.79	C	10,665	**0.82**	**D**	C
27		New Stetson Av. to Cawston Av.	2U	18,000	9,008	0.50	A	10,184	0.57	A	10,585	0.59	A	C
28		East of Cawston Av.	4D	35,900	11,097	0.31	A	12,161	0.34	A	12,364	0.34	A	C
29		West of Sanderson Av.	4D	35,900	15,530	0.43	A	16,594	0.46	A	16,798	0.47	A	C
30	9th St.	East of Winchester Rd. (SR-79)	2U	17,950	115	0.01	A	115	0.01	A	189	0.01	A	D
31	Grand Av.	Patterson Av. to Calvert Av.	2U	18,000	64	0.00	A	64	0.00	A	64	0.00	A	D
32		Calvert Av. to SR-79		18,000	2040 Segment			2040 Segment			2040 Segment			D
33	New Stetson Av.	East of SR-79		35,900	2040 Segment			2040 Segment			2040 Segment			D
34		West of California Av.		35,900	2040 Segment			2040 Segment			2040 Segment			D
35		California Av. to Street C		35,900	2040 Segment			2040 Segment			2040 Segment			C
36		Street C to Mustang Wy.		35,900	2040 Segment			2040 Segment			2040 Segment			C
37		Mustang Wy. to Street D		35,900	2040 Segment			2040 Segment			2040 Segment			C
38		Street D to Warren Rd.		35,900	2040 Segment			2040 Segment			2040 Segment			C

Table 3.15.C: Existing Plus Project Roadway LOS

#	Roadway	Segment Limits	Roadway Section	LOS[3] Capacity[1]	Existing (2017)	V/C[2]	LOS[3]	E+P Phase 1	V/C[2]	LOS[3]	E+P Buildout	V/C[2]	LOS[3]	Acceptable LOS[3]
39		Warren Rd. to Fisher St.		35,900	2040 Segment			2040 Segment			2040 Segment			C
40		Fisher St. to Stetson Av.		35,900	2040 Segment			2040 Segment			2040 Segment			C
41	Simpson Rd.	East of Winchester Rd. (SR-79)	2U	12,950	5,407	0.42	A	5,967	0.46	A	6,119	0.47	A	C
42		West of California Av.	2U	12,950	4,587	0.35	A	5,147	0.40	A	5,372	0.41	A	C
43		East of California Av.	2U	12,950	4,562	0.35	A	5,122	0.40	A	5,347	0.41	A	C
44		West of Warren Rd.	2U	12,950	4,677	0.36	A	5,237	0.40	A	5,462	0.42	A	C
45		East of Warren Rd.	2U	12,950	12,506	**0.97**	**E**	14,242	**1.10**	**F**	14,429	1.11	**F**	C
46	Domenigoni Pkwy.	Winchester Rd. (SR-79) to Patterson Av.	4D	35,900	39,851	**1.11**	**F**	40,635	**1.13**	**F**	40,599	1.13	**F**	C
47		Patterson Av. to SR-79	4D	35,900	39,800	**1.11**	**F**	40,584	**1.13**	**F**	40,547	1.13	**F**	C
48		East of SR-79		35,900	2040 Segment			2040 Segment			2040 Segment			C
49		West of Warren Rd.	4D	35,900	39,428	**1.10**	**F**	40,212	**1.12**	**F**	40,175	1.12	**F**	C

Source: *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Table 5-2. Urban Crossroads. April 2018 (Appendix I1).
BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
[1] These maximum roadway capacities have been extracted from the County of Riverside's General Plan.
[2] V/C = Volume to Capacity Ratio
[3] LOS = Level of Service

Table 3.15.D: Opening Year Cumulative (2026) Plus Project Intersection LOS

#	Intersection	Traffic Control[2]	2026 Without Project				2026 With Project			
			Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Winchester Rd. (SR-79) / Florida Av. (SR-74)	TS	33.6	**160.0**	C	**F**	34.6	**164.4**	C	**F**
2	Winchester Rd. (SR-79) / 9th St.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
3	Winchester Rd. (SR-79) / Simpson Rd.	TS	40.6	25.8	D	C	41.0	27.3	D	C
4	Winchester Rd. (SR-79) / Domenigoni Pkwy.	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
5	Patterson Av. / Grand Av.		2040 Analysis Location				2040 Analysis Location			
6	Patterson Av. / Domenigoni Pkwy.	CSS	21.2	0.0	C	A	21.8	0.0	C	A
7	El Callado Rd./Remington Wy. / Grand Av.		2040 Analysis Location				2040 Analysis Location			
8	SR-79 SB Ramps / Tres Cerritos Av.		2040 Analysis Location				2040 Analysis Location			
9	SR-79 SB Ramps / Florida Av. (SR-74)		2040 Analysis Location				2040 Analysis Location			
10	SR-79 SB Ramps / Stetson Av.		2040 Analysis Location				2040 Analysis Location			
11	SR-79 SB Ramps / Domenigoni Pkwy.		2040 Analysis Location				2040 Analysis Location			
12	SR-79 NB Ramps / Tres Cerritos Av.		2040 Analysis Location				2040 Analysis Location			
13	SR-79 NB Ramps / Florida Av. (SR-74)		2040 Analysis Location				2040 Analysis Location			
14	SR-79 NB Ramps / Stetson Av.		2040 Analysis Location				2040 Analysis Location			
15	SR-79 NB Ramps / Domenigoni Pkwy.		2040 Analysis Location				2040 Analysis Location			
16	California Av. / Stowe Rd.	CSS	9.1	9.4	A	A	9.1	9.4	A	A
17	California Av. / Stetson Av.		2040 Analysis Location				2040 Analysis Location			
18	California Av. / Simpson Rd.	CSS	12.3	11.3	B	B	13.0	12.0	B	B
19	St. C / New Stetson Av.	**CSS**	Future Analysis Location				8.4	8.4	A	A
20	Mustang Wy. / New Stetson Av.	**CSS**	Future Analysis Location				8.8	8.8	A	A
21	St. D / New Stetson Av.	**CSS**	Future Analysis Location				9.1	9.1	A	A
22	Warren Rd. / Esplanade Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
23	Warren Rd. / Tres Cerritos Av.		2040 Analysis Location				2040 Analysis Location			
24	Warren Rd. / Devonshire Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
25	Warren Rd. / Florida Av. (SR-74)	TS	**93.1**	**101.6**	**F**	**F**	**108.0**	**133.6**	**F**	**F**
26	Warren Rd. / Auto Bl.	CSS	**41.4**	**>100.0**	**E**	**F**	**70.2**	**>100.0**	**F**	**F**
27	Warren Rd. / Whittier Av.	CSS	25.3	31.6	D	D	33.3	**44.0**	D	**E**
28	Warren Rd. / Stetson Av.	**TS**[3]	47.4	51.3	D	D	51.7	53.6	D	D
29	Warren Rd. / New Stetson Av.	**TS**	Future Analysis Location				14.4	37.1	B	D
30	Warren Rd. / St. D	**TS**	Future Analysis Location				5.9	47.9	A	D
31	Warren Rd. / Mustang Wy.	TS	42.9	**62.9**	D	**E**	**78.1**	**84.5**	**E**	**F**

Table 3.15.D: Opening Year Cumulative (2026) Plus Project Intersection LOS

#	Intersection	Traffic Control[2]	2026 Without Project				2026 With Project			
			Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
32	Warren Rd. / Simpson Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
33	Warren Rd. / Domenigoni Pkwy.	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
34	Myers St. / Florida Av. (SR-74)	TS	**98.6**	**>200.0**	**F**	**F**	**115.2**	**>200.0**	**F**	**F**
35	Fisher St. / New Stetson Av.		2040 Analysis Location				2040 Analysis Location			
36	Acacia Av. / Florida Av. (SR-74)	CSS	0.0	14.4	A	B	0.0	14.4	A	B
37	New Stetson Av. / Stetson Av.		2040 Analysis Location				2040 Analysis Location			
38	Cawston Av. / Florida Av. (SR-74)	TS	**134.2**	**174.7**	**F**	**F**	**147.0**	**186.5**	**F**	**F**
39	Cawston Av. / Stetson Av.	TS	11.6	11.4	B	B	11.9	11.4	B	B
40	Sanderson Av. / Florida Av. (SR-74)	TS	**105.8**	**>200.0**	**F**	**F**	**106.3**	**>200.0**	**F**	**F**
41	Sanderson Av. / Stetson Av.	TS	**171.8**	**>200.0**	**F**	**F**	**185.9**	**>200.0**	**F**	**F**

Source: *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Table 7-1. Urban Crossroads. April 2018 (Appendix I1).

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] AWS = All Way Stop; CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] As a Condition of Approval and Mitigation Measure for Tract 31807/31808, Warren Road and Stetson Avenue will be analyzed as a signalized intersection for future conditions.

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- Winchester Road (SR-79)/Florida Avenue (SR-74) (#1)
- Winchester Road (SR-79)/9th Street (#2);
- Winchester Road (SR-79)/Domenigoni Parkway (#4);
- Warren Road/Esplanade Avenue (#22);
- Warren Road/Devonshire Avenue (#24);
- Warren Road/Florida Avenue (#25);
- Warren Road/Auto Boulevard (#26);
- Warren Road/Whittier Avenue (#27);
- Warren Road/Stetson Avenue (#28);
- Warren Road/Mustang Way (#31);
- Warren Road/Simpson Road (#32);
- Warren Road/Domenigoni Parkway (#33);
- Myers Street/Florida Avenue (SR-74) (#34);
- Cawston Avenue/Florida Avenue (SR-74) (#38);
- Sanderson Avenue/Florida Avenue (SR-74) (#40); and
- Sanderson Avenue/Stetson Avenue (#41).

As shown in Table 3.15.D, deficiencies at all but one of the study area intersections (#27) occur in the Opening Year Cumulative (2026) Without Project condition. However, the deficiency at the Warren Road/Whittier Avenue (#27) intersection is caused by the combination of cumulative traffic growth and the traffic additions from the Modified Project. The Modified Project's impacts to all of these intersections are therefore considered to be cumulative in nature. The Modified Project's mitigation would be in the form of payment of applicable traffic impact fees as defined by **PPP 3.15-1** (City DIF), **PPP 3.15-2** (TUMF), and payment of fair-share costs for the additional improvement requirements not covered by City or TUMF fees. Payment of fair-share costs are required as part of **Mitigation Measure 3.15.10.1**. Additionally, roadway improvements as prescribed in **2008 EIR Mitigation Measure T-2a** shall be implemented. The Modified Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [**less than significant with mitigation**] intersection LOS impacts in the Opening Year Cumulative (2026) condition.

Opening Year Cumulative (2026) Plus Project Roadway LOS

Table 3.15.E presents the results of the Opening Year Cumulative (2026) Plus Project roadway level of service analysis. As shown in Table 3.15.E, the following study area roadway segments are anticipated to experience unacceptable levels of service during one or more peak hours with the addition of Project traffic to Opening Year Cumulative (2026):

- Winchester Road (SR-79), south of Florida Avenue (SR-74) (#1);
- Winchester Road (SR-79), north of 9th Street (#2);
- Warren Road, south of Esplanade Avenue (#8);
- Warren Road/north of Tres Cerritos Avenue (#9);
- Warren Road, Tres Cerritos Avenue to Devonshire Avenue (#10);

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Table 3.15.E: Opening Year Cumulative (2026) Plus Project Roadway LOS

#	Roadway	Segment Limits	Roadway Section	LOS[3] Capacity[1]	2026 Without Project	V/C[2]	LOS[3]	2026 With Project	V/C[2]	LOS[3]	Acceptable LOS[3]
1	Winchester Rd. (SR-79)	South of Florida Av. (SR-74)	2U	17,050	21,997	**1.29**	**F**	22,318	**1.31**	**F**	D
2		North of 9th St.	2U	17,050	21,625	**1.27**	**F**	21,762	**1.28**	**F**	D
3	Patterson Av.	South of Grand Av.	2U	12,950	535	0.04	A	535	0.04	A	D
4	California Av.	Stowe Rd. to New Stetson Av.	2U	12,950	396	0.03	A	396	0.03	A	C
5		New Stetson Av. to Simpson Rd.	2U	12,950	123	0.01	A	123	0.01	A	C
6	Mustang Wy.	South of New Stetson Av.		13,000	0	0.00	A	3,140	0.24	A	C
7		West of Warren Rd.		13,000	2,284	0.18	A	4,338	0.33	A	C
8	Warren Rd.	South of Esplanade Av.	2U	18,000	27,837	**1.55**	**F**	28,841	**1.60**	**F**	C
9		North of Tres Cerritos Av.	2U	18,000	18,107	**1.01**	**F**	19,111	**1.06**	**F**	C
10		Tres Cerritos Av. to Devonshire Av.	2U	18,000	18,107	**1.01**	**F**	19,111	**1.06**	**F**	C
11		Devonshire Av. to Florida Av. (SR-74)	2U	18,000	23,527	**1.31**	**F**	24,833	**1.38**	**F**	C
12		Florida Av. (SR-74) to Auto Bl.	3U	27,000	31,298	**1.16**	**F**	35,424	**1.31**	**F**	C
13		Auto Bl. to Whittier Av.	2U	18,000	18,333	**1.02**	**F**	22,550	**1.25**	**F**	C
14		Whitter Av. to Stetson Av.	2U	18,000	29,520	**1.64**	**F**	33,737	**1.87**	**F**	C
15		Stetson Av. to New Stetson Av.	2U	18,000	22,685	**1.26**	**F**	28,480	**1.58**	**F**	C
16		New Stetson Av. to Street D	2U	18,000	22,488	**1.25**	**F**	25,909	**1.44**	**F**	C
17		Street D to Mustang Wy.	2U	18,000	22,488	**1.25**	**F**	24,952	**1.39**	**F**	C
18		South of Mustang Wy.	2U	18,000	23,397	**1.30**	**F**	25,321	**1.41**	**F**	C
19		Simpson Rd. to Domenigoni Pkwy.	2U	18,000	17,792	**0.99**	**E**	18,931	**1.05**	**F**	C
20	Florida Av. (SR-74)	Warren Rd. to Myers St.	4D	35,900	51,303	**1.43**	**F**	53,211	**1.48**	**F**	C
21		Myers St. to Acacia Av.	5D	44,875	54,455	**1.21**	**F**	56,043	**1.25**	**F**	C
22		Acacia Av. to Cawston Av.	4D	35,900	48,023	**1.34**	**F**	49,451	**1.38**	**F**	C
23		East of Cawston Av.	4D	34,100	47,395	**1.39**	**F**	48,399	**1.42**	**F**	C
24		West of Sanderson Av.	4D	34,100	49,026	**1.44**	**F**	49,848	**1.46**	**F**	C
25	Stetson Av.	East of Warren Rd.	2U	13,000	16,493	**1.27**	**F**	18,071	**1.39**	**F**	C
26		West of New Stetson Av.	2U	13,000	16,493	**1.27**	**F**	18,071	**1.39**	**F**	C
27		New Stetson Av. to Cawston Av.	2U	18,000	11,776	0.65	B	13,353	0.74	C	C
28		East of Cawston Av.	4D	35,900	14,273	0.40	A	15,540	0.43	A	C
29		West of Sanderson Av.	4D	35,900	25,893	0.72	C	27,161	0.76	C	C
30	9th St.	East of Winchester Rd. (SR-79)	2U	17,950	177	0.01	A	251	0.01	A	D
31	Grand Av.	Patterson Av. to Calvert Av.	2U	18,000	76	0.00	A	76	0.00	A	D
32		Calvert Av. to SR-79		18,000	2040 Segment			2040 Segment			D

Table 3.15.E: Opening Year Cumulative (2026) Plus Project Roadway LOS

#	Roadway	Segment Limits	Roadway Section	LOS[3] Capacity[1]	2026 Without Project	V/C[2]	LOS[3]	2026 With Project	V/C[2]	LOS[3]	Acceptable LOS[3]
33	New Stetson Av.	East of SR-79		35,900	2040 Segment			2040 Segment			D
34		West of California Av.		35,900	2040 Segment			2040 Segment			D
35		California Av. to Street C		35,900	2040 Segment			2040 Segment			C
36		Street C to Mustang Wy.		35,900	2040 Segment			2040 Segment			C
37		Mustang Wy. to Street D		35,900	2040 Segment			2040 Segment			C
38		Street D to Warren Rd.		35,900	2040 Segment			2040 Segment			C
39		Warren Rd. to Fisher St.		35,900	2040 Segment			2040 Segment			C
40		Fisher St. to Stetson Av.		35,900	2040 Segment			2040 Segment			C
41	Simpson Rd.	East of Winchester Rd. (SR-79)	2U	12,950	9,848	0.76	C	10,560	**0.82**	**D**	C
42		West of California Av.	2U	12,950	5,482	0.42	A	6,267	0.48	A	C
43		East of California Av.	2U	12,950	5,452	0.42	A	6,237	0.48	A	C
44		West of Warren Rd.	2U	12,950	7,457	0.58	A	8,242	0.64	B	C
45		East of Warren Rd.	2U	12,950	23,396	**1.81**	**F**	25,319	**1.96**	**F**	C
46	Domenigoni Pkwy.	Winchester Rd. (SR-79) to Patterson Av.	4D	35,900	50,180	**1.40**	**F**	50,928	**1.42**	**F**	C
47		Patterson Av. to SR-79	4D	35,900	50,118	**1.40**	**F**	50,865	**1.42**	**F**	C
48		East of SR-79		35,900	2040 Segment			2040 Segment			C
49		West of Warren Rd.	4D	35,900	60,552	**1.69**	**F**	61,299	**1.71**	**F**	C

Source: *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Table 7-2. Urban Crossroads. April 2018 (Appendix I1).

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the County of Riverside's General Plan.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

- Warren Road, Devonshire Avenue to Florida Avenue (SR-74) (#11);
- Warren Rd., Florida Avenue (SR-74) to Auto Bl. (#12) – LOS E
- Warren Road, Auto Boulevard to Whittier Avenue (#13);
- Warren Road, Whitter Avenue to Stetson Avenue (#14);
- Warren Road/Stetson Avenue to New Stetson Avenue (#15);
- Warren Road, New Stetson Avenue to Street D (#16);
- Warren Road, Street D to Mustang Way (#17);
- Warren Road, south of Mustang Way (#18);
- Warren Road, Simpson Road to Domenigoni Parkway (#19);
- Florida Avenue (SR-74), Warren Road to Myers Street (#20);
- Florida Avenue (SR-74), Myers Street to Acacia Avenue (#21);
- Florida Avenue (SR-74), Acacia Avenue to Cawston Avenue (#22);
- Florida Avenue (SR-74), east of Cawston Avenue (#23);
- Florida Avenue (SR-74), west of Sanderson Avenue (#24);
- Stetson Avenue, east of Warren Road (#25);
- Stetson Avenue, west of New Stetson Avenue (#26);
- Simpson Road, east of Warrant Road (#45);
- Domenigoni Parkway, Winchester Road (SR-79) to Patterson Avenue (#46);
- Domenigoni Parkway, Patterson Avenue to SR-79 (#47);
- Domenigoni Parkway, east of SR-79 (#48); and
- Domenigoni Parkway, west of Warren Road (#49).

A review of the detailed peak hour intersection analysis conducted previously reveals that the anticipated roadway segment deficiencies anticipated along all roadway segments operate at acceptable LOS with recommended intersection improvements. For this reason, roadway segment widening has not been recommended for the roadway segments. When compared to the Approved Project, the Modified Project would have reduced [less than significant] roadway LOS impacts in the Opening Year Cumulative (2026) condition.

General Plan Buildout (2040) Plus Project Intersection LOS

Table 3.15.F presents the results of the General Plan Buildout (2040) Plus Project intersection level of service analysis. As shown in Table 3.15.F, the following study area intersections are anticipated to experience unacceptable levels of service during one or more peak hours with the addition of Modified Project traffic to General Plan Buildout (2040) conditions:

- Winchester Road (SR-79)/Florida Avenue (SR-74) (#1)
- Winchester Road (SR-79)/9th Street (#2);
- Winchester Road (SR-79)/Domenigoni Parkway (#4);
- Patterson Avenue/Domenigoni Parkway (#6);

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Table 3.15.F: General Plan Buildout (2040) Plus Project Intersection LOS

#	Intersection	Traffic Control[2]	2040 Without Project				2040 With Project			
			Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Winchester Rd. (SR-79) / Florida Av. (SR-74)	TS	**144.7**	**>200.0**	**F**	**F**	**152.5**	**>200.0**	**F**	**F**
2	Winchester Rd. (SR-79) / 9th St.	CSS	**35.5**	**>100.0**	**E**	**F**	**35.7**	**>100.0**	**E**	**F**
3	Winchester Rd. (SR-79) / Simpson Rd.	TS	52.4	45.4	D	D	53.4	46.0	D	D
4	Winchester Rd. (SR-79) / Domenigoni Pkwy.	TS	**>200.0**	**66.9**	**F**	**E**	**>200.0**	**68.8**	**F**	**E**
5	Patterson Av. / Grand Av.		See Improvements[3]				See Improvements[3]			
6	Patterson Av. / Domenigoni Pkwy.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
7	El Callado Rd./Remington Wy. / Grand Av.		See Improvements[3]				See Improvements[3]			
8	SR-79 SB Ramps / Tres Cerritos Av.		See Improvements[3]				See Improvements[3]			
9	SR-79 SB Ramps / Florida Av. (SR-74)		See Improvements[3]				See Improvements[3]			
10	SR-79 SB Ramps / Stetson Av.		See Improvements[3]				See Improvements[3]			
11	SR-79 SB Ramps / Domenigoni Pkwy.		See Improvements[3]				See Improvements[3]			
12	SR-79 NB Ramps / Tres Cerritos Av.		See Improvements[3]				See Improvements[3]			
13	SR-79 NB Ramps / Florida Av. (SR-74)		See Improvements[3]				See Improvements[3]			
14	SR-79 NB Ramps / Stetson Av.		See Improvements[3]				See Improvements[3]			
15	SR-79 NB Ramps / Domenigoni Pkwy.		See Improvements[3]				See Improvements[3]			
16	California Av. / Stowe Rd.	CSS	**>100.0**	22.4	**F**	C	**>100.0**	27.3	**F**	D
17	California Av. / Stetson Av.		See Improvements[3]				See Improvements[3]			
18	California Av. / Simpson Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
19	St. C / New Stetson Av.	**TS**	Future Analysis Location				26.0	35.2	C	D
20	Mustang Wy. / New Stetson Av.	**TS**	Future Analysis Location				28.4	47.5	C	D
21	St. D / New Stetson Av.	**TS**	Future Analysis Location				26.0	10.7	C	B
22	Warren Rd. / Esplanade Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
23	Warren Rd. / Tres Cerritos Av.		See Improvements[3]				See Improvements[3]			
24	Warren Rd. / Devonshire Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
25	Warren Rd. / Florida Av. (SR-74)	TS	**>200.0**	**182.8**	**F**	**F**	**>200.0**	**198.9**	**F**	**F**
26	Warren Rd. / Auto Bl.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
27	Warren Rd. / Whittier Av.	CSS	**37.0**	**>100.0**	**E**	**F**	**43.0**	**>100.0**	**F**	**F**
28	Warren Rd. / Stetson Av.	AWS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
29	Warren Rd. / New Stetson Av.	**TS**	**81.7**	**68.4**	**F**	**E**	**104.7**	**179.5**	**F**	**F**
30	Warren Rd. / St. D	**TS**	Future Analysis Location				13.7	4.6	B	A
31	Warren Rd. / Mustang Wy.	TS	**71.9**	**149.1**	**F**	**F**	**82.1**	**149.4**	**F**	**F**

Table 3.15.F: General Plan Buildout (2040) Plus Project Intersection LOS

#	Intersection	Traffic Control[2]	2040 Without Project				2040 With Project			
			Delay[1] (secs.)		LOS		Delay[1] (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
32	Warren Rd. / Simpson Rd.	AWS	**75.8**	**151.7**	**F**	**F**	**78.0**	**155.7**	**F**	**F**
33	Warren Rd. / Domenigoni Pkwy.	TS	**177.6**	**128.6**	**F**	**F**	**181.7**	**132.9**	**F**	**F**
34	Myers St. / Florida Av. (SR-74)	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
35	Fisher St. / New Stetson Av.		See Improvements[3]				See Improvements[3]			
36	Acacia Av. / Florida Av. (SR-74)	CSS	24.9	22.0	C	C	24.9	25.5	C	D
37	New Stetson Av. / Stetson Av.		See Improvements[3]				See Improvements[3]			
38	Cawston Av. / Florida Av. (SR-74)	TS	**183.8**	**135.6**	**F**	**F**	**185.7**	**137.8**	**F**	**F**
39	Cawston Av. / Stetson Av.	TS	33.7	**>200.0**	C	**F**	39.8	**>200.0**	D	**F**
40	Sanderson Av. / Florida Av. (SR-74)	TS	**103.6**	**96.7**	**F**	**F**	**103.7**	**98.7**	**F**	**F**
41	Sanderson Av. / Stetson Av.	TS	**>200.0**	**156.6**	**F**	**F**	**>200.0**	**159.8**	**F**	**F**

Source: *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Table 8-1. Urban Crossroads. April 2018 (Appendix I1).

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] AWS = All Way Stop; CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Grade separated SR-79 ramps are evaluated as "with improvements" only (see Table 8-3)

- California Avenue/Stowe Road (#16);
- California Avenue/Simpson Road (#18);
- Warren Road/Esplanade Avenue (#22);
- Warren Road/Devonshire Avenue (#24);
- Warren Road/Florida Avenue (#25);
- Warren Road/Auto Boulevard (#26);
- Warren Road/Whittier Avenue (#27);
- Warren Road/Stetson Avenue (#28);
- Warren Road/New Stetson Avenue (#29);
- Warren Road/Mustang Way (#31);
- Warren Road/Simpson Road (#32);
- Warren Road/Domenigoni Parkway (#33);
- Myers Street/Florida Avenue (SR-74) (#34);
- Cawston Avenue/Florida Avenue (SR-74) (#38);
- Cawston Avenue/Stetson Avenue (#39);
- Sanderson Avenue/Florida Avenue (SR-74) (#40); and
- Sanderson Avenue/Stetson Avenue (#41).

As shown in Table 3.15.F, deficiencies at all of the study area intersections occur in the General Plan Buildout (2040) Without Project condition. The Modified Project's impacts to all of these intersections are therefore considered to be cumulative in nature. The Modified Project's mitigation would be in the form of payment of applicable traffic impact fees as required by **PPP 3.15-1** (City DIF, **PPP 3.15-2** (TUMF), and payment of fair-share costs for the additional improvement requirements not covered by City or TUMF fees. Payment of fair-share costs are required as part of **Mitigation Measure 3.15.10.1**. Additionally, roadway improvements as prescribed in **2008 EIR Mitigation Measure T-2a** shall be implemented. The Modified Project's traffic impacts are reduced to less than significant with mitigation. When compared to the Approved Project, the Modified Project would have the same [**less than significant with mitigation**] intersection LOS impacts in the General Plan Buildout (2040) condition.

General Plan Buildout (2040) Plus Project Roadway LOS

Table 3.15.G presents the results of the General Plan Buildout (2040) Plus Project roadway level of service analysis. As shown in Table 3.15.G, the following study area roadway segments are anticipated to experience unacceptable levels of service during one or more peak hours with the addition of Project traffic to General Plan Buildout (2040):

- Winchester Road (SR-79), south of Florida Avenue (SR-74) (#1);
- Winchester Road (SR-79), north of 9th Street (#2);
- Patterson Avenue, south of Grand Avenue (#3);
- California Avenue, Stowe Road to New Stetson Avenue (#4);
- California Avenue, New Stetson Avenue to Simpson Road (#5);

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Table 3.15.G: General Plan Buildout (2040) Plus Project Roadway LOS

#	Roadway	Segment Limits	Roadway Section	LOS[3] Capacity[1]	2040 Without Project	V/C[2]	LOS[3]	2040 With Project	V/C[2]	LOS[3]	Acceptable LOS[3]
1	Winchester Rd. (SR-79)	South of Florida Av. (SR-74)	2U	17,050	24,990	**1.47**	**F**	25,582	**1.50**	**F**	D
2		North of 9th St.	2U	17,050	29,073	**1.71**	**F**	29,117	**1.71**	**F**	D
3	Patterson Av.	South of Grand Av.	2U	12,950	13,621	**1.05**	**F**	13,667	**1.06**	**F**	D
4	California Av.	Stowe Rd. to New Stetson Av.	2U	12,950	17,744	**1.37**	**F**	18,562	**1.43**	**F**	C
5		New Stetson Av. to Simpson Rd.	2U	12,950	18,616	**1.44**	**F**	19,162	**1.48**	**F**	C
6	Mustang Wy.	South of New Stetson Av.	**4D**	34,100	14,207	0.42	A	18,028	0.53	A	C
7		West of Warren Rd.	**4D**	34,100	5,011	0.15	A	5,467	0.16	A	C
8	Warren Rd.	South of Esplanade Av.	2U	18,000	34,860	**1.94**	**F**	35,300	**1.96**	**F**	C
9		North of Tres Cerritos Av.	2U	18,000	33,885	**1.88**	**F**	34,326	**1.91**	**F**	C
10		Tres Cerritos Av. to Devonshire Av.	2U	18,000	35,910	**2.00**	**F**	36,621	**2.03**	**F**	C
11		Devonshire Av. to Florida Av. (SR-74)	2U	18,000	28,665	**1.59**	**F**	29,635	**1.65**	**F**	C
12		Florida Av. (SR-74) to Auto Bl.	3U	27,000	38,535	**1.43**	**F**	40,967	**1.52**	**F**	C
13		Auto Bl. to Whittier Av.	2U	18,000	30,901	**1.72**	**F**	33,560	**1.86**	**F**	C
14		Whitter Av. to Stetson Av.	2U	18,000	35,595	**1.98**	**F**	38,345	**2.13**	**F**	C
15		Stetson Av. to New Stetson Av.	2U	18,000	23,432	**1.30**	**F**	26,182	**1.45**	**F**	C
16		New Stetson Av. to Street D	2U	18,000	21,125	**1.17**	**F**	23,277	**1.29**	**F**	C
17		Street D to Mustang Wy.	2U	18,000	21,125	**1.17**	**F**	22,189	**1.23**	**F**	C
18		South of Mustang Wy.	2U	18,000	19,950	**1.11**	**F**	20,388	**1.13**	**F**	C
19		Simpson Rd. to Domenigoni Pkwy.	2U	18,000	16,698	**0.93**	**E**	16,954	**0.94**	**E**	C
20	Florida Av. (SR-74)	Warren Rd. to Myers St.	4D	35,900	86,860	**2.42**	**F**	87,666	**2.44**	**F**	C
21		Myers St. to Acacia Av.	5D	44,875	62,895	**1.40**	**F**	63,655	**1.42**	**F**	C
22		Acacia Av. to Cawston Av.	4D	35,900	58,485	**1.63**	**F**	59,131	**1.65**	**F**	C
23		East of Cawston Av.	4D	34,100	43,155	**1.27**	**F**	43,503	**1.28**	**F**	C
24		West of Sanderson Av.	4D	34,100	43,155	**1.27**	**F**	43,459	**1.27**	**F**	C
25	Stetson Av.	East of Warren Rd.	2U	13,000	28,140	**2.16**	**F**	28,140	**2.16**	**F**	C
26		West of New Stetson Av.	2U	13,000	28,140	**2.16**	**F**	28,140	**2.16**	**F**	C
27		New Stetson Av. to Cawston Av.	2U	18,000	36,803	**2.04**	**F**	37,851	**2.10**	**F**	C
28		East of Cawston Av.	4D	35,900	33,589	**0.94**	**E**	34,317	**0.96**	**E**	C
29		West of Sanderson Av.	4D	35,900	35,490	**0.99**	**E**	36,218	**1.01**	**F**	C
30	9th St.	East of Winchester Rd. (SR-79)	2U	17,950	12,352	0.69	B	13,228	0.74	C	D
31	Grand Av.	Patterson Av. to Calvert Av.	2U	18,000	34,278	**1.90**	**F**	35,428	**1.97**	**F**	D

Table 3.15.G: General Plan Buildout (2040) Plus Project Roadway LOS

#	Roadway	Segment Limits	Roadway Section	LOS[3] Capacity[1]	2040 Without Project	V/C[2]	LOS[3]	2040 With Project	V/C[2]	LOS[3]	Acceptable LOS[3]
32		Calvert Av. to SR-79	**4D**	35,900	25,158	0.70	B	26,399	0.74	C	D
33	New Stetson Av.	East of SR-79	**4D**	35,900	31,895	0.89	D	33,913	**0.94**	**E**	D
34		West of California Av.	**4D**	35,900	21,577	0.60	A	23,595	0.66	B	D
35		California Av. to Street C	**4D**	35,900	41,087	**1.14**	**F**	44,469	**1.24**	**F**	C
36		Street C to Mustang Wy.	**4D**	35,900	40,182	**1.12**	**F**	42,882	**1.19**	**F**	C
37		Mustang Wy. to Street D	**4D**	35,900	35,337	**0.98**	**E**	37,425	**1.04**	**F**	C
38		Street D to Warren Rd.	**4D**	35,900	35,637	**0.99**	**E**	37,723	**1.05**	**F**	C
39		Warren Rd. to Fisher St.	**4D**	35,900	31,240	**0.87**	**D**	32,361	**0.90**	**D**	C
40		Fisher St. to Stetson Av.	**4D**	35,900	31,240	**0.87**	**D**	32,362	**0.90**	**D**	C
41	Simpson Rd.	East of Winchester Rd. (SR-79)	2U	12,950	18,832	**1.45**	**F**	18,832	**1.45**	**F**	C
42		West of California Av.	2U	12,950	32,386	**2.50**	**F**	32,614	**2.52**	**F**	C
43		East of California Av.	2U	12,950	11,643	**0.90**	**D**	11,827	**0.91**	**E**	C
44		West of Warren Rd.	2U	12,950	27,899	**2.15**	**F**	28,083	**2.17**	**F**	C
45		East of Warren Rd.	2U	12,950	15,000	**1.16**	**F**	15,440	**1.19**	**F**	C
46	Domenigoni Pkwy.	Winchester Rd. (SR-79) to Patterson Av.	4D	35,900	29,348	**0.82**	**D**	29,576	**0.82**	**D**	C
47		Patterson Av. to SR-79	4D	35,900	49,033	**1.37**	**F**	49,397	**1.38**	**F**	C
48		East of SR-79	**4D**	35,900	48,523	**1.35**	**F**	48,705	**1.36**	**F**	C
49		West of Warren Rd.	4D	35,900	27,090	0.75	C	27,136	0.76	C	C

Source: *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Table 8-2. Urban Crossroads. April 2018 (Appendix I1).
BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
[1] These maximum roadway capacities have been extracted from the County of Riverside's General Plan.
[2] V/C = Volume to Capacity Ratio
[3] LOS = Level of Service

- Warren Road, south of Esplanade Avenue (#8);
- Warren Road/north of Tres Cerritos Avenue (#9);
- Warren Road, Tres Cerritos Avenue to Devonshire Avenue (#10);
- Warren Road, Devonshire Avenue to Florida Avenue (SR-74) (#11);
- Warren Road, Florida Avenue (SR-74) to Auto Boulevard (#12);
- Warren Road, Auto Boulevard to Whittier Avenue (#13);
- Warren Road, Whitter Avenue to Stetson Avenue (#14);
- Warren Road/Stetson Avenue to New Stetson Avenue (#15);
- Warren Road, New Stetson Avenue to Street D (#16);
- Warren Road, Street D to Mustang Way (#17);
- Warren Road, south of Mustang Way (#18);
- Warren Road, Simpson Road to Domenigoni Parkway (#19);
- Florida Avenue (SR-74), Warren Road to Myers Street (#20);
- Florida Avenue (SR-74), Myers Street to Acacia Avenue (#21);
- Florida Avenue (SR-74), Acacia Avenue to Cawston Avenue (#22);
- Florida Avenue (SR-74), east of Cawston Avenue (#23);
- Florida Avenue (SR-74), west of Sanderson Avenue (#24);
- Stetson Avenue, east of Warren Road (#25);
- Stetson Avenue, west of New Stetson Avenue (#26);
- Stetson Avenue, New Stetson Avenue to Cawston Avenue (#27);
- Stetson Avenue, east of Cawston Avenue (#28);
- Stetson Avenue, west of Sanderson Avenue (#29);
- Grand Avenue, Patterson Avenue to Calvert Avenue (#31);
- New Stetson Avenue, east of SR-79 (#33);
- New Stetson Avenue, California Avenue to Street C (#35);
- New Stetson – LOS F, Street C to Mustang Way (#36);
- New Stetson – LOS F, Mustang Way to Street D (#37);
- New Stetson Avenue, Street D to Warren Road (#38);
- New Stetson Avenue, Warren Road to Fisher Street (#39);
- New Stetson Avenue, Fisher Street to Stetson Avenue (#40);
- Simpson Road, east of Winchester Road (SR-79) (#41);
- Simpson Road, west of California Avenue (#42);
- Simpson Road, east of California Avenue (#43);
- Simpson Road, west of Warren Road (#44);

- Simpson Road, east of Warren Road (#45);
- Domenigoni Parkway, Winchester Road (SR-79) to Patterson Avenue (#46);
- Domenigoni Parkway, Patterson Avenue to SR-79 (#47); and
- Domenigoni Parkway, east of SR-79 (#48).

A review of the detailed peak hour intersection analysis conducted previously reveals that the anticipated roadway segment deficiencies anticipated along all roadway segments operate at acceptable LOS with recommended intersection improvements. For this reason, roadway segment widening has not been recommended for the roadway segments. When compared to the Approved Project, the Modified Project would have reduced [less than significant] roadway LOS impacts in the General Plan Buildout (2040) condition.

3.15.7.3 Exceed CMP Level of Service Standard

Threshold:	Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The 2008 EIR concluded the Approved Project will not conflict the Riverside County Congestion Management Program (CMP) based on the payment of required TUMF fees used to fund regional transportation improvements. The traffic analysis conducted for the Modified Project utilized the applicable minimum LOS standards for the jurisdiction in which the facility is located. As shown in Table 3.15.A, these standards include LOS D for all intersections and roadways in the study area, with the exception of LOS C for roadways in the City. The Riverside County Congestion Management Program (CMP) LOS Standard is LOS E. As discussed in Section 3.15.7.2, all study area intersections and roadways are anticipated to operate at LOS D or better with the implementation of planned improvements and mitigation measures contained in this SEIR. The Modified Project would meet the CMP LOS standard as well as the standards of the affected local jurisdictions. Impacts are considered to be less than significant and no mitigation is required over and above that already prescribed in Section 3.15.7.2. When compared to the Approved Project, the Modified Project would have the same [less than significant with mitigation] impacts associated with meeting the CMP LOS standard.

3.15.7.4 Change in Air Traffic Patterns

Threshold:	Would the project 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?

The Modified Project site is approximately 1,250 feet southeast of the Hemet-Ryan Airport. Section 3.7, Hazards in this SEIR contains a detailed analysis of the Modified Project's impacts associated with the Hemet-Ryan Airport.

3.15.7.5 Design Features or Incompatible Uses

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

The 2008 EIR concluded the Approved Project will not increase hazards due to a design feature or incompatible uses. Access to the proposed Modified Project will be provided by three connections to New Stetson Avenue on the north side of the site (proposed Streets "A", "B" and "NN"), and two connections to Warren Road on the east side of the site (proposed Streets "A" and "B"). As shown in

proposed Tract Map 36841 (Figure 2.6), the proposed Modified Project includes a network of collector and local roadways connections to these roadways.

The double reverse curve on Warren Road is an existing condition required to protect vernal pools. The Modified Project would realign Warren Road south of the railroad tracks/realigned Stetson Avenue, which would ensure the design speed of the curves meets the acceptable roadway engineering standard. With this improvement in place, the design of the Modified Project's circulation system does not include any sharp curves or dangerous intersections. Roadway improvements would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, site access requirements and internal circulation. As part of the City's standard plan check process, the final design of all roadways, intersections, and circulation within and adjacent to the Modified Project site would be reviewed by and subject to approval by City staff prior to issuance (as relevant) of any grading, construction, or occupancy permit. The review and approval by City staff sufficiently ensures the proposed Modified Project will incorporate the necessary design features to ensure safe travel to, from, and within the project site.

The proposed Modified Project site will be developed as a single-family residential subdivision and neighborhood commercial center. On-site improvements include landscaped parkways and parks, lighting, detention basins, streets, curbs, gutters, and sidewalks. The site is generally surrounded by undeveloped property to the north, south, and west. An existing residential neighborhood is located to the east across Warren Road. The Modified Project includes residential uses that are compatible with the existing residential neighborhood to the east proposed adjacent development. The Modified Project would generally be compatible with planned land uses surrounding the site. With implementation of the proposed Modified Project and adherence to applicable existing requirements of the City, a **less than significant impact** related to design features and land use compatibility would occur. No mitigation is required. When compared to the Approved Project, impacts of the Modified Project would be the same (less than significant).

3.15.7.6 Result in Inadequate Emergency Access

Threshold:	Would the project result in inadequate emergency access?

The 2008 EIR concluded the Approved Project will result in improvements to roadway in the project area and enhance emergency access. Impacts were determined to be less than significant and no mitigation was required. As discussed in Section 3.15.7.5, all construction associated with the Modified Project will comply the City's standard design requirements for roadways, intersections, and circulation within and adjacent to the Modified Project site. The Modified Project would be designed, constructed, and maintained to provide required emergency/evacuation access. As part of the development process, project plans will be submitted to law enforcement, fire protection, and/or other emergency service providers (as appropriate) for review. Therefore, with adherence to applicable existing requirements of the City, the Modified Project would have a less than significant impact related to emergency service providers. Additionally, the Modified Project would not create potential impacts at study area intersections that may be used by emergency vehicles. No mitigation is required. When compared to the Approved Project, impacts would be the same (no impact).

3.15.7.7 Conflict with Alternative Transportation Policies, Plans or Programs

Threshold:	Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

The Certified EIR prescribed (air quality) **Mitigation Measure 3** in 1979, which includes provision for convenient bus stops in the project area and (traffic) **Mitigation Measures 4** through **6** and **9** in 1979

and **Mitigation Measure AQ-7** in 2008, which collectively are designed to reduce the use of automobiles for residents and employees through promotion of ride-pooling and public transit, expansion of RTA services and bicycle infrastructure, and development of a plan listing measures that will be used to encourage employee carpooling as recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Through implementation of these measures, the Certified EIR concluded the Approved Project will not conflict with policies, plans, or programs supporting alternative transportation.

The study area is currently served by the RTA. The nearest bus stops are located at the Warren Road/Mustang Way, intersection, providing service to Hemet Valley Mall and additional RTA connections. In a letter dated May 14, 2019 (see Appendix A2), RTA recommended installation of ADA-compliant bus stops at five locations and asked if the Project would install crosswalks and traffic signals at these locations. Transit service is reviewed and updated by the RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead either to enhanced or reduced service where appropriate. In accordance with Certified EIR **1979** (air quality) **Mitigation Measure 3**, the proposed Modified Project will include provisions for convenient bus stop locations. Several bus stops have already been developed within the Page Ranch PCD along Mustang Way by the RTA in support of Route 74 and Route 79 in accordance with Certified EIR **1979** (air quality) **Mitigation Measure 3**. Therefore, it is expected the project proponent and RTA will continue to service these routes through further expansion of bus stations for the occupants of the proposed Modified Project in conjunction with the proposed extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue (Figure 2.5). As a matter of regulatory policy, any new bus stops would be developed in accordance with Title III, Public Accommodations, of 28 Code of Federal Regulations Part 36, the Americans with Disabilities Act and applicable City standards that support and/or facilitate alternative modes of transportation.

The Modified Project includes 100,000 square feet of commercial development not included as part of the Approved Project. The surrounding area is residential in nature and lacks supporting retail/ commercial services. The Modified Project would promote the reduction in VMT by bringing the proposed commercial uses closer to both project and non-project residents resulting in shorter trip lengths, as detailed in PDF 3.3-2 in Section 3.3.6 of this SEIR. As detailed in PDF 3.3-1, the Modified Project provides pedestrian connections to surrounding areas consistent with General Plan Policy OS-7.2.

Paseos are proposed along dispersed open space, pedestrian pathways, and drainage conveyance facilities throughout the community. Additionally, a distinctive trail system is proposed, separate from drainage facilities, within Lots LL, MM, OO, V, W, and X of Tentative Tract Map 36841 (Figure 2.6). The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site as indicated in PDF 3.3-1. Additionally, the proposed Modified Project would have access to a Class 2 (on road) bike lane on Warren Road. Through implementation of Certified EIR **1979** (air quality) **Mitigation Measure 3, 1979** (traffic) **Mitigation Measures 4** through **6** and **9**, and **2008 Mitigation Measure AQ-7**, as well as PDF 3.3-1 and PDF 3.3-2, the Modified Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise cause a decrease in the performance or safety of such facilities. When compared to the Approved Project, impacts of the Modified Project would be the same [**less than significant with mitigation**].

3.15.8 Cumulative Impacts

As discussed in Section 3.15.7.1 above, the Project proposes a mix of commercial retail and residential uses. Based on the RivTAM model, the Modified Project's retail component is expected to result in a

net reduction of 7,251 VMT within the WRCOG region compared to without-Project conditions. The proposed retail component is expected to reduce VMT not only for residents of the Modified Project, but also for residents in the surrounding area, including those that would result from future projects in the vicinity. Therefore, the proposed retail component of the Modified Project would not result in a cumulatively considerable impact. However, under a best-case scenario maximum 10 percent VMT reduction through implementation of PDF 3.3-1 through 3.3-3 and the proposed transportation infrastructure improvements described above, the residential component of the proposed Modified Project would generate 27.58 Home-Based VMT per capita, which would still exceed the City-wide average of 25.4 Home-Based VMT per capita for Hemet.

As summarized in *WRCOG Senate Bill 743 Implementation Pathway Document Package,* "…VMT thresholds based on an efficiency form of the metric such as VMT per capita, can address project and cumulative impacts in a similar manner that some air districts do for criteria pollutants and greenhouse gas emissions."[10] In this respect, significant and unavoidable VMT impacts at the Project level would also be considered cumulatively significant. Because implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential, Modified Project impacts from residential VMT would be cumulatively considerable. No additional mitigation is feasible to reduce the impact further.

Cumulative traffic LOS impacts were assessed by analyzing potential Modified Project impacts in Existing, Opening Year Cumulative (2026), and General Plan Buildout (2040) conditions. The traffic study area was determined based on direction from City staff and a quantitative process whereby specific study intersections and roadway segments of collector or higher classification street were included where the Modified Project would add 50 or more peak hour trips.

Cumulative impacts associated with traffic volumes are determined based on the addition of traffic volumes from approved and pending cumulative projects in the area and projected traffic growth to existing traffic volumes. With the project-specific mitigation previously identified, project-related short-term and long-term impacts to intersections would be reduced to less than significant levels for Existing With Project, Opening Year Cumulative (2016) With Project, and General Plan Buildout (2040) With Project conditions. As stated in Section 3.15.7.2, cumulative impacts related to local roadways and State highway facilities are less than significant with implementation of **Mitigation Measures** MM **3.15.10.1** and **3.15.10.2** and **2008 EIR Mitigation Measure T-2a**.

Given the distance between the proposed project site and cumulative project sites, impacts associated with air traffic patterns, design hazards, emergency access, or conflicts with adopted policies, plans, or programs supporting alternative transportation would not comingle and create impacts over and above those associated with the Modified Project. Cumulative impacts are considered less than significant with **Mitigation Measures** MM **3.15.10.1** and **3.15.10.2** and **2008 EIR Mitigation Measure T-2a.** When compared to the Approved Project, cumulative impacts of the Modified Project would be the same (less than significant with mitigation).

3.15.9 Level of Significance Before Mitigation

The Certified EIR in 1979 concluded the Approved Project would generate approximately 745,000 daily VMT but did not make a finding of significance for transportation impacts because there were no thresholds against which to consider the Approved Project's VMT. For LOS, the 2008 Certified EIR concluded construction of the Approved Project would result in significant traffic impacts at 16

[10] *WRCOG SB 743 Implementation Pathway Document Package.* Page 67. Fehr & Peers. March 2019.

intersections in the Existing condition and 18 intersections in the General Plan Buildout Plus Project condition. Impacts associated with air traffic patterns, design hazards, emergency access, or conflicts with adopted policies, plans, or programs supporting alternative transportation were determined to be less than significant.

As shown in previously referenced Tables 3.15.B, 3.15.D, 3.15.F, the Modified Project would result in or contribute to significant traffic impacts at six intersections in the Existing condition, 15 intersections in the Opening Year Cumulative (2026) condition, and 21 intersections in the General Plan Buildout (2040) condition. Impacts associated with air traffic patterns, design hazards, emergency access, or conflicts with adopted policies, plans, or programs supporting alternative transportation were determined to be less than significant.

3.15.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.15.10.1 Mitigation for the Proposed Modified Project

The following mitigation is required to reduce traffic impacts to intersections from operation of the proposed Modified Project.

MM 3.15.10.1: **Payment of Fair-Share Costs**. The project applicant shall be responsible for payment of the project's Fair-Share Contribution for study area intersection improvements as shown on "Table 1-3: Summary of Intersection Improvements" contained in *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis*, City of Hemet, Urban Crossroads, April 2018.

MM 3.15.10.2: **Warren Road/Esplanade Avenue (#22).** The following improvement is necessary to reduce the Modified Project's project specific impact to less than significant:

- The installation of a traffic signal.
- Construction of a northbound left-turn lane, southbound left-turn lane, eastbound left-turn lane, and westbound left-turn lane.

3.15.10.2 Mitigation for the Approved Project

Deletions and additions from the original mitigation measures are identified in ~~strikeout~~ and underlined text. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

1979 EIR Air Quality Mitigation Measure 3 (also provided in Section 3.3.10 of this SEIR) regarding provision of convenient bus stop locations is applicable to the proposed Modified Project, as several bus stops have been developed within the Page Ranch PCD along Mustang Way by the RTA in support of Route 74 and Route 79 in accordance with 1979 EIR (Air Quality) Mitigation Measure 3. Therefore, it is expected the project proponent and RTA will continue to service these routes through further expansion of bus stations for the occupants of the proposed Modified Project in conjunction with the proposed extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue (Figure 2.5). Additionally, 1979 EIR Mitigation Measure 3 facilitates execution of PDF 3.3-2 to reduce the use of automobiles and associated VMT for residents and employees.

1979 EIR Air Quality Mitigation Measure 3: Provide for convenient bus stop locations.

1979 EIR Traffic Mitigation Measure 1 is no longer applicable because all of the roadways have been constructed to their master planned cross sections.

~~**1979 EIR Traffic Mitigation Measure 1:** The construction and improvement of the following roadways to their recommended master plan cross-section will be required to accommodate the anticipated traffic volumes that are projected from development within the Southwest Hemet study area:~~

~~Roadway~~	~~Master Plan Cross-Section~~
~~Sanderson Avenue~~	~~Secondary~~
~~Stetson Avenue~~	~~Arterial~~
~~Acacia Avenue~~	~~Collector~~
~~Harrison Avenue~~	~~Collector~~
~~Simpson Road~~	~~Secondary~~
~~Warren Road~~	~~Collector/Secondary~~
~~Cawston Avenue~~	~~Collector~~
~~Fischer Street~~	~~Collector~~
~~Lyon Avenue~~	~~Secondary~~
~~Kirby Avenue~~	~~Collector~~

1979 EIR Traffic Mitigation Measure 2 is no longer applicable because all roadways are located in the City, and their construction is required to comply with the City's standard plans.

~~**1979 EIR Traffic Mitigation Measure 2:** Construction of all planned local collector streets to the standards set forth in the Riverside County General Plan and the Hemet-San Jacinto General Plan.~~

1979 EIR Traffic Mitigation Measure 3 is no longer applicable because traffic signals have been installed at the intersections.

~~**1979 EIR Mitigation Measure 3:** The installation of traffic signals at the following intersections will undoubtedly be warranted. These intersections would include Sanderson Avenue and Stetson Avenue, Lyon Avenue and Stetson Avenue, Sanderson Avenue and Acacia Avenue, Stetson Avenue and Cawston Avenue, and Stetson Avenue and Warren Road, Sanderson Avenue and Harrison Avenue, Harrison Avenue and Lyon Avenue, Warren Road and Florida Avenue, Kirby Avenue and Stetson Avenue, and Kirby Avenue and Acacia Avenue. However, as previously discussed, the installation of traffic signals should be made only after positive identification of their need has been established and it is recommended that these intersections be evaluated as necessary prior to ultimate occupancy of the areas planned development.~~

1979 EIR Traffic Mitigation Measure 4 is applicable to the Modified Project.

1979 EIR Mitigation Measure 4: Promote ride-pooling (car-pools/van-pools) with regard to persons employed in any planned commercial and industrial activities. This would have the potential of reducing daily commuter traffic and onsite parking requirements.

1979 EIR Traffic Mitigation Measure 5 is applicable to the Modified Project.

1979 EIR Mitigation Measure 5: Demand-responsive (dial-a-ride) public transit should be encouraged. Where practical small vans or busses should be used. Provision of. a public transit system will reduce potential auto travel, and provide mobility to those residents who are either too young to drive, do not drive, no longer drive, or are not capable of bicycling.

1979 EIR Traffic Mitigation Measure 6 is applicable to the Modified Project.

1979 EIR Mitigation Measure 6: The feasibility of expanding the Riverside Transit Agency's transportation service in the Hemet area should be considered.

1979 EIR Traffic Mitigation Measure 7 is no longer applicable to the Modified Project because roadway access control is required to comply with the City's standard plans.

~~**1979 EIR Mitigation Measure 7:** Control of access to the arterial and major street system as outlined in the Riverside County Subdivision Ordinance No. 460 should be encouraged. Control of access reduces the number of potential traffic conflicts, smoothes out traffic flow and increases traffic capacity.~~

1979 EIR Traffic Mitigation Measure 8 is no longer applicable to the Modified Project because parking requirements are required to comply with the City's zoning code and parking in and of itself is no longer a CEQA impact category.

~~**1979 EIR Mitigation Measure 8:** Provide sufficient off-street parking to meet anticipated demand for each planned use, taking into account the County zoning ordinances and the potential for overlapping or joint use of parking areas serving such complimentary land uses as may be developed.~~

1979 EIR Traffic Mitigation Measure 9 is applicable to the Modified Project, as modified below.

1979 EIR Mitigation Measure 9: Provide ~~separate~~ bicycle and pedestrian travelways ~~pathways~~ throughout the project as a means of promoting alternative forms of movement. ~~For safety, convenience and efficiency, these systems should be separated from the vehicular traffic system and from one-another.~~

1979 EIR Traffic Mitigation Measure 10 is applicable to the Modified Project.

1979 EIR Mitigation Measure 10: Establish land use patterns, intensities and relationships which would reduce vehicle trip making characteristics and promote the use of alternative modes of travel such as

bicycles, walking and transit. For example, increased residential densities adjacent to the planned commercial activities and open spaces designed with integral bike paths and pedestrian ways.

The 2008 EIR's Mitigation Measure AQ-07 is applicable to the proposed Modified Project, as it facilitates execution of PDF 3.3-2 to reduce the use of automobiles for residents and employees. Minor modifications of the text are provided in accordance with current regulatory standards.

2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

2008 EIR Mitigation Measure T-1a prescribed traffic improvements associated with Tract 35393 and are not applicable to the Modified Project.

~~**2008 EIR Mitigation Measure T-1a:** The developer shall construct the following on-site roadway improvements as described on Exhibit 10-A of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:~~

- ~~Construct Mustang Way at its ultimate half section width as a secondary roadway from Warren Road to Fisher Street in conjunction with development.~~
- ~~Construct Poplar Street at its ultimate half section width as a collector roadway from Warren Road to Fisher Street in conjunction with development.~~
- ~~Construct Warren Road at its ultimate half section width as a secondary roadway from Mustang Way to Poplar Street in conjunction with development.~~
- ~~Construct Fisher Street at its ultimate half section width as a collector roadway from Mustang Way to Poplar Street in conjunction with development.~~
- ~~Restrict Driveway #3 to the right in/out only by constructing a raised median within the driveway.~~
- ~~Restrict Driveway #5 to right in/out and left in only by providing a painted median on Old Warren Road.~~
- ~~On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.~~
- ~~Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance~~

~~standards at the time of preparation of final grading, landscaping, and street improvement plans.~~

- ~~Provide stop sign control at the project driveway that intersect with public roadways that do not meet traffic signal warrants. Install traffic signal when warranted.~~

2008 EIR Mitigation Measure T-2a prescribed traffic improvements associated with Tract 35394. With minor text changes, several of the improvements are applicable to the Modified Project.

2008 EIR Mitigation Measure T-2a: The developer shall construct the following on-site roadway improvements ~~as described on Exhibit 10-C of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007~~, as determined by the City Public Works Department:

- Construct New Stetson Avenue at its ultimate half section width as an Urban Arterial ~~from New Warren Road to Old Warren Road~~ along the Modified Project frontage in conjunction with development.
- Construct ~~New~~ Warren Road at its ultimate ~~half section~~ width as a Major Roadway from New Stetson Avenue to ~~the southerly project boundary~~ Warren Road in conjunction with development.
- Construct Warren Road at its ultimate half section width as a Secondary Roadway from New Stetson Avenue to the southerly project boundary in conjunction with development.
- ~~Install a traffic signal at the intersection of Warren Road and New Stetson Avenue when warranted.~~
- ~~Install a traffic signal at the intersection of New Warren Road and New Stetson Avenue when warranted.~~
- ~~Install a traffic signal at the intersection of Warren Road and Mustang Way when warranted.~~
- ~~Left turns out of Driveway #1 on New Warren Road shall be prevented in the future when the through volumes on New Warren Road have increased to the point where the City deems the restriction necessary.~~
- ~~Left turns out of Driveway #2 on New Stetson Avenue shall be prevented in the future when the through volumes on New Stetson Avenue have increased to the point where the City deems the restriction necessary.~~
- ~~On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.~~
- ~~Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.~~

- ~~Provide stop sign controls at the project driveway that intersect with public roadways that do not meet traffic signal warrants.~~

2008 EIR Mitigation Measure T-3a prescribed traffic improvements associated with Tract 35392 and are not applicable to the Modified Project.

~~**2008 EIR Mitigation Measure T-3a:** The developer shall construct the following on site roadway improvements as described on Exhibit 10-E of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:~~

- ~~Construct New Stetson Avenue at its ultimate half section width as a Major Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.~~
- ~~Construct Thornton Avenue at its ultimate half section (as appropriate) width as a Collector Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.~~
- ~~Construct Fisher Street at its ultimate full width as a Collector Roadway from Stetson Avenue to Thornton Avenue in conjunction with development.~~
- ~~Install a traffic signal at the intersection of New Stetson Avenue and Old Stetson Avenue when warranted.~~
- ~~Install a traffic signal at the intersection of New Stetson Avenue and Fisher Street when warranted.~~
- ~~On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.~~
- ~~Sight distance at the entrance shall be reviewed with respect to standard Cal trans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.~~
- ~~Provide stop sign controls at all project entrances that intersect with public roads that do not meet traffic signal warrants.~~

2008 EIR Mitigation Measure T-4a, b, and c prescribed off-site traffic improvements for the Approved Project. These prior measures are supersede by **PPPs 3.15-1** through **3.15-4** and **Mitigation Measures 3.15.1** and **3.15.2** and are not applicable to the Modified Project.

~~**2008 EIR Mitigation Measure T-4a:** Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall pay their respective individual Transportation Uniform Mitigation Fee (TUMF).~~

~~**2008 EIR Mitigation Measure T-4b:** Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall coordinate off-site improvements for Rancho~~

~~Diamante Phase II with the proposed Southwest Hemet Roadway Phasing and Financing Program. In the event that the Southwest Hemet Roadway Phasing and Financing Program is not in effect at the time one or more of the subject TTMs (35392, 35393, or 35394) are ready to be issued building permits, this requirement may be waived by the Public Works Director.~~

~~**2008 EIR Mitigation Measure T-4b:** Prior The developer shall be responsible for the project's Fair Share Contribution for study area intersection improvements as shown in Table 8-1 "Year 2009 With Project without Schools Conditions" of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007. The fair share percentage may be modified by the City Public Works Department based on actual number of units approved.~~

3.15.11 Level of Significance After Mitigation

PDFs 3.3-1 through **3.3-3**, **1979 [Air Quality] Mitigation Measure 3**, **1979 [Traffic] Mitigation Measure 10,** and **2008 EIR Mitigation Measure AQ-07,** and would serve as TDM strategies to reduce VMT form the proposed Modified Project. However, because implementation of TDM strategies cannot guarantee VMT reductions, and the Modified Project's reduced Home-Based VMT per capita would still exceed the City-wide average Home-Based VMT per capita for Hemet even if TDM strategies for the Modified Project would achieve the maximum 10 percent VMT reduction potential, Modified Project impacts from residential VMT would be *significant and unavoidable*.

PPPs 3.15-1 and **PPP 3.15-2** note existing requirements in which the Modified Project proponent shall pay applicable City DIF and County TUMF fees. **Mitigation Measure 3.15.10.1** requires the Modified Project proponent to pay fair-share fees toward the construction of the additional improvement requirements in the study area not covered by DIF or TUMF (see SEIR Appendix I1, Table 1-3, *Traffic Impact Analysis Rancho Diamante (TTM No. 36841*, City of Hemet, Urban Crossroads, April 2018). **Mitigation Measure 3.15.10.2** requires the proposed Modified Project install a traffic signal and left-turn lanes at all approaches at the Warren Road/Esplanade Avenue intersection (#22). **2008 Mitigation Measure T-2a** requires construction of various roadway improvements. With implementation of **PPPs 3.15-1**, **PPP 3.15-2**, **Mitigation Measures MM 3.15.10.1** and **3.15.10.2**, and **2008 Mitigation Measure T-2a,** the traffic impacts associated with the Modified Project would be reduced to less than significant. Through implementation of Certified EIR **1979** [Air Quality] **Mitigation Measure 3, 1979** [Traffic] **Mitigation Measures 4** through **6** and **9**, and **2008 Mitigation Measure AQ-7**, as well as **PDF 3.3-1** through **PDF 3.3-3**, the Modified Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise cause a decrease in the performance or safety of such facilities. When compared to the Approved Project, the Modified Project would have the same [**less than significant with mitigation**] traffic impacts. No new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any transportation impacts of the Modified Project.

3.16 UTILITIES

This section of the SEIR provides an analysis of the proposed Modified Project's potential impacts to utilities as compared to the Approved Project in accordance with *CEQA Guidelines* Section 15162.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- California Department of Resources Recycling and Recovery (CalRecycle). California's 2017 Per Capita Disposal Rate Estimate. 2019. https://www.calrecycle.ca.gov/LGCentral/GoalMeasure/DisposalRate/MostRecent/ (accessed May 13, 2019).
- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- City of Hemet, *General Plan 2030*. January 2012.
- City of Hemet. *Master Flood Control and Drainage Plan*. January 24, 1984.
- Chang Consultants. *Preliminary Drainage Study for Tentative Tract Map No. 36841 (Rancho Diamante).* January 20, 2019 (Appendix G1).
- Draft Environmental Impact Report*. Rancho Diamante Phase II, Hemet, Riverside County, California.* SCH #2007091039. City of Hemet. May 2008.
- Eastern Municipal Water District. *2015 Urban Water Management Plan*. June 2016.
- Eastern Municipal Water District. *Draft Water Supply Assessment Report, Rancho Diamante*. June 19, 2018 (Appendix G3).
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Metropolitan Water District of Southern California. *2015 Urban Water Management Plan.* June 2016.
- Southern California Association of Governments. *Employment Density Study Summary Report*. October 31, 2001.

Scoping Process/NOP Comments: A local resident identified potential impacts from the provision of utilities via an email dated August 22, 2016, regarding adequate water supply. Additional comments from the public at the scoping meeting for the proposed Modified Project regard whether the project will provide recycled water to the area and if the Modified Project would result in additional power surges in the area.

The City received one comment letter in response to the initial Notice of Preparation (NOP) issued between August 4 and September 3, 2016, concerning the proposed Modified Project's potential impacts from the provision of utilities. The Metropolitan Water District of Southern California (MWD) provided a letter dated August 29, 2016 (see Appendix A1) requesting the SEIR evaluate any potential impacts of the Modified Project on MWD facilities, including the San Diego Aqueduct Nos. 1 and 2 and Diamond Valley Lake and property. MWD also requested development plans to be submitted to them for review and approval prior to construction.

No additional comments were received in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts related to the provision of public services.

3.16.1 Regulatory Settings

3.16.1.1 Federal Regulations

Clean Water Act. In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States from any point source unlawful unless the discharge is in compliance with a NPDES permit. Known today as the Clean Water Act (CWA), Congress has amended it several times. The U.S. Environmental Protection Agency (EPA) has published regulations establishing requirements for application of storm water permits for specified categories of industries, municipalities, and certain construction activities. The regulations require that discharges of storm water from construction activity of 1.0 acre or more must be regulated and covered by an NPDES permit. When a construction area exceeds 1.0 acre in size, the applicant must develop and implement a Storm Water Pollution Prevention Plan (SWPPP). Additional analysis and information regarding NPDES requirements and regulations is provided in Section 3.8 of this SEIR, *Hydrology and Water Quality*.

3.16.1.2 State Regulations

California Energy Conservation Standards. Title 20 and Title 24 of the California Code of Regulations contains California Energy Conservation Standards for New Buildings. These regulations prohibit installation of fixtures unless the manufacturer has certified compliance with CEC regulations; sets the flow rates of all plumbing fixtures; addresses pipe installation; and prohibits the sale of non-conforming fixtures among other regulations.

Porter-Cologne Water Quality Control Act. California's Porter-Cologne Act,[1] enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to waters of the State. It prohibits discharges of "waste" as defined, which is broader than the CWA definition of "pollutant."

Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and for regulating discharges to ensure compliance with the water quality standards.

Water Conservation in Landscaping Act. To ensure adequate supplies are available for future uses and to promote the conservation and efficient use of water, local agencies are required to adopt water-efficient landscape ordinances. When such an ordinance has not been adopted, a finding as to why such an ordinance is not necessary (based on the climatic, geologic, or topographical conditions) must be adopted. In the absence of a local ordinance, an ordinance drafted by the State of California applies within the affected jurisdiction. The City's Municipal Code (Section 90-1706, Landscape Water Use Standards) implements landscaping and irrigation standards to promote water-efficient landscapes.

Water Recycling in Landscaping Act. The Water Recycling in Landscaping Act requires that a water producer capable of providing recycled water that meets certain conditions notify local agencies eligible

[1] Water Code §§13000 et seq.

to receive the recycled water. It also requires necessary infrastructure be provided to support the delivery of recycled water.

The Eastern Municipal Water District (EMWD), which is the water purveyor for the Modified Project, regularly uses 100 percent of its recycled water supply for beneficial use within its 555-square mile service area. EMWD is one of the largest by-volume recyclers in the nation and one of the few agencies that achieves 100 percent beneficial reuse. EMWD's recycled water system currently receives and treats more than 45 million gallons of wastewater each day at its four operating regional treatment plants. The treated water is then distributed throughout the service area, through more than 200 miles of pipeline.[2]

Urban Water Management Planning Act (Cal. Water Code Section 10631). Since 1984, the Urban Water Management Planning Act, has required "urban water suppliers" to develop written "urban water management plans." While generally aimed at encouraging water suppliers to implement water conservation measures, it also created long-term planning obligations. In preparing urban water management plans, urban water suppliers must describe the following: (a) existing and planned water supply and demand; (b) water conservation measures and a schedule for implementing and evaluating such measures; and (c) water shortage contingency measures. The Urban Water Management Planning Act requires that urban water suppliers use a 20-year planning horizon and update the data in the urban water plans every five years.

In preparing their 20-year management plans, water suppliers must address the subject of future population growth directly. The suppliers must also identify sources of supply to meet demand. The plan must "identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier." In identifying these future water sources, the suppliers need not conduct environmental review.

Water Supply and Demand Reliability Assessment (Cal. Water Code Section 10910) (Senate Bill 901). Changes in the California Water Code require a city or county to request each public water system serving a project to assess the projected water demand associated with said project and an assessment of whether the projected water demand associated with selected projects was included as part of the most recent Urban Water Management Plan (UWMP). As part of this assessment, the public water system is required to indicate whether its total projected water supplies available during normal, single-dry, and multiple-dry water years will meet the project demand associated with the proposed Modified Project, in addition to the public water system's existing and planned uses.

Pursuant to Section 10912 of the State Water Code, a "Project" is specifically defined as development meeting any of the following criteria:

- 500 or more dwelling units;
- Commercial center employing more than 1,000 persons or having more than 500,000 square feet;
- Office building employing more than 1,000 persons or having more than 250,000 square feet;
- A hotel/motel with 500 or more rooms;
- An industrial, manufacturing, processing plant, or industrial park employing more than 1,000 persons or occupying more than 40 acres, or having more than 650,000 square feet of floor area;

[2] *Recycled Water Service.* Eastern Municipal Water District. https://www.emwd.org/recycled-water-service (accessed May 10, 2019).

- A mixed-use project that would demand an amount of water equal to the amount of water required by a 500-dwelling unit project; or
- In areas where the public water system has fewer than 5,000 service connections, any development that would increase water demand by 10 percent or greater in the number of existing service connections, or in the case of a mixed-use development, an increase in water required by residential development representing a 10 percent or greater increase in the number of existing service connections.

After receiving such information, cities and counties may agree or disagree with the conclusions of the water purveyors, but cannot approve projects in the face of documented water shortfalls without first making certain findings. Since the proposed Modified Project proposes 586 dwelling units, in addition to approximately 100,000 square feet of commercial uses, it is defined as a "Project" pursuant to Section 10912 of the State Water Code.

Water Supply Planning (Cal. Water Code Section Sections 10910 through 10915) (Senate Bill 610). Signed into law October 9, 2001, Senate Bill (SB) 610 requires that any city or county having determined that a project is subject to CEQA identify any public water systems that may supply water for the project and to request those public water systems to prepare a specified WSA if the project exceeds the specified threshold for a WSA. Such an assessment would include, among other information, the following:

- Identification of existing water entitlements, water rights, or water service contracts relevant to the water supply identified for a proposed project; and
- The amount of water received pursuant to such entitlements, rights, or contracts.

SB 610 requires the public water system, city, or county to submit plans for acquiring the required water supply for the proposed project if the WSA concludes that water supplies are or will become insufficient. Any such WSA and other information would be included in the environmental document prepared for the project pursuant to CEQA. The Modified Project includes over 500 dwelling units (586 total) in addition to approximately 100,000 square feet of commercial uses. Accordingly, a Water Supply Assessment (WSA) was prepared for the Modified Project pursuant to SB 901 and SB 610.

Groundwater Management Act (AB 3030). The Groundwater Management Act[3] provides a systematic procedure for an existing local agency to develop a groundwater management plan. Assembly Bill (AB) 3030 allows a local agency whose service includes a groundwater basin that is not already subject to groundwater management pursuant to law or court order to adopt and implement a groundwater management plan and includes plans to mitigate overdraft conditions, control brackish water, and to monitor and replenish groundwater.

Solid Waste Reuse and Recycling Access Act of 1991. Assembly Bill 1327 (AB 1327) California. Signed into law in 1991, AB 1327 added Chapter 18 to Part 3 of Division 30 of the Public Resources Code. Chapter 18 required the California Integrated Waste Management Board (CIWMB) to develop a model ordinance for adoption of recyclable materials in development projects. Local agencies were then required to adopt the model, or ordinances of their own, in order to govern adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If a local agency had not adopted a model ordinance by that date, the CIWMB model would be adopted and enforced by the local agency.

[3] California Water Code, §§ Sections 10750–10756

Senate Bill 1016 (SB 1016). The California Integrated Waste Management Act of 1989 (AB 939) requires each jurisdiction to divert 50 percent of its solid waste from being disposed in landfills. The new per capita disposal measurement system (SB 1016, Wiggins, Chapter 343, Statutes of 2008) became effective January 1, 2009. It builds on AB 939 compliance requirements by implementing a simplified measure of local jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator: the per capita disposal rate, which uses only two factors: a jurisdiction's population and its disposal as reported by disposal facilities. SB 1016 changes how each jurisdiction's progress is measured to reach the 50 percent goal for diverting waste from landfills. This measurement is no longer determinative of compliance. In order for the CIWMB and jurisdictions to more properly focus on successful program implementation, SB 1016 shifts from the historical emphasis on using calculated generation and estimated diversion to using annual disposal as a factor when evaluating jurisdictions' program implementation.

Assembly Bill 341 (Chapter 476, Statutes of 2011). AB 341 was signed into law in 2011 and established a goal of processing 75 percent of generated waste through source reduction, recycling, or composting activities by the year 2020. The bill also instituted a commercial recycling mandate. In the mandate, businesses that generate four or more cubic yards of waste per week and multifamily developments of five or units are required to arrange for recycling services.

California Public Utilities Commission (CPUC). The CPUC is a regulatory agency that regulates privately owned public utilities in the State, including electric power, telecommunications, natural gas, and water companies. The CPUC oversees energy-related costs, procurement and generation, infrastructure, customer energy resources, energy efficiency, etc.

3.16.1.3 Local Regulations

Hemet General Plan. General Plan Policies require compliance with water quality, energy conservation, and solid waste standards and preclude development lacking adequate utility capacity. The City and the applicable utility providers must review the proposed Modified Project and continue to coordinate with the EMWD, SCE, SCG, Verizon, CC&R, etc. to determine that sufficient capacity exists to serve the specific development and ensure payment of fair share DIFs to increase capacity of those facilities as required.

General Plan Policies CSI-1.2, CSI-1.3, CSI-1.5, CSI-3.1, and CSI-3.2 require that future projects implementing the General Plan provide and/or fund wastewater facilities that meet the performance standards set by the applicable wastewater collection agency to ensure proper conveyance of collected wastewater. Policies CSI-2.3 and CSI-2.6 require new developments to install water facilities and recycled water lines, depending on their proximity to a tertiary water trunk line, that meet performance standards set by the applicable water provider. Additionally, General Plan EIR Program CSI-P.3 requires that new developments provide for reclaimed water lines, with implementation of a fair-share contribution mechanism to provide funding for the incremental extension of reclaimed water trunk lines.

General Plan Policies CSI-1.5, CSI-4.1, and CSI-4.2, and General Plan EIR Program CSI-P.4 would minimize the physical environmental impacts that could result from construction of storm water drainage improvements through payment of DIFs; provision of adequate storm water infrastructure; and incorporation of on-site opportunities for groundwater recharge and BMPs to decrease storm water runoff.

General Plan Policies CSI-2.2, CSI-2.6, and CSI-4.4, and General Plan EIR Programs CSI-P-1, CSI-P.2, and CSI-P.4 are designed to protect groundwater resources in the planning area through requisite evidence of adequate water supply; preparation of a WSA for projects of 500 dwelling units or more (or

equivalent thereof); implementation of measures to reduce demand for water; and implementation of BMPs to reduce storm water runoff and increase opportunities for groundwater recharge.

General Plan Policies CSI-6.2 and CSI-6.3, and General Plan EIR Program CSI-P-16 are designed to reduce impacts to solid waste facilities through maximizing the diversion of solid waste materials that can be reused or recycled to minimize the amount of waste sent to landfills.

3.16.2 Certified EIR Findings

The 1979 EIR concluded even with implementation of Mitigation Measures 1 through 4, buildout of the Approved Project would increase demand for utilities. The 2008 EIR concluded implementation of the Approved Project would not result in a significant impact to the environment from an increased demand for utilities based on the baseline conditions as of 2008, which included substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR. With implementation of 2008 Draft EIR Mitigation Measures MM U-2a through MM U-2c, coordination with the RWCQB and all affected utility providers would ensure impacts to the environment from increased demand on utility infrastructure would be reduced to less than significant levels.

3.16.3 Existing Setting

The Modified Project site is a former agricultural property that is currently uncultivated. The site is highly disturbed with ruderal vegetation and has been regularly disked for the purposes of weed abatement for at least the past twenty years. Surrounding land uses consist primarily of single-family residential uses to the east, and agricultural and undeveloped land to the north, south, and west. Due to the substantial undeveloped acreage in the project vicinity, there has been little demand for utility infrastructure in the area. However, the City has undergone rapid growth in the past decade. Recent residential development in the area, including continued execution of the Approved Project, has increased the demand for utilities in the immediate vicinity of the Modified Project site and facilitated expansion of utility infrastructure in response to the increased demand.

3.16.3.1 Electricity

The Modified Project site is currently undeveloped and does not generate any electricity demand. SCE provides electricity to the City in the vicinity of the Modified Project site. There are existing sub-transmission (66 kilovolt (kV)) and distribution (33kV and 12kV) electrical circuits throughout the project site. The 115 kV circuit with a 12 kV underbuild circuit proceeds along the south side of Hemet Channel abutting the northern boundary of the Modified Project site. The 33 kV circuit enters the Modified Project site along the west side of Warren Road and proceeds through the eastern portion of the site. The 12 kV circuit proceeds though the southwest portion of the project site in the vicinity of the existing detention basin to be improved. Coordination with SCE will occur to determine appropriate relocation and/or undergrounding of electrical utilities in order to interconnect the Modified Project site.

3.16.3.2 Natural Gas

The Modified Project site is currently undeveloped and does not generate any natural gas demand. SCG provides natural gas to the City in the vicinity of the Modified Project site. A 4-inch medium pressure natural gas distribution pipeline exist along Mustang Way and would be extended to interconnect the Modified Project site.

3.16.3.3 Water

The EMWD provides water and wastewater service to the City in the vicinity of the Modified Project site. The Modified Project site is located within the Hemet Subbasin of the 235-square-mile San Jacinto Ground Water Basin (Department of Water Resources Bulletin 118 Groundwater Basin Number 8-05).

Groundwater in this portion of the Hemet Subbasin is estimated between 50 and 120 feet below surface grade.[4] Portions of the groundwater basin from which EMWD pumps potable groundwater are adjudicated under the Hemet-San Jacinto Watermaster and subject to adjusted base production rights. EMWD's water supply reliability is primarily established through MWD, of which EMWD is a member agency. Recent development of two desalinization plants operated by the EMWD has increased its reliance on regional groundwater, in conjunction with imported water from the MWD, for its potable water sources.[5]

The MWD is a consortium of 26 cities and water districts that provides drinking water to nearly 19 million people in parts of Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura Counties. Under drought conditions, withdrawals from MWD's dry-year storage reserves will be necessary in order to meet water demands of the Modified Project. Water demands in Southern California generally have been reduced through ongoing MWD conservation efforts and outreach to conserve water and reduce withdrawals from MWD's dry-year storage reserves. Accordingly, MWD's 2015 UWMP indicates under normal, dry, and even multiple dry-year conditions, State Water Project supplies in combination with other water supplies (e.g., conservation, local and regional supplies, and Colorado River) would be adequate to meet MWD water entitlements despite periodic restrictions during dry years.[6]

No direct groundwater withdrawals would be required for the Modified Project. Under the 2007 Hemet/San Jacinto Groundwater Management Area Water Management Plan (HSJ Management Plan) prepared pursuant to AB 3030, EMWD will be responsible for providing water to recharge the groundwater basin. To prevent continued overdraft in the Hemet Subbaisn, EMWD has developed alternatives to assure water supply reliability, including an Integrated Recharge and Recovery Program (IRRP), filtration plants to treat and deliver imported water to areas dependent on groundwater, and recycled water use for irrigation of landscape and agriculture. In addition to the existing IRRP, EMWD is developing the Enhanced Recharge and Recovery Program (ERRP) to increase conjunctive use and facilitate groundwater banking. Phase 1 of the ERRP program is included in the Santa Ana River Conservation & Conjunctive Use Program, a cooperative program to store imported water during wet years for use during dry years. Both management plan areas are part of the San Jacinto Groundwater Basin (Department of Water Resources Bulletin 118 Groundwater Basin Number 8-05). As detailed in Tables ES-4 and ES-5 of the EMWD 2015 Urban Water Management Plan (UWMP), the EMWD is projected to meet current and projected water demands through the year 2040 under normal, historic single-dry and historic multiple-dry year scenarios. EMWD's 2015 UWMP also discloses that in the event of a water supply shortage or water emergency, the City has in place water shortage contingency plans, which ensure provision of priority water services to all its existing and anticipated customers.

3.16.3.4 Wastewater

The Modified Project site is currently undeveloped and does not generate any wastewater flow. The EMWD would be responsible for the treatment of wastewater generated by the Modified Project. The City provides local sewer lines for conveyance of wastewater to EMWD's San Jacinto Valley Regional Water Reclamation Facility (SJVRWRF).[7] According to the EMWD, expansion of the SJVRWRF commenced in 2011, and by 2015, the facility featured a permitted treatment capacity of 14.0 mgd of

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4 *Phase I Environmental Site Assessment, Rancho Diamante Tract No. 36841, Hemet, California.* Page 11. IWS Environmental, Inc. November 4, 2016.

5 *2015 Urban Water Management Plan.* Page 5-2. Eastern Municipal Water District. June 2016.

6 *2015 Urban Water Management Plan.* Tables 2-4, 2-5, and 2-6. The Metropolitan Water District of Southern California. June 2016.

7 *San Jacinto Valley Regional Water Reclamation Facility, Fact Sheet.* Eastern Municipal Water District. October 2016. https://www.emwd.org/sites/main/files/file-attachments/sjvrwrffactsheet.pdf (accessed May 10, 2019).

wastewater. Today, the SJVRWRF treats approximately 7.0 mgd and maintains approximately 7.0 mgd of surplus capacity.

The expanded SJVRWRF allows EMWD to transform wastewater into tertiary-level recycled water that is pumped through a separate distribution system and delivered to the region for non-potable reuse. The EMWD maintains a 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site.

3.16.3.5 Storm Water Drainage

The Modified Project site is within the jurisdiction of the Santa Ana RWQCB. Storm water runoff from the majority of the site sheet flows over the gently sloping ground surface in a southwesterly direction. A drainage channel and a detention basin are located along the southern border of the proposed Modified Project site. The drainage channel and basin were constructed as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. The drainage channel represents the east-west segment of Line 3B from the City of Hemet's *Master Flood Control and Drainage Plan* and conveys storm water runoff into the detention basin for infiltration. Overflow volumes are conveyed via an off-site drainage channel (north-south continuation of Line 3B) to the south to the improved channel maintained by the Riverside County Flood Control District at Simpson Road. The *Master Flood Control and Drainage Plan* indicates that the 100-year flow rate immediately downstream of the site should not exceed 345 cubic feet per second (cfs). The north-south portion of Line 3B between the Modified Project site and Simpson Road will be improved as part of the Modified Project to facilitate conveyance of storm water runoff to Salt Creek approximately one mile south of the Modified Project site. The southerly half of north-south Line 3B between Simpson Road and Salt Creek has already been constructed.

The Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment and will not be modified. The City's *Master Flood Control and Drainage Plan* identifies a 100-year total flow rate not to exceed 200 cfs entering the Hemet Channel from the site (from Line 3C).

3.16.3.6 Solid Waste

The Modified Project site is currently undeveloped and does not generate any solid waste. In its undeveloped state, the site has been subject to discarded fill material and organics from agricultural and weed abatement activities. The City contracts with CR&R Inc. for trash, recycling, and green waste services for residences and businesses within the city limits. Solid waste generate by the proposed Modified Project would be taken to a transfer station in Perris, CA for consolidation and transfer to the Lamb Canyon Landfill, a Riverside County regional municipal solid waste landfill. The Lamb Canyon Landfill has a maximum daily throughput of 5,000 tons and maintains approximately 19,242,950 cubic yards of remaining solid waste capacity, which is expected to last until approximately April 2029.

3.16.3.7 Other Utilities

The Second San Diego Aqueduct abuts the western boundary of the site as an above-ground canal in a north to south direction. The First San Diego Aqueduct traverses the site below ground in northeasterly to southwesterly direction within a 150-foot-wide easement adjacent and parallel to two EMWD easements (20-foot and 40-foot) for public utilities. The First and Second San Diego Aqueducts are owned and operated by MWD.

A drainage channel and a detention basin are located along the southern border of the proposed Modified Project site. The drainage channel and basin were constructed as part of the Tracts 31807 and 31808 located on the east side of Warren Road to collect runoff from the site and adjacent properties. A drainage channel conveys runoff from the existing drainage basin south to the existing

channel at Simpson Road. This channel will be improved as part of the Modified Project. The Hemet Channel abuts the northern boundary of the site in a northeast/southwest alignment and will not be modified.

3.16.4 Methodology

3.16.4.1 Water Supply

Projected water demand for the proposed Modified Project is evaluated against available water supplies for normal, single-dry, and multiple-dry years through a 25-year projection based on data included in the EMWD's UWMP.

3.16.4.2 Storm Water Drainage

The Drainage Study (Appendix G1) prepared for the Modified Project used the Rational Method to estimate the peak discharge for drainage area based on ratio of runoff depth to rainfall depth, time-averaged rainfall intensity for a storm duration equal to the time of concentration, the area of the basin, and the land use type and soil condition. The study determined the required storage volume of BMPs to mitigate increased runoff from the proposed Modified Project site. The post-project flows are evaluated against the City's *Master Flood Control and Drainage Plan* to determine if capacity of existing flood control facilities are adequate and to what extent improvements are required.

3.16.4.3 Wastewater

Projected wastewater demand for the proposed Modified Project is evaluated against available wastewater treatment capacity identified in EMWD's UWMP.

3.16.4.4 Solid Waste

The solid waste analysis is based on evaluating the existing capacity of nearby landfills that serve the City, future solid waste capacity that would be available to the City, and the identification of existing solid waste demand and future solid waste demand associated with the development of the proposed Modified Project. The analysis also identifies existing City goals, and policies that the City implements to reduce generated waste.

3.16.5 Thresholds of Significance

The City has not established local CEQA significance thresholds; therefore, this SEIR incorporates the utility questions included in the Certified EIR in accordance with Appendix G ("CEQA Checklist") of the State *CEQA Guidelines*. Per the Certified EIR, a significant impact to the environment from the provision of utilities would occur if the project was determined to:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Require or result in the construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- 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?
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

- 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?
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Comply with federal, State, and local statutes and regulations related to solid waste?

3.16.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): These measures include features proposed by the Modified Project that are already incorporated into the project's design and are specifically intended to reduce or avoid impacts from the provision of utilities.

PDF 3.8-3 (From Section 3.8.6 of this SEIR) Under post-development conditions, storm runoff from the Modified Project site will continue to be conveyed similar to the existing drainage patterns and in accordance with the City of Hemet's *Master Flood Control and Drainage Plan*. The proposed streets and storm drain systems will convey the majority of the Modified Project runoff to the existing earthen channel (east-west segment of Line 3B), which will be improved with concrete walls and maintain an earthen bottom along the southerly site boundary. The on-site runoff as well as the tributary off-site runoff from the east will be detained by a detention basin within the southwesterly portion of the Modified Project site. The basin will be generally at the location of the existing detention basin, but the footprint will be modified to fit the development. The 100-year flow released from the detention basin will be less than 345 cubic feet per second (cfs) in accordance with the *Master Flood Control and Drainage Plan*.

PDF 3.8-4 (From Section 3.8.6 of this SEIR) The Modified Project will construct a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road. The northerly portion of this segment of Line 3B will be improved as an earthen trapezoidal channel with a 20-foot bottom width and 4:1 (horizontal:vertical) side slopes. The maximum 100-year flow rate capacity in this segment of the channel is 365 cfs in accordance with the *Master Flood Control and Drainage Plan*. The southerly portion of this segment of Line 3B will be improved as a trapezoidal channel with concrete banks and an earthen bottom. This segment of the improved channel will have a 13-foot bottom width and 2:1 side slopes. The maximum 100-year flow rate in this segment of Line 3B is 505 cfs in accordance with the *Master Flood Control and Drainage Plan*.

PDF 3.16-1 The Modified Project will construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts from hydrology and drainage.

PPP 3.3-1 (From Section 3.3.6 of this SEIR) Building design and construction shall meet 2019 Title 24 Standards of the California Building Code. The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24

Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades.

PPP 3.3-2 (From Section 3.3.6 of this SEIR) Pursuant to City Emergency Order 2014-0718-01E, the Modified Project shall incorporate a Water Conservation Strategy to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy.

PPP 3.3-3 (From Section 3.3.6 of this SEIR) Pursuant to Assembly Bill 939, the Modified Project shall engage in a 50 percent diversion of solid waste from landfills

PPP 3.6-3: (From Section 3.6.6 of this SEIR) Prior to grading permit issuance, the project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and allow periodic inspection of the construction site by City of Hemet staff or its designee to confirm compliance.

PPP 3.8-1 (From Section 3.8.6 of this SEIR) Prior to grading permit issuance, the Project Proponent shall obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Evidence that an NPDES permit has been issued shall be provided to the City of Hemet prior to issuance of the first grading permit.

PPP 3.16-1 Pursuant to Assembly Bill 341, businesses that generate four or more cubic yards of waste per week and multifamily developments of five or units are required to arrange for recycling services.

3.16.7 Proposed Modified Project Compared to Approved Project Impact Analysis

3.16.7.1 Wastewater Treatment Requirements

Threshold:	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The Approved Project would generate 2.8 million gallons per day (mgd) of sewage to be managed by the EMWD, which would require expansion of EMWD's wastewater infrastructure in the project vicinity. Implementation of the Approved Project would generate enough wastewater almost to exceed capacity of the existing sewage infrastructure even with mitigation. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would not exceed wastewater treatment requirements, as there are no enforcement actions involving the Hemet/San Jacinto Water Reclamation Facility. Impacts would be less than significant, and no mitigation is required.

As detailed in Section 3.8.7.1, Pollutants of concern during construction and operation of the proposed Modified Project include bacterial indicators (pathogens), metals, nutrients, toxic organic compounds, and sediments. Construction activities must comply with the requirements of the SWRCB NPDES Construction General Permit pursuant to the CWA, California's Porter-Cologne Act, and the NPDES MS4 Permit, as indicated in PPP 3.8-1. A SWPPP, as specified in PPP 3.6-3, will incorporate construction BMPs for erosion control,[8] sediment control,[9] and good housekeeping practices.[10] These

[8] Erosion control is any source control that protects and prevents soil particles from detaching by rainfall, flowing water, or wind.

[9] Sediment control is any practice that traps soil once it has been detached and moved by rain, flowing water, or wind.

[10] Non-stormwater management and material management "good housekeeping practices" prevent pollution by limiting or reducing potential pollutants at their source or eliminating off-site discharge. Waste management and materials pollution

BMPs are designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs will prevent spills, leaks, and discharge of construction debris and waste into receiving waters. The SWPPP would be developed, and construction BMPs selected and implemented to target pollutants of concern during construction. The construction BMPs would be designed to retain sediment and other pollutants on site so they would not reach receiving waters.

Local governments and water districts are responsible for complying with federal regulations (CWA), both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation and maintenance is critical for sewage collection and treatment, as impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with water quality regulations set forth by the State's Porter-Cologne Act. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, recordkeeping, and reporting requirements. POTWs that intend to discharge into the nation's waters must obtain a WDR prior to initiating discharge.

The EMWD serves approximately 239,000 customers in the western Riverside County and treats approximately 43 mgd of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. Wastewater generated by the Modified Project would be treated at the SJVRWRF, which was expanded in 2015, and features a permitted treatment capacity of 14.0 mgd of wastewater. The SJVRWRF treats approximately 7.0 mgd and maintains approximately 7.0 mgd of surplus capacity.

Proposed project discharge flows treated at the SJVRWRF would be required to comply with the WDRs for that facility. Compliance with condition or permit requirements established by the City, and WDRs at the EMWD would ensure that discharges into the wastewater treatment facility system from the proposed Modified Project would not exceed applicable RWQCB wastewater treatment requirements. Impacts would be **less than significant** and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have similar (i.e., less than significant) impacts related to wastewater treatment requirements.

3.16.7.2 Electricity, Natural Gas, Telephone, Water, or Wastewater Treatment Facilities

Threshold:	Would the project require or result in the construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The 1979 Certified EIR concluded the Approved Project would be supplied with electricity by Southern California Edison Company (SCE) primarily through the consumption of low sulfur fuel oil. SCE was expected to be able to meet peak demand through 1977, after which electricity supply would be contingent upon SCE expanding its electrical generation capacity and transmission and distribution grids. 1979 EIR Mitigation Measure 1 was prescribed for the proponent of the Approved Project to consult with SCE for implementation of energy conservation measures to reduce demand for electricity. Implementation of the Approved Project would increase electricity demand and require expansion of infrastructure even with mitigation. The Approved Project would be supplied with natural gas by the Southern California Gas Company (SCG), which would require expansion of SCG's natural gas infrastructure in the project vicinity. 1979 EIR Mitigation Measure 2 was prescribed for the proponent

control "good housekeeping practices" prevent pollution by limiting or reducing potential pollutants at their source before they come in contact with stormwater.

of the Approved Project to consult with SCG for implementation of energy conservation measures to reduce demand for natural gas. Implementation of the Approved Project would increase natural gas demand and require expansion of infrastructure even with mitigation. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would be sufficiently served by SCE and SCG through interconnection with existing main lines and installation of new service lines as long as coordination with the utility providers occurs. 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c were prescribed to ensure development plans are provided to SCE and SCG in order to facilitate engineering, design, and construction of improvements necessary to provide electrical service to the Approved Project site. With implementation of 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c, impacts from the increased demand for electricity and natural gas would be reduced to less than significant levels.

Water consumption for the Approved Project was estimated to be 210,962,508 gallons per month, and conversion of the Approved Project site from agricultural use to the Page Ranch PCD would not require appreciably more water than was being used for agriculture. Impacts from the demand for water would occur to water quality due to sewage generated by the Approved Project residents. 1979 EIR Mitigation Measure 3 was prescribed for the proponent of the Approved Project to implement water conservation measures. Implementation of the Approved Project would increase water demand even with mitigation. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would be adequately served by EMWD through interconnection with existing main lines and installation of new service lines both on-site and off-site in the vicinity of the Approved Project site. 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c were prescribed to ensure development plans are provided to EMWD in order to facilitate engineering, design, and construction of improvements necessary to provide water service to the Approved Project site. With implementation of 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c, impacts from the increased demand for water would be reduced to less than significant levels.

The Approved Project would generate 2.8 million gallons per day (mgd) of sewage to be managed by the EMWD, which would require expansion of EMWD's wastewater infrastructure in the project vicinity. 1979 EIR Mitigation Measure 3 was prescribed for the proponent of the Approved Project to implement water conservation measures. Implementation of the Approved Project would generate almost enough wastewater to exceed capacity of the existing sewage infrastructure even with mitigation. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would not exceed wastewater treatment requirements but that interconnection with existing main lines and installation of new service lines both on-site and off-site in the vicinity of the Approved Project site would be required. 2008 Draft EIR Mitigation Measure MM U-2a was prescribed to ensure compliance with all RWQCB wastewater treatment requirements. 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c were prescribed to ensure development plans are provided to EMWD in order to facilitate engineering, design, and construction of improvements necessary to provide wastewater service to the Approved Project site. With implementation of 2008 Draft EIR Mitigation Measures MM U-2a, through MM U-2c, impacts from the increased demand for wastewater would be reduced to less than significant levels.

Telephone service was determined to be available to serve the Approved Project through extension of existing distribution lines. The Approved Project would not cause a significant impact on the plans of the telephone company for providing service to the area, provided that growth occur incrementally. No mitigation was prescribed. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would be adequately served by Verizon through interconnection with existing conduits and installation of new conduits both on site and off site in the vicinity of the Approved Project

site. 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c were prescribed to ensure development plans are provided to Verizon in order to facilitate engineering, design, and construction of improvements necessary to provide telephone service to the Approved Project site. With implementation of 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c, impacts from the increased demand for telephone service would be reduced to less than significant levels.

The proposed Modified Project's on-site electrical, natural gas, and telephone infrastructure will be constructed underground. Building design and construction shall meet 2019 Title 24 Standards of the California Building Code, as specified in PPP 3.3-1. The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades. To facilitate interconnection with future recycled water infrastructure, the Modified Project will construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site, as specified in PDF 3.16-1. Additionally, the Modified Project will incorporate a Water Conservation Strategy pursuant to City Emergency Order 2014-0718-01E and PPP 3.3-2 to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy. In order to interconnect the Modified Project site and maintain easements required for operations and maintenance of utility infrastructure, the proposed Modified Project will require coordination with SCE, SCG, EMWD, Verizon, Riverside County Flood Control District, and any other affected utility, including MWD, to determine appropriate avoidance, relocation, and/or undergrounding of affected utilities. This requirement is codified in 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c and incorporated into this SEIR.

All proposed utility infrastructure, both on-site and off-site, would be installed simultaneously with finish grading activities and required roadway frontage improvements for the Modified Project site. As a result, interconnection to the existing utilities surrounding the site would not result in substantial disturbance of native habitat or soils, or existing roadways or utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the Modified Project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, PDFs, PPPs, as well as local, State, and federal regulations, as part of this SEIR. Therefore, with implementation of 2008 EIR **Mitigation Measures MM U-2b** and **MM U-2c**, significant environmental effects from the construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities would be reduced to **less than significant** levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation incorporated] impacts related to construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities.

3.16.7.3 Storm Water Drainage Facilities

Threshold:	Would the project 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?

The 1979 Certified EIR concluded the natural Salt Creek channel would be replaced with man-made flood control facilities, but that regional agricultural uses have already altered the natural channel and improvements to the feature would mitigate flood hazards. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the City's development review process and construction inspection program will assure that planned improvements to stormwater infrastructure occur according to

appropriate standards as a matter of regulatory policy. Impacts would be less than significant, and no mitigation is required.

As detailed in Section 3.8.7.5 of this SEIR, the Modified Project site is currently undeveloped, and implementation of the proposed Modified Project would substantially increase impervious surfaces on-site. The increase in impervious surfaces would potentially increase the volume and velocity of storm water runoff and require improvements to the existing on-site earthen channel (east-west segment of Line 3B) along the southern portion of the Modified Project site as specified in PDF 3.8-3. Additionally, the proposed Modified Project would improve a portion of the Line 3B channel from the southwest corner of the Modified Project site to Simpson Road as specified in PDF 3.8-4. Finally, seven off-site drainage connections will be made to the Hemet Channel adjacent to the north of the Modified Project site.

The proposed improvements to on-site and off-site drainage facilities will be adequately sized in accordance with the City's *Master Flood Control and Drainage Plan* and through coordination with the Riverside County Flood Control District. The proposed on-site and off-site drainage improvements are planned as part of the proposed Modified Project. Therefore, there would be no significant environmental effects specifically related to their construction and operation that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, PDFs, PPPs, as well as local, State, and federal regulations, as part of this SEIR. With implementation of 2008 EIR **Mitigation Measures MM U-2b** and **MM U-2c**, which would ensure coordination with the Riverside County Flood Control District, significant environmental effects from the construction of new on-site and off-site drainage facilities or expansion of existing facilities would be reduced to **less than significant** levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant with mitigation incorporated] impacts related to construction of new on-site and off-site drainage facilities or expansion of existing facilities.

3.16.7.4 Water Supplies

Threshold:	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The Certified EIR concluded groundwater constitutes 85 percent of the City's water supply. Based on the EMWD's 2005 UWMP, water supplies to the Approved Project area are forecast to be available through Year 2025 and beyond (from both groundwater and imported water) with continued mandatory practice of water use efficiency, recharging of the Canyon Basin, and the increased use of recycled water. Impacts would be **less than significant**, and no mitigation is required.

As detailed in Section 3.8.7.2 of this SEIR, no direct groundwater withdrawals would be required for the proposed Modified Project. According to the project-specific Water Supply Assessment (WSA), groundwater is not being proposed to serve the Modified Project, as EMWD considers current groundwater production to be utilized completely by existing customers. New developments, including the proposed Modified Project, will be supplied with additional imported water from one of the following sources: (1) treated imported water from MWD; (2) untreated imported water from MWD, which is subsequently treated by EMWD; or (3) untreated imported water treated by EMWD and recharged into the San Jacinto River Groundwater Basin for later withdrawal.

According to the project-specific WSA, the Modified Project will demand approximately 365 acre-feet (118.9 million gallons) of water per year. MWD's 2015 UWMP provides information about MWD's regional supply reliability and projected demands. Based on information provided by EMWD and other member agencies, MWD concludes that it is able to meet projected demands for all member agencies

through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD Water Supply Allocation Plan (WSAP) to preserve supplies in storage by requiring a reduction in demand by member agencies, including the EMWD, pursuant to SB 1168 and 1319, and AB 1739. The Modified Project will incorporate a Water Conservation Strategy pursuant to City Emergency Order 2014-0718-01E and PPP 3.3-2 to reduce water demand by at least 25 percent when compared to water demand without implementation of the Water Conservation Strategy. Additionally, the Modified Project will construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site, as specified in PDF 3.16-1, to further reduce impacts from the Modified Project's demand on water supplies.

Since the EMWD and MWD have the ability to meet all of their existing entitlements and projected supplemental demand through 2040, even under a repeat of historic multiple-year drought scenarios, the proposed Modified Project will have sufficient water supplies available to serve the Project. In the event that the lead agency determines adequate water supply exists for the proposed Modified Project, the project proponent is required to meet with EMWD Development Services Staff to establish development design conditions. Accordingly, implementation of 2008 EIR **Mitigation Measures MM U-2b** and **MM U-2c**, which would ensure coordination with the EMWD, would reduce significant environmental effects from the Modified Project's demand for water to **less than significant** levels. When compared to the Approved Project, the proposed Modified Project would have the same (less than significant but with mitigation incorporated) impacts related to water supply and demand.

3.16.7.5 Wastewater Treatment Capacity

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

As discussed in Section 3.16.7.2 above, the Approved Project would generate 2.8 million gallons per day (mgd) of sewage to be managed by the EMWD, which would require expansion of EMWD's wastewater infrastructure in the project vicinity. Even with 1979 EIR Mitigation Measure 3, implementation of the Approved Project would generate almost enough wastewater to exceed capacity of the existing sewage infrastructure. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would not exceed wastewater treatment requirements but that interconnection with existing main lines and installation of new service lines both on-site and off-site in the vicinity of the Approved Project site would be required. 2008 Draft EIR Mitigation Measure MM U-2a was prescribed to ensure compliance with all RWQCB wastewater treatment requirements. 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c were prescribed to ensure development plans are provided to EMWD in order to facilitate engineering, design, and construction of improvements necessary to provide wastewater service to the Approved Project site. With implementation of 2008 Draft EIR Mitigation Measures MM U-2a, through MM U-2c, impacts from the increased demand for wastewater would be reduced to less than significant levels.

Today, the SJVRWRF treats approximately 7.0 mgd of wastewater and maintains approximately 7.0 mgd of surplus capacity.[11] EMWD's actual 2015 per capita gross water use is 129 gallons per day, and average daily per capita water demand for commercial uses is 17.6 gallons per day.[12] As specified in Section 3.12.1 of this SEIR, the City's average population per household is 2.79 persons. With 586

[11] *San Jacinto Valley Regional Water Reclamation Facility, Fact Sheet.* Eastern Municipal Water District. October 2016. https://www.emwd.org/sites/main/files/file-attachments/sjvrwrffactsheet.pdf (accessed May 10, 2019).

[12] *2015 Urban Water Management Plan.* Table 5-7 and Page 5-6. Eastern Municipal Water District. June 2016

propose dwelling units the proposed Modified Project is expected to generate an additional 1,635 residents in the City.[13] Modified Project-generated population estimates for the proposed commercial uses in Planning Area XIII are based on anticipated employment generation from development of 100,000 square feet of regional commercial uses on 19.67 acres. Southern California Association of Governments (SCAG) anticipates 1 employee per 268 square feet or 20.68 employees per acre of development of a regional retail commercial center with services (e.g., fuel station, restaurant, etc.) in Riverside County.[14] Using these factors, the proposed Modified Project would generate between 373 and 407 new employees for Planning Area XIII.[15] As a worst case scenario, even if the new employees (up to 407 new employees) were added to the anticipated residential population increase (1,635 new residents), totaling 2,042 persons, and 100 percent of actual per capita water use (129 gallons per day) were dedicated to wastewater, the proposed Modified Project would generate approximately 263,418 gallons of wastewater per day.[16] Since the SJVRWRF treats approximately 7.0 mgd of wastewater and maintains approximately 7.0 mgd of surplus capacity, the proposed Modified Project would not exceed the capacity of the SJVRWRF to serve the project's projected demand in addition to the provider's existing commitments.

The expanded SJVRWRF also allows EMWD to transform wastewater into tertiary-level recycled water that is pumped through a separate distribution system and delivered to the region for non-potable reuse. The EMWD maintains a 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site. The Modified Project will construct on-site recycled water pipeline infrastructure and be equipped to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline, as specified in PDF 3.16-1, to further reduce impacts from the Modified Project's demand on wastewater treatment supplies. In the event that the lead agency determines adequate wastewater supply exists for the proposed Modified Project, the project proponent is required to meet with EMWD Development Services Staff to establish development design conditions. Accordingly, implementation of 2008 EIR **Mitigation Measure MM U-2a** will ensure compliance with all RWQCB wastewater treatment requirements, and implementation of 2008 **EIR Mitigation Measures MM U-2b** and **MM U-2c** will ensure coordination with the EMWD in order to reduce environmental effects from the Modified Project's demand for wastewater to **less than significant** levels. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant but with mitigation incorporated] impacts related to wastewater treatment capacity.

3.16.7.6 Landfill Capacity

Threshold:	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The Approved Project would generate 101,687 pounds (50.8 tons) of solid waste per day, to be managed by two landfill sites with projected capacity beyond the year 2000 serving the *Southwest Area*. 1979 EIR Mitigation Measure 4 was prescribed for the proponent of the Approved Project to encourage recycling efforts. There would be an increased burden on landfill sites even with mitigation. The 2008 Draft EIR, which analyzed conditions from a baseline comprising substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR, concluded the Approved Project would be adequately served by the Lamb Canyon Landfill through payment of DIFs. The Approved Project would be

[13] 586 dwelling units × 2.79 persons per dwelling unit = 1,634.94 persons.
[14] *Employment Density Study Summary Report*. Table 10A. Southern California Association of Governments. October 31, 2001.
[15] 100,000 square feet of proposed commercial/retail uses ÷ 268 square feet per employee = 373.13 employees. Conversely, 19.67 acres × 20.68 employees per acre = 406.78 employees.
[16] 2,042 persons × 129 gross gallons of wastewater per capita per day = 263,418 gallons of wastewater

constructed and operated in accordance with the CIWMB (AB 1372) and City Municipal Code regarding solid waste generation and disposal. Impacts would be less than significant and no mitigation is required.

The proposed Modified Project site is currently undeveloped and does not generate any solid waste. In its undeveloped state, the site has been subject to discarded fill material and organics from agricultural and weed abatement activities. Fill material and organic wastes will be properly recompacted and/or disposed of during early grading operations associated with the Modified Project. The City contracts with CR&R Inc. for trash, recycling, and green waste services for residences and businesses within the city limits. Solid waste generate by the proposed Modified Project would be taken to a transfer station in Perris, CA for consolidation and transfer to the Lamb Canyon Landfill, a Riverside County regional municipal solid waste landfill. The Lamb Canyon Landfill has a maximum daily throughput of 5,000 tons and maintains approximately 19,242,950 cubic yards of remaining solid waste capacity, which is expected to last until approximately April 2029.

California's 2017 per capita disposal rate is estimated at approximately 6.2 pounds/resident/day calculated using AB 341's measurement system and a recycling rate of 42 percent.[17] Using SB 1016's measurement system, which does not include "disposal-related" tonnages as disposal, the State's per resident disposal rate is estimated at 5.2 pounds/resident/day and a "diversion rate equivalent" of 58 percent; the 2017 per employee disposal rate was 11.9 pounds/employee/day, and the per employee "diversion rate equivalent" was at 62 percent.[18]

As detailed in Section 3.16.7.5 above, the Modified Project is expected to generate up to 407 new employees and a residential population increase of approximately 1,635 new residents (total of 2,042 persons). Therefore, using AB 341's measurement system and a recycling rate of 42 percent, the Modified Project is expected to generate approximately 12,660 pounds (6.33 tons or 23.44 cubic yards) of solid waste per day.[19] Using SB 1016's measurement system and a "diversion rate equivalent" of 58 percent, the Modified Project is expected to generate approximately 13,345.3 pounds (6.67 tons or 24.70 cubic yards) of solid waste per day.[20] Since the Lamb Canyon Landfill has a maximum daily throughput of 5,000 tons and maintains approximately 19,242,950 cubic yards of remaining solid waste capacity, the proposed Modified Project's solid waste contribution to the Lamb Canyon Landfill (between 6.33 and 6.67 tons per day) would be approximately 0.13 percent of the landfill's maximum daily throughput.

The Modified Project would utilize CR&R Inc. for trash, recycling, and green waste services in order to comply with AB 939, as codified in PPP 3.3-3 and Chapter 61 (Solid Waste Management) of the City Municipal Code. Additionally, the proposed commercial uses in Planning Area XIII would comply with AB 341, as codified in PPP 3.16-1 if businesses would generate four or more cubic yards of waste per week. Solid waste generate by the proposed Modified Project would be taken to a transfer station in Perris, CA for consolidation and transfer to the Lamb Canyon Landfill. Through compliance with regulatory policy related to solid waste disposal and diversion, the proposed Modified Project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Impacts would be **less than significant** and no mitigation is required. When compared to the

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17 *California's 2017 Per Capita Disposal Rate Estimate.* California Department of Resources Recycling and Recovery (CalRecycle). 2019. https://www.calrecycle.ca.gov/LGCentral/GoalMeasure/DisposalRate/MostRecent/ (accessed May 13, 2019).

18 *Ibid.*

19 2,042 persons × 6.2 pounds of solid waste per person per day = 12,660.4 pounds of solid waste per day.

20 1,635 residents × 5.2 pounds of solid waste per resident per day = 8,502 pounds of residential solid waste per day (plus) 407 employees × 11.9 pounds of solid waste per employee per day = 4,843.3 pounds of commercial solid waste per day. 8,502 pounds of residential solid waste per day + 4,843.3 pounds of commercial solid waste per day = 13,345.3 pounds of residential and commercial solid waste per day.

Approved Project, the proposed Modified Project would have the same(less than significant) impacts related to solid waste disposal.

3.16.7.7 Legal Compliance for Solid Waste

Threshold:	Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The Certified EIR concluded the Approved project would be required to contract with a licensed and permitted waste hauler and comply with CIWMB with regard to source reduction, recycling, composting, and public education. Additionally, the Approved Project must comply with City Municipal Code as it relates to solid waste. Compliance with regulations related to solid waste disposal and diversion is required for all projects within the City as a matter of regulatory policy. Therefore, impacts would be less than significant and no mitigation is required.

As discussed in Section 3.16.7.6 above, the Modified Project would utilize CR&R Inc. for trash, recycling, and green waste services in order to comply with AB 939, as codified in PPP 3.3-3 and Chapter 61 (Solid Waste Management) of the City Municipal Code. Additionally, the proposed commercial uses in Planning Area XIII would comply with AB 341, as codified in PPP 3.16-1 if businesses would generate four or more cubic yards of waste per week. Solid waste generate by the proposed Modified Project would be taken to a transfer station in Perris, CA for consolidation and transfer to the Lamb Canyon Landfill. Compliance with regulations related to solid waste disposal and diversion is required for all projects within the City as a matter of regulatory policy. Therefore, the Modified Project would not conflict with statutes and regulations related to solid waste. Impacts would be **less than significant** and no mitigation is required. When compared to the Approved Project, the proposed Modified Project would have the same [less than significant] impacts related to compliance with solid waste regulations.

3.16.8 Cumulative Impacts

3.16.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The Certified EIR concluded continued growth will require expansion of existing utility generation and distribution facilities. No major impacts to local soils or energy resources are expected as a result of continued growth because expansion of utility facilities would occur as needed. However, there may be significant cumulative impacts if more groundwater is removed than can be sustained by the local aquifers. Over the long term, Riverside County and the region will have to increase dependence on imported water to prevent overdrafting of local sources. This shift will make the area more dependent on non-local water, which in turn could require more water facilities to be built, the construction of which could result in additional environmental impacts. The Approved Project would contribute incrementally to an increased dependence on imported water from northern California; however, this contribution is determined to be negligible. As long as utility systems continue to be expanded and upgrade as needed, the Approved Project's utility impacts would not be cumulatively considerable. No mitigation is required.

Since utilities are generally provided on a citywide basis, the cumulative area for most utilities is the City of Hemet. Water supply, however, would expand the cumulative area under consideration to the Santa Ana River Watershed and its tributaries, including the San Jacinto River Watershed, which is where the Modified Project is located. As is the case for the Approved Project, construction and operation of the Modified Project would require expansion of utility infrastructure in order to serve the Modified Project site. All proposed utility infrastructure, both on-site and off-site, would be installed simultaneously with finish grading activities and required roadway frontage improvements for the Modified Project site. As a result, interconnection to the existing utilities surrounding the site would not

result in substantial disturbance of native habitat or soils, or existing roadways or utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, PDFs, PPPs, as well as local, State, and federal regulations, as part of this SEIR.

Through California Public Utilities Commission oversight, utility providers constantly monitor capacity to ensure that adequate utility services continue to be provided as individual development projects are proposed. Therefore, coordination with affected utility providers, as specified in 2008 EIR **Mitigation Measures MM U-2a** through **MM U-2c**, would reduce Modified Project-level impacts related to the provision of utilities to less than significant levels and therefore would preclude the Modified Project's incremental demand for utilities to become cumulatively considerable. Furthermore, the proposed Modified Project would not depend on local groundwater and therefore would not contribute cumulatively to its depletion. MWD concludes that it is able to meet projected water demands for all member agencies through 2040, even during dry periods. Under extreme conditions, water supplies could be allocated using the MWD WSAP to preserve supplies in storage by requiring a reduction in demand by member agencies, including the EMWD, thus reducing impacts from cumulative demand on water supplies to less than significant levels. Accordingly, the proposed Modified Project, in conjunction with past, present, and reasonably foreseeable projects, would not make a significant contribution to cumulatively adverse effects to utility infrastructure. Therefore, no additional mitigation measures for cumulative impacts are required.

3.16.9 Level of Significance Before Mitigation

Development of both the Approved Project and the proposed Modified Project would require expansion of existing utility generation and distribution facilities in order to accommodate the anticipated growth of residential and commercial uses and increased population. Impacts from increased demand for utility infrastructure would be significant, and mitigation is required.

3.16.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.16.10.1 Mitigation for the Proposed Modified Project

Incorporation of 2008 EIR **Mitigation Measures MM U-2a** through **MM U-2c**, as specified below, is required for the proposed Modified Project to reduce impacts on utilities to less than significant levels.

3.16.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

Every utilities mitigation measure presented in the 1979 Certified EIR is discussed below. This SEIR concludes Mitigation Measures 1 through 4 of the 1979 Certified EIR are reiterated in 2008 Draft EIR Mitigation Measures MM U-2a through MM U-2c, Modified Project PDFs 3.8-3, 3.8-4, and 3.16-1, and Modified Project PPPs 3.3-1, 3.3-2, 3.3-3, and 3.16-1 in accordance with current regulatory standards and therefore are replaced as discussed below.

The 1979 EIR Mitigation Measure 1 is replaced with 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c with regard to coordination with SCE, and with PPP 3.3-1 regarding incorporation of energy-efficient building design and construction in accordance with current regulatory standards.

~~1979 EIR Mitigation Measure 1:~~ ~~Energy conservation measures should be required to minimize the loss of low sulfur fuel oil, a non-renewable natural resource. Southern California Edison Company should be consulted to incorporate energy conservation measures into future development proposals.~~

~~Generally, energy conservation measures include application of solar energy for water heating, use of energy-efficient appliances, building insulation, and energy conserving design of common facilities. Refer to Section 4.4.11 regarding energy mitigation measures.~~

The 1979 EIR Mitigation Measure 2 is replaced with 2008 Draft EIR Mitigation Measures MM U-2b and MM U-2c with regard to coordination with SCG, and with PPP 3.3-1 regarding incorporation of energy-efficient building design and construction in accordance with current regulatory standards.

~~1979 EIR Mitigation Measure 2:~~ ~~Energy conservation measures should be required to minimize the loss of a valuable, non-renewable natural resource. Consultation should be made with the Southern California Gas Company to implement conservation measures. Possible energy conservation measures include application of solar energy for water heating, use of energy efficient appliances, building insulation and energy conserving design. Refer to Section 4.4.11 regarding energy mitigation measures.~~

The 1979 EIR Mitigation Measure 3 is replaced with PDF 3.16-1, which would facilitate incorporation of future recycled water systems for landscape irrigation when they become available, and PPP 3.3-2, which requires the Modified Project to incorporate a Water Conservation Strategy to reduce water demand by at least 25 percent in accordance with current regulatory standards.

~~1979 EIR Mitigation Measure 3:~~ ~~Efforts toward water conservation should be made. Possible measures include:~~

- ~~Landscape watering during early morning hours or during the evening to reduce water loss from evaporation.~~
- ~~Selection of drought-tolerant plants in landscaping.~~
- ~~Use of plumbing fixtures, which will reduce water loss or consumption.~~

The 1979 EIR Mitigation Measure 4 is replaced with PPPs 3.3-3 and 3.16-1, which require the Modified Project to comply with current regulatory standards AB 939 and AB 341 related to solid waste diversion.

~~1979 EIR Mitigation Measure 4:~~ ~~Separation of wastes at the source could be encouraged to facilitate resource reclamation and recycling efforts.~~

The 2008 Draft EIR's Mitigation Measure U-2a is applicable to the proposed Modified Project, as it requires compliance with all RWQCB wastewater treatment requirements in accordance with current regulatory standards.

2008 Mitigation Measure U-2a: During construction and operation activities, the proposed Modified Project shall provide evidence to the City of Hemet that ~~The proposed project~~ it will comply with all RWQCB wastewater treatment requirements. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

The 2008 Draft EIR's Mitigation Measure U-2b is applicable to the proposed Modified Project, as it requires coordination with all affected utility providers in order to interconnect the Modified Project to the existing utility infrastructure.

2008 Mitigation Measure U-2b: Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California, Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

The 2008 Draft EIR's Mitigation Measure U-2c is applicable to the proposed Modified Project, as it requires coordination with all affected utility providers in order to interconnect the Modified Project to the existing utility infrastructure.

2008 Mitigation Measure U-2c: Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.

3.16.11 Level of Significance After Mitigation

The 1979 EIR concluded even with implementation of Mitigation Measures 1 through 4, buildout of the Approved Project would increase demand for utilities. The 2008 EIR concluded implementation of the Approved Project would not result in a significant impact to the environment from an increased demand for utilities based on the baseline conditions as of 2008, which included substantial buildout of the *Southwest Area* since the time of the 1979 Certified EIR. With implementation of 2008 Draft EIR Mitigation Measures MM U-2a through MM U-2c, coordination with the RWCQB and all affected utility providers would ensure impacts to the environment from increased demand on utility infrastructure would be reduced to less than significant levels.

Likewise, the proposed Modified Project would increase demand for utilities and require expansion of utility infrastructure to interconnect the Modified Project site to the existing utility grids. Accordingly, 2008 Draft EIR Mitigation Measures MM U-2a through MM U-2c would apply to the Modified Project, as they require coordination with the RWCQB and all affected utility providers to facilitate interconnection. Implementation of 2008 Draft EIR Mitigation Measures MM U-2a through MM U-2c would reduce Modified Project-level impacts related to the provision of utilities to less than significant levels. The project-level coordination with utility providers would preclude the Modified Project's incremental demand for utilities to become cumulatively considerable because utility providers constantly monitor capacity, through California Public Utilities Commission oversight, to ensure that adequate utility services continue to be provided as individual development projects are proposed. Additionally, Modified Project PDFs 3.8-3, 3.8-4, and 3.16-1, and Modified Project PPPs 3.3-1, 3.3-2, 3.3-3, and 3.16-1 would ensure the Modified Project would be constructed and operated in an energy-efficient manner in accordance with current regulatory policies. Through compliance with 2008 Draft EIR Mitigation Measures MM U-2a through MM U-2c and Modified Project PDFs 3.8-3, 3.8-4, and 3.16-1, and Modified Project PPPs 3.3-1, 3.3-2, 3.3-3, and 3.16-1, impacts from the provision of utilities to the Modified Project site would be reduced to **less than significant levels.**

In summary, no new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any utilities impacts of the Modified Project.

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3.17 GREENHOUSE GAS EMISSIONS

This section of the SEIR provides an analysis of the proposed Modified Project's potential climate change impacts resulting from project-related greenhouse gas (GHG) emissions as compared to the Approved Project in accordance with Appendix G and Section 15162 of *CEQA Guidelines*.

Analysis contained in this section is based in part on the following documents, which are incorporated by reference:

- City of Hemet. *Adoption of Hemet Climate Action Plan: Adoption and Implementation of the Western Riverside Council of Governments (WRCOG) Sub-regional Climate Action Plan (CAP)*. Staff Report. Agenda 7, August 21, 2018. Formally adopted by the Hemet City Council under Resolution No. 4835 on September 11, 2018.
- City of Hemet, *General Plan 2030*. January 2012.
- City of Hemet, *City of Hemet General Plan 2030 Environmental Impact Report*. January 2012.
- Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.
- Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.
- Southern California Association of Governments, *Final 2016/2040 Regional Transportation Plan/Sustainable Communities Strategy*. April, 2016.
- Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Greenhouse Gas Analysis*. City of Hemet. July 19, 2018 (Appendix J).
- Urban Crossroads. *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis-Supplemental Assessment*, November 20, 2019 (Appendix B2).

Scoping Process/NOP Comments: The SCAQMD provided a written letter, dated August 10, 2016, to the City during the NOP comment period. In the letter, the SCAQMD outlines basic recommendations to reduce potential GHG impacts from the proposed project, and requests a copy of the Draft Subsequent EIR upon its completion. The letter specifically states that the Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. SCAQMD also recommended that the Lead Agency use the latest California Emissions Estimator Model (CalEEMod) land use emissions software. This software has recently been updated (v2016.3.2) to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. The SCAQMD also recommends thresholds for GHG emissions. However, the thresholds adopted in the City's qualified Climate Action Plan (CAP) will be used for this analysis.

In a letter dated September 3 2016, the Southern California Association of Governments (SCAG) recommends a consistency analysis of the proposed Modified Project in relation to the goals of the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A side-by-side comparison of SCAG goals with discussions of consistency, non-consistency, or non-applicability of the goals and supportive analysis is provided in Table 3.9.A of Section 3.9 – Land Use and Planning of this SEIR. Performance standards-based mitigation prescribed in the Final Program Environmental Impact Report for SCAG's 2016 RTP/SCS may be considered, as applicable, for adoption and implementation by the City. However, these measures are programmatic-level initiatives designed for application on a regional basis and are not necessarily applicable to individual projects such as the Proposed Modified Project.

The City received two comment letters in response to the recirculated NOP issued between April 19 and May 19, 2019, concerning the proposed Modified Project's potential impacts to GHGs. The SCAQMD provided a letter dated May 14, 2019, and SCAG provided a letter dated May 15, 2019, (see Appendix A2). The SCAQMD letter includes a reference to a source to consider for purposes of mitigating significant greenhouse gas emissions impacts (California Air Pollution Control Officers Association [CAPCOA]'s *Quantifying Greenhouse Gas Mitigation Measures*). Similar to its response to the initial NOP, SCAG notes it is responsible for reviewing EIRs to ensure consistency with land use-related regional plans promoting sustainability and GHG reductions are accounted for including the RTP/SCS.

3.17.1 Regulatory Setting

Numerous initiatives, policies, and regulations have been adopted internationally, nationally, and in the state of California to address climate change. California has taken a progressive approach to climate change and global warming and was one of the first states to adopt a law to track and reduce statewide greenhouse gas emissions. Assembly Bill (AB) 32, the California Global Warming Solutions Act, is the prevailing State statute addressing climate change.

3.17.1.1 Federal Regulations

Massachusetts v. Environmental Protection Agency (EPA). The United States has historically taken a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the EPA has the authority to regulate CO_2 emissions under the Clean Air Act (CAA). While there currently are no adopted federal regulations for the control or reduction of GHG emissions, the EPA commenced several actions in 2009 that are required to implement a regulatory approach to Global Climate Change (GCC). On September 30, 2009, the EPA announced a proposal that focuses on large facilities emitting over 25,000 tons of GHG emissions per year. These facilities would be required to obtain permits that would demonstrate they are using the best practices and technologies to minimize GHG emissions.

On December 7, 2009, the EPA Administrator signed a final action under the CAA, finding that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to GCC. This EPA action does not impose any requirements on industry or other entities. However, the findings are a prerequisite to finalizing the GHG emission standards for light-duty vehicles discussed below.

EPA and National Highway Traffic Safety Administration (NHTSA) Joint Final Rule for Vehicle Standards.[1,2] On April 1, 2010, the EPA and NHTSA announced a joint final rule to establish a national program consisting of new standards for light-duty vehicles model years 2012 through 2016. The joint rule is intended to reduce GHG emissions and improve fuel economy. The final rule became effective on July 6, 2010.

In August 2012, the EPA and NHTSA approved a second round of GHG and Corporate Average Fuel Economy (CAFE) standards for model years 2017 and beyond. These standards will reduce motor vehicle GHG emissions to 163 grams of CO_2 per mile, which is equivalent to 54.5 mpg if this level were

[1] *EPA and NHTSA Finalize Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks*. United States Environmental Protection Agency, Regulatory Announcement. Office of Transportation and Air Quality. April 2010.

[2] *EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks*. United States Environmental Protection Agency, Regulatory Announcement. Office of Transportation and Air Quality. August 2012.

achieved solely through improvements in fuel efficiency, for cars and light-duty trucks by model year 2025.

3.17.1.2 State Regulations/Standards

California Climate Action Milestones. In 1988, AB 4420 directed the California Energy Commission (CEC) to report on "how global warming trends may affect the State's energy supply and demand, economy, environment, agriculture, and water supplies" and offer "recommendations for avoiding, reducing and addressing the impacts." This marked the first statutory direction to a State agency to address climate change.

The California Climate Action Registry was created to encourage voluntary reporting and early reductions of GHG emissions with the adoption of Senate Bill (SB) 1771 in 2000. The CEC was directed to assist by developing metrics and identifying and qualifying third-party organizations to provide technical assistance and advice to GHG emission reporters. The next year, SB 527 amended SB 1771 to emphasize third-party verification. SB 1771 also contained several additional requirements for the CEC, including: (1) updating the State's GHG inventory from an existing 1998 report and continuing to update it every 5 years; (2) acquiring, developing, and distributing information on GCC to agencies and businesses; (3) establishing a State interagency task force to ensure policy coordination; and (4) establishing a climate change advisory committee to make recommendations on the most equitable and efficient ways to implement GCC requirements. In 2006, AB 1803 transferred preparation of the inventory from the CEC to the ARB by AB 1803. The ARB updates the inventory annually.

AB 1493, authored by Assembly member Fran Pavley in 2002, directed the ARB to adopt regulations to achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles. The so-called "Pavley" regulations, or Clean Car regulations, were approved by the ARB in 2004. On September 24, 2009, the ARB adopted amendments to the Pavley regulations that reduced GHG emissions in new passenger vehicles from 2009 through 2016. AB 1493 also directed the State's Climate Action Registry to adopt protocols for reporting reductions in GHG emissions from mobile sources prior to the operative date of the regulations.

The California Renewable Portfolio Standard Program, which requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20 percent of their retail sales with renewable power by 2017, was established by SB 1078 in 2002. The Renewable Portfolio Standard was accelerated to 20 percent by 2010 by SB 107 in 2006. The program was subsequently expanded by the renewable electricity standard approved by the ARB in September 2010, requiring all utilities to meet a 33 percent target by 2020. The renewable electricity standard is projected to reduce GHG emissions from the electricity sector by at least 12 million metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2020.

EO S-3-05 (June 2005) established GHG targets for the State (e.g., returning to year 2000 emission levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050). EO S-3-05 directed the Secretary of the California Environmental Protection Agency to coordinate efforts to meet the targets with the heads of other State agencies. This group became the Climate Action Team.

In 2006, the State Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multiyear program to reduce GHG emissions in California. AB 32 required the ARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the ARB in 2008 and must be updated every 5 years. The First Update to the Climate Change Scoping Plan was approved by the ARB on May 22, 2014. In 2016, the State Legislature passed SB 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels.

With SB 32, the State Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. The ARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32.

California is implementing the world's first Low Carbon Fuel Standard for transportation fuels, pursuant to both EO S-01-07 (signed January 2007) and AB 32. The standard requires a reduction of at least 10 percent in the CO intensity of the State's transportation fuels by 2020. This reduction is expected to reduce GHG emissions in 2020 by 17.6 million MT CO_2e. Also in 2007, AB 118 created the Alternative and Renewable Fuel and Vehicle Technology Program. The CEC and the ARB administer the program. This act provides funding for alternative fuel and vehicle technology research, development, and deployment in order to attain the State's climate change goals, achieve the State's petroleum reduction objectives and clean air and GHG emission reduction standards, develop public-private partnerships, and ensure a secure and reliable fuel supply.

In addition to vehicle emissions regulations and the Low Carbon Fuel Standard, the third effort to reduce GHG emissions from transportation is the reduction in the demand for personal vehicle miles traveled (i.e., VMT). This measure was addressed in September 2008 through the Sustainable Communities and Climate Protection Act of 2008, or SB 375. The enactment of SB 375 initiated an important new regional land use planning process to mitigate GHG emissions by integrating and aligning planning for housing, land use, and transportation for California's 18 MPOs. The bill directed the ARB to set regional GHG emission reduction targets for most areas of the State. SB 375 also contained important elements related to federally mandated regional transportation plans and the alignment of State transportation and housing planning processes.

The ARB released the California's 2017 Climate Change Scoping Plan in November 2017. This Scoping Plan Update establishes a proposed framework of action for California to meet the target of 40 percent reduction in GHGs by 2030 compared to 1990 levels. This goal builds on California's success in establishing effective policies that have helped reduce emissions of GHGs while delivering substantial economic and environmental benefits. Further, the goal aligns California with the rest of the world in the global effort to fight climate change. The first Scoping Plan was required by AB 32, the Global Warming Solutions Act, and was adopted in 2008. Under that plan, California set in place a range of effective programs to slash GHGs from cars, trucks, fuels, industry, and electrical generation, and the State is well on its way to achieving the goal of AB 32 to reach 1990 levels of GHGs by 2020. The 2017 Climate Change Scoping Plan builds on those programs and takes aim at the 2030 target established by SB 32 (Pavley). That bill, and related laws, designed specifically to continue California's leadership in the fight against climate change and guide the State toward an equitable clean energy economy and prosperous future. To reach that future, the 2017 Climate Change Scoping Plan draws on the successes and the lessons learned from the first chapter of California's efforts to fight climate change under AB 32. The 2017 Climate Change Scoping Plan builds on key programs such as the Cap-and-Trade Regulation; the Low Carbon Fuel Standard; and much cleaner cars, trucks, and freight movement, powering the State off cleaner renewable energy, and strategies to reduce methane emissions from agricultural and other wastes by using methane to meet energy needs.

3.17.1.3 Local Regulations/Standards

South Coast Air Quality Management District. In April 2008, the SCAQMD, in order to provide guidance to local Lead Agencies on determining the significance of greenhouse gas emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group."[3] The goal of the working group was to develop and reach consensus on an acceptable *State CEQA Guidelines* significance threshold for greenhouse gas emissions that would be utilized on an interim

[3] South Coast Air Quality Management District. Greenhouse Gases (GHG) CEQA Significance Thresholds. Available at: http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html, last accessed February 2012.

basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of greenhouse gas emissions under the *State CEQA Guidelines*.

In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source "industrial" projects in which it is the Lead Agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 $MTCO_2e$ per year (direct and indirect operational emissions plus construction emissions amortized over 30 years) as a screening numerical threshold. A significance threshold for residential, non-residential (commercial) projects has not yet been developed.

On February 6, 2009, the SCAQMD announced the adoption of the Greenhouse Gas Reduction Program, which will implement an air quality investment program for the SoCal Climate Solutions Exchange. In December 2008, SCAQMD's Governing Board adopted Rule 2700, General; and Rule 2701, SoCal Climate Solutions Exchange; which set up the administrative structure for the initiative by providing a mechanism to recognize and quantify reductions by third parties. Rule 2702 is a voluntary program, and since many greenhouse gas reduction strategies also result in reductions of smog-forming pollutants, there are additional benefits for the region's air quality. However, Rules 2700, 2701, and 2702 regard boilers and process heaters, forestry, and manure management projects, none of which are required by the proposed project.

In September 2010, the GHG CEQA Significance Threshold Working Group released additional revisions and the following tiered approach was proposed:

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- Tier 3 consists of screening values at the discretion of the lead agency; however they should be consistent for all projects within its jurisdiction. Project-related construction emissions should be amortized over 30 years and should be added back the Project's operational emissions. The following thresholds are proposed for consideration:
  a. 3,000 $MTCO_2e$ per year for all land use types;

     or

  b. 3,500 $MTCO_2e$ per year for residential; 1,400 $MTCO_2e$ per year for commercial; or 3,000 $MTCO_2e$ per year for mixed-use projects.
- Tier 4 has the following options:
  a. Option 1: Reduce emissions from business as usual by a certain percentage (currently undefined);
  b. Option 2: Early implementation of applicable AB 32 Scoping Plan measures;
  c. Option 3: A project-level efficiency target of 4.8 $MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended plan-level target for 2020 is 6.6 $MTCO_2e$ and the plan level target for 2035 is 4.1 $MTCO_2e$;
- Tier 5 involves mitigation offsets to achieve target significance thresholds.

The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board.

Southern California Association of Governments. The SCAG has proposed regional greenhouse gas emissions targets as required under Senate Bill 375. As detailed in the discussion above on Senate Bill 375, the regional greenhouse gas reduction targets proposed by SCAG include an 8 percent reduction by the year 2020 and a 13 percent reduction for the year 2035 as compared to year 2005 emissions. These reduction goals were incorporated into SCAG's 2012 RTP/SCS, which was adopted by the SCAG Regional Council on April 4, 2012. The RTP quantified a nine percent reduction by 2020 and a sixteen percent reduction by 2035. On June 4, 2012, the CARB executive officer issued an executive order accepting SCAG's quantification of GHG reductions and the determination that the 2012 RTP/SCS would achieve the GHG emission reduction targets established by CARB. The 2016 RTP/SCS builds upon the approaches taken in the 2012 RTP/SCS and is further designed to integrate land use and transportation networks to promote sustainable development and reduce air pollution and GHG emissions. As stated previously, an analysis of the proposed Modified Project's consistency with applicable goals of SCAG's 2016 RTP/SCS is provided in Table 3.9.A of Section 3.9 – *Land Use and Planning* of this SEIR.

Hemet General Plan. The City of Hemet published the final City of Hemet General Plan 2030 EIR on January 12, 2012, and adopted multiple policies and programs designed to reduce dependability on single-passenger motor vehicle trips and increase energy efficiency in buildings for the purposes of reducing GHG emissions. These policies and programs, including Program OS-P-34 to develop and adopt a Climate Action Plan (CAP), indicate the City's intent to conserve energy and reduce emissions.

Hemet Climate Action Plan and Emission Reduction Targets. The City of Hemet is a participant in the Western Riverside Council of Government's (WRCOG) CAP and adopted the WRCOG subregional CAP on September 11, 2018.[4] One of the major benefits of a qualified CAP is that the development projects within the City would not require additional GHG emissions analysis and mitigation under CEQA if they consistent with the CAP. The CAP recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents a number of strategies that will make it possible for the City to meet the recommended targets. The City uses WRCOG's subregion emissions reduction target of 15 percent below 2010 levels by 2020. Based on guidance from CARB and the Governor's Office of Planning and Research, this reduction target level is consistent with AB 32 and serves as a basis for projects to be consistent with meeting statewide reduction targets.

The following CAP emission reduction measures apply to the proposed Modified Project:

- **Measure E-1 Energy Action Plans (EAP):** Improve municipal and communitywide energy efficiency and reduce energy consumption through the adoption of local EAPs.
    - **R2-E1: New Residential Energy Efficiency:** Increase Energy Efficiency in new residential developments an average of 15 percent beyond 2008 Title 24 standards.
    - **R2-E2: New Commercial Energy Efficiency:** Increase energy efficiency in new commercial developments an average of 10 percent beyond Title 24 Standards.
    - **R2-E3: Residential Renewable Energy:** Derive 10 percent of the electricity use in new residential developments from renewable energy
    - **R2-E4:** Derive 10 percent of electricity use in new commercial developments from renewable energy and install an average of 5 kW of solar photovoltaic cells per 10,000 square feet of building space.

[4] City of Hemet, Riverside County CA. Adoption of Hemet Climate Action Plan: Adoption and Implementation of the Western Riverside Council of Governments (WRCOG) Sub-regional Climate Action Plan (CAP).Staff Report. Agenda 7, August 21, 2018. Formally adopted by the Hemet City Council under Resolution No. 4835 on September 11, 2018.

- **R2-E5: Residential Energy Retrofits:** Reduce electricity and natural gas use in existing residential developments by 20 percent through retrofits.
- **R2-E6: Commercial Energy Retrofits:** Reduce electricity and natural gas use in existing commercial developments by 20 percent through retrofits.
- **R2-W2: Water Conservation Strategies:** Reduce water consumption in new developments by 20 percent through low flush toilets, landscape ordinance, incentive programs, on-site storm water capture, and other similar programs.

3.17.2 Certified EIR Findings

The 1979 EIR for the *Specific Land Use Plan, Southwest Area* did not analyze impacts to the environment from GHG emissions from implementation of the Approved Project because GHGs were not a topic that required analysis under the *State CEQA Guidelines* at that time. In the absence of available guidelines for preparing project-level CEQA assessment for GHG emissions and applicable CEQA thresholds, the 2008 EIR provided the CEQA-level discussions that include thresholds of significance to determine the potential impact of the Approved Project's greenhouse gas emissions and its potential conflict with the intent of AB 32. The 2008 EIR presented the analysis of climate change impacts on the project basis as well as cumulative basis and focused on analyzing three questions:

1. Would the project result in an increase in greenhouse gas emissions that would significantly interfere with California's ability to meet the reduction targets contained in AB 32?
2. Would the impacts of climate change significantly affect the project?
3. Would the project's greenhouse gas emissions contribute cumulatively to climate change?

The 2008 EIR concluded that the level of significance of GHG emissions resulting from the Approved Project would be potentially significant. However, after the implementation of mitigation measures based on City of Hemet General Plan air quality policies that potentially reduce energy use and VMT (2008 Mitigation Measures CC-1 through CC-4), the Approved Project impacts would be less than significant with mitigation. The 2008 EIR also concluded that climate change impacts *to* the Approved Project are anticipated to be less than significant. In answering the third question, the 2008 EIR concluded that the "determination of the [Approved] Project's contribution to cumulative impacts is speculative, and a significance determination cannot be made based on available evidence. Due to the large scale nature of climate change and the correspondingly global contributions, additional mitigation on a project-by-project basis is not feasible. Any additional mitigation for cumulative impacts of climate change is the responsibility and jurisdiction of state and federal agencies."[5]

3.17.3 Existing Environmental Setting

3.17.3.1 Existing Land Uses

The 245.07-acre Modified Project site is undeveloped and highly disturbed with ruderal vegetation. The site has been regularly disked for the purposes of weed abatement for at least the past 20 years. Surrounding land uses consist primarily of agricultural and undeveloped land to the north, south, and west, with single-family residential uses to the east.

3.17.3.2 Climate and Greenhouse Gas Emissions

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer). Gases that trap heat in the

[5] Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. Page 4.17-13. SCH #2007091039. City of Hemet. May 2008.

atmosphere are often called GHGs. The greenhouse effect traps heat in the troposphere through a threefold process: short-wave radiation emitted by the sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long-wave radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and back toward the Earth. This "trapping" of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

Principal GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and water vapor (H_2O). Some GHGs, such as CO_2, CH_4, and N_2O, can occur naturally and are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely byproducts of fossil-fuel combustion, whereas CH_4 results mostly from off-gassing associated with agricultural practices and landfills. Man-made GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3), which are associated with certain industrial products and processes.[6]

The greenhouse effect is a natural process that contributes to regulating the Earth's temperature. Without it, the average temperature of the Earth would be about 0°F (−18°C) instead of its current 57°F (14°C). Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect.

The effect each GHG has on climate change is measured as a combination of the mass of its emissions and the potential of a gas or aerosol to trap heat in the atmosphere, known as its global warming potential (GWP). The GWP varies between GHGs; for example, the GWP of CH_4 is 21, and the GWP of N_2O is 310. Total GHG emissions are expressed as a function of how much warming would be caused by the same mass of CO_2. Thus, GHG gas emissions are typically measured in terms of pounds or tons of CO_2 equivalent (CO_2E).[7]

In 2013, the United States generated approximately 6,673 million metric tons (MMT) of CO_2E.[8] The primary GHG emitted by human activities in the United States was CO_2, representing approximately 84 percent of total GHG emissions. The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 94 percent of the CO_2 emissions.

According to the 2019 GHG inventory data compiled by California Air Resources Board (CARB) for the California Greenhouse Gas Emission Inventory for 2000–2017, California emitted 424.1 $MMTCO_2e$ in 2017, which is 35.2 $MMTCO_2e$ less than the 459.3 MMT CO_2E, including emissions resulting from out-of-state electrical generation, emitted in 2015.[9] The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture, residential, commercial, and other sources, which include commercial and residential

6 *Climate Action Team Report to Governor Schwarzenegger and the Legislature*. CAT (California Climate Action Team), Sacramento, California. March 2006. http://www.climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF. (Accessed 8/19/2019).

7 The CO_2 equivalent for a gas is derived by multiplying the mass of the gas by the associated GWP, such that metric tons of CO_2E = (metric tons of a GHG) × (GWP of the GHG). For example, the GWP for CH_4 is 21. This means that emissions of one metric ton of CH_4 are equivalent to emissions of 21 metric tons of CO_2.

8 *U.S. Greenhouse Gas Emissions, Climate Change Indicators in the United States.* United States Environmental Protection Agency (EPA). https://www3.epa.gov/climatechange/science/indicators/ghg/us-ghg-emissions.html (Accessed 8/19/2019).

9 *California Greenhouse Gas Emission Inventory - 2015 Edition and 2019 Edition.* California Environmental Protection Agency, California Air Resources Board. http://www.arb.ca.gov/cc/inventory/data/data.htm (accessed May 19, 2016, and August 19, 2019).

activities. These primary contributors to California's GHG emissions and their relative contributions in 2017 are presented in Table 3.17.A.

Table 3.17.A: GHG Sources in California (2017)

Source Category	Annual GHG Emissions (MMT CO_2E)	% of Total[a]
Agriculture	33.93	8%
Commercial uses	21.21	5%
Electricity generation	63.62[b]	15%
Industrial uses	101.78	24%
Residential uses	29.69	7%
Transportation	173.88	41%
Totals[c]	**424.1**	**100%**

Source: *California Greenhouse Gas Emission Inventory - 2019 Edition.* California Environmental Protection Agency, California Air Resources Board. http://www.arb.ca.gov/cc/inventory/data/data.htm (Accessed August 19, 2019).

[a] Percentage of total has been rounded.

[b] Includes emissions associated with imported electricity (generated out-of-state), which account for 25.45 MMT CO_2E annually.

[c] Totals may not sum due to rounding.

The following discussion summarizes the characteristics of the six primary greenhouse gases.

Carbon Dioxide. In the atmosphere, carbon generally exists in its oxidized form, as CO_2. Natural sources of CO_2 include the respiration (breathing) of humans, animals and plants, volcanic outgassing, decomposition of organic matter, and evaporation from the oceans. Human-caused sources of CO_2 include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. The Earth maintains a natural carbon balance and when concentrations of CO_2 are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO_2 to the atmosphere. Natural removal processes, such as photosynthesis by land- and ocean-dwelling plant species, cannot keep pace with this extra input of human-made CO_2, and consequently, the gas is building up in the atmosphere. The concentration of CO_2 in the atmosphere has risen about 30 percent since the late 1800s.[10] The transportation sector accounted for California's largest portion of CO_2 emissions, with gasoline consumption making up the greatest portion of these emissions. Electricity generation was California's second largest category of greenhouse gas emissions.

Methane. Methane (CH_4) is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, oceans, and termites. Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (burning of coal, oil, natural gas, etc.). Enteric fermentation (emissions from the digestive processes of livestock) accounts for the majority of human-generated methane emissions in California, followed by manure management.[11] Decomposition occurring in landfills and rice cultivation are also significant sources of manmade methane in California. It is estimated over 60 percent of global methane emissions are related to human-related activities.[12] As with CO_2, the major removal process of

[10] California Environmental Protection Agency (CalEPA). March 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*.

[11] *California Greenhouse Gas Emissions for 2000 to 2017, Trends of Emissions and Other Indicators.* California Environmental Protection Agency, California Air Resources Board. Page 15. https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf (accessed August 19, 2019).

[12] Intergovernmental Panel on Climate Change 2007. *Climate Change 2007: The Physical Science Basis.* Contribution of Working Group I to the Fourth Assessment Report of the IPCC. Page 541. https://www.ipcc.ch/site/assets/uploads/2018/05/ar4_wg1_full_report-1.pdf (accessed August 19, 2019).

atmospheric methane—a chemical breakdown in the atmosphere—cannot keep pace with source emissions, and methane concentrations in the atmosphere are increasing.

Nitrous Oxide. Nitrous oxide (N_2O) is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. Nitrous oxide is a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion emit nitrous oxide, and the quantity emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated nitrous oxide emissions in California.

Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), and Sulfur Hexafluoride (SF_6). HFCs are primarily used as substitutes for ozone (O_3)-depleting substances regulated under the Montreal Protocol.[13] PFCs and SF_6 are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in California; however, the rapid growth in the semiconductor industry, which is active in California, leads to greater use of PFCs. HFCs, PFCs, and SF_6, which are not tracked separately.

Halons. These compounds are used in fire extinguishers and behave as both O_3-depletors and greenhouse gases. Halon production ended in the United States in 1993. SCAQMD Rule 1418, *Halon Emissions from Fire Extinguishing Equipment,* requires the recovery and recycling of halons used in fire extinguishing systems and prohibits the sale of halon in small fire extinguishers.

Emissions Sources and Inventories. An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of greenhouse gases is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, California, and local greenhouse gas emission inventories. However, because greenhouse gases persist for a long time in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

Global Emissions. Worldwide emissions of greenhouse gases in 2010 were approximately 46 billion metric tons of CO_2 equivalent ($MTCO_2e$) per year.[14] Global estimates are based on country inventories developed by the World Resources Institute and Food and Agriculture Organization and include emissions and sinks due to land-sue change and forestry.

United States Emissions. In 2017, the United States emitted approximately 6.46 billion $MTCO_2e$.[15] Of the six major sectors nationwide—electric power industry, transportation, industry, agriculture, commercial, residential—the electric power industry and transportation sectors combined account for approximately 72 percent of the greenhouse gas emissions; the majority of the electrical power industry and all of the transportation emissions are generated from direct fossil fuel combustion. Between 1990 and 2017, total United States greenhouse gas emissions rose approximately 1.3 percent.[16]

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[13] The Montreal Protocol is an international treaty that was approved on January 1, 1989, and was designed to protect the ozone layer by phasing out the production of several groups of halogenated hydrocarbons believed to be responsible for ozone depletion.

[14] United States Environmental Protection Agency (EPA). 2014. *Global Greenhouse Gas Emissions*, https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data (accessed August 19, 2019).

[15] United States Environmental Protection Agency (EPA). April 2019. *1990-2017 National-Level U.S. Greenhouse Gas Inventory, Fast Facts.* https://www.epa.gov/sites/production/files/2019-04/documents/2019_fast_facts_508_0.pdf (accessed August 20, 2019).

[16] *Ibid.*

State of California Emissions. The CARB is responsible for developing the California Greenhouse Gas Emission Inventory. This inventory estimates the amount of greenhouse gases emitted to and removed from the atmosphere by human activities within the State of California and supports the Assembly Bill (AB) 32 Climate Change Program. The CARB's current greenhouse gas emission inventory covers the years 1990–2017 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, agricultural lands).[17]

According to CARB emission inventory estimates, California emitted approximately 424.1 million $MTCO_2e$ emissions in 2017.[18] The year 2017 saw a small decrease in statewide greenhouse gas emissions, driven by a noticeable drop in agriculture, commercial, and electricity generation emissions. California's gross emissions of greenhouse gas decreased almost 9 percent from 465.9 million $MTCO_2e$ in 2000 to 424.1 million $MTCO_2e$ in 2017, with a maximum of 487.6 million $MTCO_2e$ in 2004. During the same period, California's population grew by 13.9 percent, from 34 to 39.5 million people,[19] and greenhouse gas emissions per person decreased from 13.7 to 9.3 $MTCO_2e$ per person.

The CARB estimates that transportation was the source of approximately 41 percent of the State's greenhouse gas emissions in 2017, followed by industrial sources at 24 percent and electricity generation at 15 percent. Other sources of greenhouse gas emissions were agriculture at 8 percent, residential at 7 percent, commercial activities at 5 percent, and recycling and waste at <1 percent.[20]

The CARB staff has projected statewide unregulated greenhouse gas emissions for 2020, which represent the emissions that would be expected to occur in the absence of any greenhouse gas reduction actions, will be approximately 509 million $MTCO_2e$. Greenhouse gas emissions from the transportation and industrial sectors as a whole are expected to decrease to approximately 36.4 percent and 18.4 percent of total CO_2e emissions, respectively. The electric generation sector would consist of 55 percent in-state generation and 45 percent imported power, and the total electric generation percentage of the total 2020 emissions is projected to be 20.4 percent of total CO_2e emissions. The remaining sources of greenhouse gas emissions in 2020 are residential and commercial activities at 9.7 percent, agriculture at 7.1 percent, high global warming potential gases at 6.2 percent, and recycling and waste at 1.8 percent.[21]

Local Greenhouse Gas Levels. There are no local air quality monitoring stations that measure greenhouse gas concentrations. This is partially due to the relatively new concern with these pollutants, but also because these are atmospheric pollutants. The ground-level concentrations are unrelated to the upper atmospheric effects of concern.

3.17.4 Methodology

In accordance with SB 97, the amended CEQA Guidelines state in Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The *CEQA Guidelines*[22] note that an agency may identify emissions by either (1) quantifying GHG emissions resulting from a project, or (2) relying on

17 *California Greenhouse Gas Emission Inventory - 2019 Edition.* California Environmental Protection Agency, California Air Resources Board. http://www.arb.ca.gov/cc/inventory/data/data.htm (accessed August 19, 2019).

18 *Ibid.*

19 United States Census Bureau, California. 2017. https://www.census.gov/schools/facts/california (accessed August 20, 2019).

20 *California Greenhouse Gas Emission Inventory - 2019 Edition.* California Environmental Protection Agency, California Air Resources Board. http://www.arb.ca.gov/cc/inventory/data/data.htm (accessed August 19, 2019).

21 California Air Resources Board. 2020 BAU Forecast, Version: May 27, 2014. Mid Case Forecast for Updated Scoping Plan – $MMTCO_2e$ (AR4). https://ww3.arb.ca.gov/cc/inventory/data/tables/2020_bau_forecast_by_scoping_category_2014-05-22.pdf (accessed August 20, 2019).

22 14 CCR 15000–15387 and Appendices A–L. 2019 Guidelines for Implementation of the California Environmental Quality Act, as amended.

"qualitative analysis or performance based standards." Section 15064.4(b) provides that the lead agency should "focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national, or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project … [and] also must reasonably reflect evolving scientific knowledge and state regulatory schemes." A lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (Section 15064.4(b)).

Currently, there is no statewide GHG emissions threshold that has been used to determine the potential GHG emissions impacts of a project. Threshold methodology and thresholds are still being developed and revised by air districts in the State. This analysis will determine whether the project is consistent with the City's CAP, which sets forth a GHG emissions reduction target of 15 percent below 2010 by 2020, as well as the CAP's emissions reduction measures and action steps to demonstrate consistency with AB 32. Based on guidance from CARB and the Governor's Office of Planning and Research, this reduction target level (15 percent below 2010 by 2020) is consistent with AB 32 and serves as a basis for projects to be consistent with meeting statewide reduction targets.

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group. This Working Group proposed a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency. As such, if a project meets the emissions reduction target of 15 percent below 2010 emissions levels by 2020, the project is consistent with the policies and goals of the CAP and complies with the SCAQMD Tier 2 GHG emissions threshold directive, rendering impacts less than significant related to greenhouse gas emissions and global climate change. Conversely, projects that do not meet the CAP's emissions reduction target may have significant impacts related to greenhouse gas emissions and global climate change and would require additional analysis and mitigation.

3.17.5 Thresholds of Significance

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the *CEQA Guidelines* emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance supported by substantial evidence as to their relevance to the analysis of the project under consideration and how their requirements reduce project impacts.[23] Section 15064.7(c) specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."[24] The GHG analysis presented below is prepared to evaluate the Modified Project's potential for creation of new impacts, increasing the severity of a previously identified

[23] *Ibid.* 14 CCR 15064.7.
[24] *Ibid.*

impact, and/or the introduction of new information of substantial importance in accordance with *CEQA Guidelines* Section 15162. Accordingly, the significance criteria or thresholds for GHG provided in Appendix G of the *CEQA Guidelines* will be incorporated as follows into the *Proposed Modified Project Compared to Approved Project Impact Analysis* presented in Section 3.17.7 below to determine significance of Modified Project impacts.

- Would the project result in an increase in greenhouse gas emissions that would significantly interfere with California's ability to meet the reduction targets contained in AB 32? Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
- Would the impacts of climate change significantly affect the project?
- Would the project's greenhouse gas emissions contribute cumulatively to climate change? Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

3.17.6 Proposed Modified Project Design Features and Compliance Measures

Project Design Features (PDF): PDFs include design features proposed by the Modified Project that reduce or avoid impacts to the environment from GHG emissions. The proposed Modified Project SPA 15-001 provides a framework of district regulations and development standards to guide development of the proposed residential and commercial uses. These regulations and standards establish development and design criteria to promote a reduction in VMT and associated vehicular emissions, as well as a reduction in energy and water demand and waste generation and associated stationary source emissions. These PDFs are common to the PDFs detailed in Section 3.3-*Air Quality* of this SEIR and therefore are numbered according to Section 3.3 for the GHG analysis.

PDF 3.3-1: The Modified Project provides pedestrian connections to surrounding areas consistent with the City's General Plan. The pedestrian access network internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.

PDF 3.3-2: The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would contribute to a reduction of automobile use for local residents and employees.

PDF 3.3-3: The Modified Project includes commercial retail uses to reduce the need for residents of the community to travel farther distances to obtain retails goods such as groceries.

Plans, Policies, or Programs (PPP): PPPs are compliance measures and regulatory requirements applied to the project on the basis of federal, State, or local laws currently in place which effectively reduce impacts to the environment from GHG emissions. These PPPs are common to the PPPs detailed in Section 3.3-*Air Quality* of this SEIR and therefore are numbered according to Section 3.3 for the GHG analysis.

PPP 3.3-1 Building design and construction shall meet 2019 Title 24 Standards of the California Building Code. The project will design building shells and building components, such as windows, roof systems, electrical and lighting systems, and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards, which is anticipated to consume 30 percent less energy use due to lighting upgrades.

PPP 3.3-2 Pursuant to City Emergency Order 2014-0718-01E, the Modified Project shall incorporate a Water Conservation Strategy to reduce water demand by at least 25

percent when compared to water demand without implementation of the Water Conservation Strategy.

PPP 3.3-3 Pursuant to Assembly Bill 939, the Modified Project shall engage in a 50 percent diversion of solid waste from landfills.

PPP 3.3-7 Pursuant to Title 13, Section 2449(d)(D) of the California Code of Regulations, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) shall limit vehicle idling to five minutes or less.

3.17.7 Proposed Modified Project Compared to Approved Project Impact Analysis

The 1979 EIR for the *Specific Land Use Plan, Southwest Area* did not analyze the impacts to climate change from implementation of the Approved Project because it was not a topic that required analysis under the *State CEQA Guidelines* at that time. The 2008 EIR, analyzed the impacts of Climate Change and Greenhouse Gases on a project basis and cumulative basis. The Proposed Modified Project assesses the GHG emissions associated with the project under current CEQA requirements to determine the significant impact on the environment associated with project related GHG emissions and the confirmity with applicable plan/policy or regulation adopted for the purpose of reducing GHG emissions. This section compares the Approved Project impacts with the Proposed Modified Project findings to understand the significance of project related GHG emissions and how the GHG emissions are addressed per applicable plans/policies or regulations on both, project and cumulative basis.

3.17.7.1 Consistency with an Applicable Plan, Policy, or Regulation to Reduce GHG Emissions

Threshold:	Would the project result in an increase in greenhouse gas emissions that would significantly interfere with California's ability to meet the reduction targets contained in AB 32? Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

At the time when 2008 EIR was being prepared, there were no applicable guidelines for preparing CEQA assessments for Climate Change. In the absence of published CEQA thresholds, the 2008 analysis consisted of a CEQA-level discussion that included threshold of significance and determining the potential impact of the Project's greenhouse gases to conflict with the intent of AB 32. The 2008 analysis takes into consideration the GHG reduction targets proposed through Executive Order S-3-05 and AB 32 to reduce the State's GHG emissions to 1990 levels by 2020. To assess compliance with California strategies to reduce GHG emissions, two main documents were used: the 2006 Climate Action Team Report (2006 CAT Report) and CARBs early action measures for AB 32. Pursuant to Executive Order S-3-05, the CAT Team prepared strategies for reducing greenhouse gases. Also, pursuant to AB 32, CARB was in the process of finalizing the GHG reduction strategies and had published a list of early GHG reduction measures that were anticipated to reduce 2020 target emissions by 25 percent.

The climate change analysis presented in 2008 EIR contains a full assessment of project consistency with the 2006 CAT Report strategies. The project was consistent with the applicable strategies except for the "Smart Land Use" strategy, as the project was not considered a "Smart Land Use." For CARB's early GHG reduction measures, the 2008 EIR stated that since many measures had not yet been considered by CARB, only a few measures would be applicable to the project. Furthermore, if the Approved Project is rendered consistent with the strategies, then it would be consistent with the State's strategies to reduce climate change ahead of schedule. CARB's Cool Communities Program had

strategies to incorporate cool roofs, cool pavements, and shade trees in an effort to reduce heating and cooling needs. The Approved Project was considered consistent with this strategy through implementation **2008 EIR Mitigation Measures CC-1** through **CC-4**.

The 2008 EIR presented an inventory and analysis of the GHG emissions associated with the construction and operational phase of the Approved Project and concluded the potentially significant GHG emissions. The following PDFs were incorporated in the Approved Project:

- The "Pasco" system would allow for walking and bicycling destinations, reduce vehicle trips and miles traveled; and provide convenience for the recreation, and educational needs in close proximity to neighborhoods.
- A pedestrian bridge is proposed over Old Warren Road to link TTM 35394 with the community center in the existing Del Webb project. In addition, pedestrian access is provided to the Del Webb project from TTM 35392.
- There are two bike lanes that run along the perimeter of the site. A Class 2 bike lane runs along Mustang Way between New Warren Road and Cawston Avenue. A Class I bike lane runs along Warren Road between Florida Avenue and Newport Road.
- The project would incorporate on-site trees, which would sequester greenhouse gases.

The 2008 EIR, further provides voluntary greenhouse gas reduction strategies/mitigation measures that would help reduce the GHG emissions associated with the Approved Project. These mitigation measures were mainly derived from the Hemet General Plan Air Quality Policies that potentially reduce energy use and VMT. After the application of the mitigation measures, the impacts of GHG emissions were deemed less than significant.

The City of Hemet adopted its CAP in 2018. The CAP recommends GHG emissions targets that are consistent with the State's reduction targets and presents a number of strategies that will make it possible for the City to meet the recommended targets. The City uses WRCOG's subregion emissions reduction target of 15 percent below 2010 by 2020. Based on guidance from CARB and the Governor's Office of Planning and Research, this reduction target level is consistent with AB-32 and serves as a basis for projects to be consistent with meeting statewide reduction targets. As such, if a project meets the emissions reduction target of 15 percent below 2010 emissions levels by 2020 it will have a less than significant impacts related to greenhouse gas emissions and global climate change.

Table 3.17.B provides a general discussion of the Modified Project's consistency with the goals of the City's CAP to show conformity.

Table 3.17.B: Hemet Climate Action Plan Consistency Analysis

Hemet Climate Action Plan Reduction Measure	Project Consistency
R2-E1: New Residential Energy Efficiency: Increase Energy Efficiency in new residential developments an average of 15% beyond 2008 Title 24 standards.	*Consistent:* The Modified Project will comply with 2019 Title 24 Standards, which use about 53 percent less energy than those under the 2016 standards when rooftop solar electricity generation is incorporated.
R2-E2: New Commercial Energy Efficiency: Increase energy efficiency in new commercial developments an average of 10% beyond Title 24 Standards.	*Consistent:* In 2008, California set energy-use reduction goals targeting zero-net-energy use in all new commercial buildings by 2030. The goal meant that new buildings would use a combination of energy efficiency and distributed renewable energy generation to meet all annual energy needs. However, the Renewables Portfolio Standard requires utilities to have 50

Table 3.17.B: Hemet Climate Action Plan Consistency Analysis

Hemet Climate Action Plan Reduction Measure	Project Consistency
	percent of their electrical resources come from renewables by 2030. As a result, electricity produced for the grid is already much cleaner than 10 years ago, and the Modified Project will comply with 2019 Title 24 Standards.
R2-E3: Residential Renewable Energy: Derive 10 percent of the electricity use in new residential developments from renewable energy	*Consistent:* The Modified Project will comply with 2019 Title 24 Standards, which use about 53 percent less energy than those under the 2016 standards when rooftop solar electricity generation is incorporated.
R2-E4: Derive 10 percent of electricity use in new commercial developments from renewable energy and install an average of 5 kw of solar photovoltaic cells per 10,000 square feet of building space.	*Consistent:* In 2008, California set energy-use reduction goals targeting zero-net-energy use in all new commercial buildings by 2030. The goal meant that new buildings would use a combination of energy efficiency and distributed renewable energy generation to meet all annual energy needs. However, the Renewables Portfolio Standard requires utilities to have 50 percent of their electrical resources come from renewables by 2030. As a result, electricity produced for the grid is already much cleaner than 10 years ago, and the Modified Project will comply with 2019 Title 24 Standards.
R2-E5: Residential Energy Retrofits: Reduce electricity and natural gas use in existing residential developments by 20 percent through retrofits.	*Not Applicable:* The Modified Project does not include existing residential uses.
R2-E6: Commercial Energy Retrofits: Reduce electricity and natural gas use in existing commercial developments by 20 percent through retrofits.	*Not Applicable:* The Modified Project does not include existing commercial uses.
R3-E1: Regional Energy Planning Coordination: Continue to coordinate with local utilities, regional organizations, non-profits, and other local agencies to optimize energy efficiency and renewable resource development and usage.	*Not Applicable:* This objective is not directed toward private developers.
R3-E2: Energy Efficient Development and Renewable Energy Deployment Facilitation and Streamlining. Identify and remove any regulatory and procedural barriers to the implementation of green building practices and the incorporation of renewable energy systems.	*Not Applicable:* This objective is not directed toward private developers.
R3-E3: Energy Efficiency Training and Public Education. Provide public education and publicity about energy efficiency measures and reduction programs available within the City through a variety of methods including newsletters, brochures and the City's website.	*Not Applicable:* This objective is not directed toward private developers.
R2-W2: Water Conservation Strategies. Reduce water consumption in new developments by 20 percent through low flush toilets, landscape ordinance, incentive	*Consistent:* The Modified Project shall incorporate PPP 3.3-2, which requires a Water Conservation Strategy to reduce water demand by at least 25 percent pursuant to City Emergency Order 2014-0718-01E.

Table 3.17.B: Hemet Climate Action Plan Consistency Analysis

Hemet Climate Action Plan Reduction Measure	Project Consistency
programs, on-site storm water capture, and other similar programs.	
R2-W3: Increased Recycled Water Use. Convert 5 percent of City's water to reclaimed water.	*Consistent:* The Eastern Municipal Water District, which is the water purveyor for the Modified Project, regularly uses 100 percent of its recycled water supply for beneficial use within its 555-square mile service area. The Modified Project shall incorporate PDF 3.16-1, which requires construction of on-site recycled water pipeline infrastructure to interconnect to future EMWD recycled water facilities from their 24-inch tertiary force recycled water pipeline along California Avenue approximately 1,200 feet west of the Modified Project site.
R3-W1: Water Efficiency and Conservation Education: In coordination with local water purveyors, continue to implement public information and education programs that promote water conservation.	*Not Applicable:* This objective is not directed toward private developers.
T-1: Bicycle Infrastructure Improvements: Implement a 10 percent increase in bicycle land mileage from baseline levels.	*Not Applicable:* This objective is designed to be implemented at the citywide level. However, the Modified Project shall incorporate bicycle lanes and other facilities throughout the site so as not to conflict with this goal.
T-2: Bicycle Parking: Amend zoning to require provision of bike parking for all multifamily or mixed use projects consisting of a mix of residential, retail, and office space.	*Not Applicable:* This objective is designed to be implemented by the City. However, the Modified Project shall incorporate bicycle facilities throughout the site so as not to conflict with this goal.
T-3: End of Trip Facilities: Provide information to commercial project applicants describing the benefits of installing end-of-trip facilities.	*Not Applicable:* This objective is designed to be implemented by the City. However, the Modified Project shall incorporate bicycle, transit, and pedestrian facilities throughout the site so as not to conflict with this goal.
T-4: Promotional Transportation Demand Management: Train a staff to promote TDM strategies to existing businesses.	*Not Applicable:* This objective is designed to be implemented by the City. However, the Modified Project shall incorporate bicycle, transit, and pedestrian facilities throughout the site so as not to conflict with this goal.
T-7: Traffic Signal Coordination: Coordinate traffic signals on an additional 25 percent of arterial roads which were not coordinated in the base year (2014).	*Not Applicable:* This objective is designed to be implemented by the City. However, the Modified Project shall incorporate intersection improvements in accordance with City requirements.
T-8: Density: Achieve a 5 percent increase in community-wide household and employment density over baseline conditions by 2020	*Consistent:* The proposed commercial land use would be developed in proximity to proposed residential uses and facilitate alternative modes of transportation between such uses, which would contribute to a reduction of automobile use and VMT (refer to Appendix I3) for local residents and associated GHG emissions.
T-9: Mixed Use Development: Achieve a 10 percent jobs/housing ratio improvement over baseline conditions	*Consistent:* The Modified Project proposes approximately 100,000 square feet of commercial uses in an area of the City dominated by residential uses lacking supporting retail/ commercial services.
T-10: Design/Site Planning: Achieve a five percent increase in intersection density and reduction in block length in new	*Consistent:* The Modified Project provides pedestrian connections to surrounding areas, internally linking all on-site uses and connecting to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.

Table 3.17.B: Hemet Climate Action Plan Consistency Analysis

Hemet Climate Action Plan Reduction Measure	Project Consistency
development compared to the baseline countywide average	The Modified Project includes varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other, which would reduce VMT (refer to Appendix I3) and contribute to travel safety and reliability for local residents.
T-11: Pedestrian-Only Areas: Design one additional pedestrian only area during weekends tied to special event (e.g. farmers market) over baseline conditions.	*Consistent:* The Modified Project provides pedestrian connections to surrounding areas, internally linking all on-site uses and connecting to all existing or planned external streets and pedestrian facilities contiguous with the Modified Project site.
T-12: Limit Parking Requirements for New Development: Amend zoning to reduce parking requirements for new non-residential development by 5 percent over baseline conditions.	*Not Applicable:* This objective is designed to be implemented by the City and is not directed toward private developers.
T-13: High Frequency Transit Service: Work with RTA to offer high frequency transit service within one (1) corridor.	*Consistent:* Several bus stops have been developed through the Page Ranch PCD along Mustang Way by the Riverside Transit Agency through Route 74 and Route 79 in accordance with 1979 EIR Mitigation Measure 3. The Riverside Transit Agency will continue to service these routes for the occupants of the proposed Modified Project via extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue.
T-15: Accelerated Bike Plan Improvements: Install 25 percent of all bicycle facility miles identified in the General Plan by 2020.	*Not Applicable:* This objective is not directed toward private developers. However, the Modified Project shall incorporate bicycle lanes and other facilities throughout the site so as not to conflict with this goal.
T-17: Neighborhood Electric Vehicle Programs: Adopt an educational program related to the use of NEVs.	*Not Applicable*: This objective is designed to be implemented by the City and is not directed toward private developers.
SW-1: Yard Waste Collection: Provide residential green waste bins for collection and transport to an organic waste processing facility.	*Consistent:* The Modified Project proponent shall coordinate with the City's waste management purveyor to incorporate residential green waste receptacles.

Sources: *2019 Building Energy Efficiency Standards*. The California Energy Commission, Efficiency Division. March 2018. https://ww2.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf (accessed August 20, 2019).
2018 Hemet Climate Action Plan. Hemet Reduction Measures (Chapter 3). City of Hemet. Adopted September 11, 2018.

As shown in Table 3.17.C in Section 3.17.7.3, the proposed Modified Project's emissions for the baseline year 2010, would be 19,215.39 $MTCO_2e$ per year. After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_2e$ per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2.

When compared to the Approved Project, for which mitigation was prescribed to ensure compliance with the State's GHG reduction targets contained in AB 32, GHG emissions quantified for the proposed Modified Project (Table 3.17.C) assume implementation of PDFs 3.3-1 through 3.3-3, PPPs 3.3-1 through PPP 3.3-3 and PPP 3.3-7, and **Mitigation Measure 3.3.10.1**. Through implementation of these policies, programs, and mitigation, the proposed Modified Project complies with the GHG reduction

target set forth under the City CAP and is consistent with the GHG emission reduction measures outlined in Chapter 3 of the CAP. Accordingly, impacts of the proposed Modified Project related to interference with the State's GHG emissions reduction goals outlined in AB 32 or conflict with an applicable plan, policy, or regulation (i.e., the City's CAP) adopted for the purpose of reducing GHG emissions would **less than significant with mitigation incorporated** in the same manner as the Approved Project.

3.17.7.2 Impacts of Climate Change

Threshold:	Would the impacts of climate change significantly affect the project?

The 2008 EIR assessed the risks of climate change to the Approved Project based on the risks identified in AB 32 and the California Climate Change Center report that assesses the risks of climate change to California and concluded impacts of Climate Change to the Approved Project would be less than significant with implementation of **2008 EIR Mitigation Measure CC-1**.

The California Supreme Court has established[25] that "… agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment—and not the environment's impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions." In certain instances, a project may exacerbate the environmental hazards or conditions that already exist and, in those instances, an agency must analyze the potential impact of such hazards on future residents.

Pursuant to the applicable California Supreme Court ruling (CBIA), Table 3.17.C in Section 3.17.7.3, indicates the proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_2e$ per year. After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_2e$ per year. This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP, meets the threshold specified in SCAQMD GHG Tier 2, and therefore does not exacerbate a GHG-related environmental hazard or condition that already exists. Accordingly, impacts of Climate Change resulting in significant impacts to the proposed Modified Project are **not applicable** when compared to the Approved Project, and no mitigation is required.

3.17.7.3 Cumulative Contribution of Project GHG Emissions to Climate Change

Threshold:	Would the project's greenhouse gas emissions contribute cumulatively to climate change? Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The 2008 EIR concluded that the Approved Project's contribution to cumulative impacts is speculative, and a significance determination cannot be made based on available evidence. Due to the large scale nature of climate change and the correspondingly global contributions, additional mitigation on a project-by-project basis is not feasible, and any additional mitigation for cumulative impacts of climate change is the responsibility and jurisdiction of state and federal agencies.

[25] *California Building Industry Assn. v. Bay Area Air Quality Management Dist*. (2015) 62 Cal. 4th 369, 377-378 (CBIA).

The latest version of CalEEMod (v2016.3.2) is used to calculate construction and operational GHG emissions of the proposed Modified Project. Outputs from the model runs for both construction and operational activities are provided in the *Rancho Diamante (Tentative Tract Map No. 36841) Greenhouse Gas Analysis* (Appendix J). The CalEEMod model includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, and water.

Construction Activities. During Modified Project construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, most of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., CO_2, CH_4, and N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment. For construction phase emissions, GHGs are quantified and amortized[26] over the life of the Modified Project.

Operational Activities. The proposed Modified Project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources during operation:

- Area Source Emissions;
- Energy Source Emissions;
- Mobile Source Emissions;
- Solid Waste; and
- Water Supply, Treatment, and Distribution.

Area Source Emissions: Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Modified Project. Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. The GHG emissions associated with landscape maintenance equipment were calculated based on assumptions provided in the CalEEMod.

Energy Source Emissions: GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod default parameters were used to calculate GHG emissions from these energy sources.

Mobile Source Emissions: Project operational (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the Modified Project on peak hour traffic volumes and traffic operations in the vicinity of the site. Operational air quality impacts derive primarily from vehicle trips generated by the Modified Project. Trip generation data from the *Traffic Impact Analysis Rancho Diamante (TTM No. 36841)*, prepared by Urban Crossroads in April 2018 (Appendix I1) was incorporated into the CalEEMod to quantify mobile source emissions.

Solid Waste: Project land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown

[26] The SCAQMD recommends calculating the total greenhouse gas emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions.

of material. GHG emissions associated with the disposal of solid waste associated with the proposed project were calculated by the CalEEMod using default parameters.

Water Supply, Treatment, and Distribution: Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used to calculate GHG emissions from these sources.

Table 3.17.C summarizes the proposed Modified Project related emissions for construction and operation for the baseline year 2010 compared to buildout project year 2020.

Table 3.17.C: 2010 versus Total Project Year 2020 Greenhouse Gas Emissions Reduction Levels (with Project Design Features)

Emission Source	CO2e Emissions Levels by Year (Metric Tons per Year)	
	2010	2020
Residential		
Annual Construction-related emissions amortized over 30 years	564.48	564.48
Area	152.25	10.15
Energy Use	2,604.62	2,098.81
Mobile Sources	10,107.92	8,420.74
Waste	346.81	173.41
Water Usage	297.46	276.01
Total	*14,130.40*	*11,543.60*
Commercial		
Annual Construction-related emissions amortized over 30 years	21.84	21.84
Area	2.65E-03	2.62E-03
Energy Use	544.39	368.75
Mobile Sources	4,408.91	4,013.04
Waste	52.80	26.40
Water Usage	57.05	53.02
Total	*5,084.99*	*4,483.05*
Total (Residential + Commercial)	**19,215.39**	**16,026.65**
Reduction of 2020 BAU	**16.59%**	
Project Minimum Improvement	**15%**	
Meets Requirement?	**YES**	

Source: *Rancho Diamante (Tentative Tract Map No. 36841) Greenhouse Gas Analysis.* Table ES-2. Urban Crossroads. July 19, 2018.

GHG emissions from construction of the Modified Project's off-site components are discussed in the *Rancho Diamante (Tentative Tract Map No. 36841) Air Quality and Greenhouse Gas Impact Analysis Supplemental Assessment* (Appendix B2). Due to the substantially smaller off-site disturbance area, amortized construction emissions associated with off-site improvements as described in Section 2.6.4 of this SEIR would not result in a substantive change in the total GHG emissions identified in Table 3.17.C. Furthermore, GHG emissions from operation of the Modified Project's off-site components are not expected because the nature of the off-site components is primarily flood control, water conveyance, and road improvements that are not in and of themselves expected to generate additional

unanticipated vehicle trips because they are consistent with or less than the geometrics assumed in the City of Hemet and County of Riverside General Plan Circulation Elements.[27]

In accordance with Section 15183.5(b) of the *CEQA Guidelines*, a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. The City has adopted a CAP that qualifies as a plan for the reduction of greenhouse gas emissions pursuant to the *CEQA Guidelines*. The Modified Project's consistency with the City's CAP is discussed above in Section 3.17.7.1. The proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_2e$ per year (Table 3.17.C). After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_2e$ per year (Table 3.17.C). This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2. Pursuant to Section 15183.5(b) of the *CEQA Guidelines*, incorporation of PPPs, PDFs, and **Mitigation Measure 3.3.10.1** will ensure the proposed Modified Project's incremental contribution to a cumulative GHG effect is not cumulatively considerable. When compared to the Approved Project, for which a significance determination regarding cumulative GHG effects was not made, the proposed Modified Project is determined to have **less than significant impacts with mitigation incorporated.**

3.17.8 Cumulative Impacts

3.17.8.1 Proposed Modified Project Compared to Approved Project Cumulative Impact Analysis

The 2008 EIR concluded that assessment of cumulative global climate change impacts is speculative, and a significance determination cannot be made based on available evidence. due to following reasons:

- The list of cumulative projects for climate change is unknown, in that it could conceivably include all projects around the globe.
- There is no approved plan that covers the jurisdiction of the Approved Project that discusses climate change or greenhouse gases; therefore, the plan approach is not viable at this time.
- There are no adopted legal, regulatory, or advisory thresholds for measuring project or cumulative impacts of greenhouse gases.

Although both the Approved Project and proposed Modified Project are expected to emit GHG, the emission of GHG by any single project into the atmosphere is not itself necessarily an adverse environmental effect. GHGs are those gases that will contribute to global climate change; therefore, the cumulative impact area for GHG emissions is the earth's atmosphere. Implementation of the proposed Modified Project along with the cumulative projects will contribute GHG emissions to the atmosphere.

Due to the global nature of GHG, a project's greenhouse gas emissions and the resulting significance of potential impacts are more properly assessed on a cumulative basis. The project-specific analysis conducted above is essentially already a cumulative analysis because it takes into consideration statewide GHG reduction targets and demonstrates that the proposed Modified Project would be consistent with those targets.

Despite the global nature of GHG impacts, it is important to note that the scope of the City's jurisdictional authority is limited to certain types of emissions generated within the City's physical boundaries. The City's authority does not include the regulation of the majority of actions, including for example

[27] Urban Crossroads. *Traffic Impact Analysis Rancho Diamante (TTM No. 36841), City of Hemet*. Page 13. April 2018.

transportation policy, fuel consumption, and energy generation, which the State has determined are necessary to meet all of AB 32's greenhouse gas reduction goals. Further, some of the GHG emissions associated with the Modified Project can be reduced only by measures to be implemented by other governmental agencies which are outside the City's jurisdiction. GHG emissions are clearly significant on a global basis, and when GHG emissions are outside of the lead agency's jurisdiction and control, consistent with CEQA Section 21081(a)(2), a project has cumulatively considerable significant and unavoidable GHG impacts if other agencies do not take necessary action.

In accordance with Section 15183.5(b) of the *CEQA Guidelines*, a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. The City has adopted a CAP to ensure that projects within the City will comply with all necessary policies to achieve a 15 percent reduction in GHG emissions by 2020 compared to a business as usual scenario. The Modified Project's consistency with the City's CAP is discussed above in Section 3.17.7.1. The proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_2e$ per year (Table 3.17.C). After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's 2020 emissions would be 16,026.65 $MTCO_2e$ per year (Table 3.17.C). This yields a reduction of approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2.

Additional cumulative development projects also will be subject to consistency analysis with the City's CAP as well as state and subregional policies that restrict GHG emissions. As these buildings, roads, or other cumulative developments are updated or replaced over time, they will be subject to the then-existing requirements for GHG emissions reductions, including those set forth to ensure compliance with AB 32, SB 32, Executive Orders S-3-05 and B-30-15, as described in Section 3.17.3, as well as then-existing technologies employed to achieve deep reductions in GHG emissions.

Incorporation of PPPs, PDFs, and **Mitigation Measure 3.3.10.1** will ensure the proposed Modified Project complies with the City's CAP to reduce its incremental contribution to a cumulative GHG effect to **less than significant with mitigation incorporated**. When compared to the Approved Project, for which a significance determination regarding cumulative GHG effects was not made, the proposed Modified Project is determined to have **less than significant impacts with mitigation incorporated.**

3.17.9 Level of Significance before Mitigation

At the time when 2008 EIR was being prepared, there were no applicable guidelines for preparing CEQA assessments for climate change. In the absence of published CEQA thresholds, the 2008 analysis consisted of a CEQA-level discussion that included threshold of significance and determining the potential impact of the project's greenhouse gases to conflict with the intent of AB 32. Without mitigation, the Approved Project was deemed inconsistent with the GHG reduction strategies identified under AB 32, and the impacts of climate change could adversely affect the Approved Project. The 2008 EIR further concluded that the Approved Project's contribution to cumulative impacts is speculative and a significance determination cannot be made based on available evidence.

The proposed Modified Project's emissions for the baseline year 2010 would be 19,215.39 $MTCO_2e$ per year (Table 3.17.C), and a reduction of GHG emissions reduction to a level 15 percent below 2010 levels by 2020 would not be feasible without implementation of mitigation. Therefore, the proposed Modified Project would be inconsistent with the City's CAP and would result in a significant impact to the environment from emission of GHG unless PPPs and PDFs designed to reduce such emissions and mitigation is incorporated.

3.17.10 Mitigation Measures for the Proposed Modified Project Compared to Approved Project Impact Analysis

3.17.10.1 Mitigation for the Proposed Modified Project

The proposed Modified Project includes following mitigation (also provided in Section 3.3.10 of this SEIR) during construction of the project.

MM 3.3.10.1 Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.

The Modified Project will implement PDF 3.3-1 through PDF 3.3-3, which incorporate pedestrian connections to surrounding areas and varied residential, park, commercial, and open space land uses with supporting amenities within one-quarter mile of each other in order to reduce VMT and associated mobile emissions of GHG (refer to Appendix I3 and Section 3.15.7.1 of this SEIR). Furthermore, the Modified Project will comply with PPP 3.3-1 through PPP 3.3-3 and PPP 3.3-7, which incorporate the 2019 provisions of Title 24 (2019 California Building Code) to ensure efficient building design, energy and water conservation, increase recycling, and reduce construction vehicle idling. Additionally **Mitigation Measure 3.3.10.1** will require construction equipment greater than 150 horsepower to be compliant with EPA/CARB Tier 3 emissions standards and be tuned and maintained in accordance with the manufacturer's specifications.

3.17.10.2 Mitigation for the Approved Project

Deletions or deviations from the original mitigation measures are identified in ~~strikeout~~ text, and underlined text is used to signify new additions. Where modifications are being proposed, an explanation for the modification is provided prior to each revised mitigation measure.

Every GHG mitigation measure presented in the 2008 EIR, is discussed below. This SEIR concludes the intent of Mitigation Measures in the 2008 EIR is applicable to the proposed Modified Project but are redundant with the PDFs and PPPs applicable to the proposed Modified Project while in other cases require updates in accordance with current regulatory standards.

The 2008 EIR assesses the Approved Project's consistency with 2006 CAT GHG reduction strategies and CARB's early mitigation measures for AB 32, as discussed above. The 2008 EIR Mitigation Measure CC-1 is replaced with PPP 3.3-1, 3.3-2 and 3.3-3 to reflect the updates in regulations and policies associated with the 2019 provisions of Title 24.

~~**2008 Mitigation Measure CC-1:** Prior to approval of each Final Tract Map OR prior to issuance of grading permits, the applicant or merchant builders shall provide an "Energy and Water Efficiency Plan." The Plan shall provide implementation and design level details demonstrating inclusion of feasible energy and water efficiency measures. The Plan shall~~

~~incorporate energy standards in effect at the time the plan is prepared, and commercially available technology or features. The Plan will be prepared to the satisfaction of the City of Hemet, Community Development Director. Design features to be included include but are not limited to the following:~~

~~a) Design to meet or exceed 2008 Title 24 requirements.~~

~~b) Use of cool paints on buildings and driveway areas.~~

~~c) Incorporation of a minimum of two deciduous shade trees on the south and west sides of each of the residential units.~~

~~d) Incorporation of energy efficient (EPA star rated or equivalent) appliances (i.e., dishwashers, washer, dryer, refrigerator, stoves, etc.) where they are provided by the developer.~~

~~e) Incorporation of energy efficient exterior lighting and compact fluorescent lights in residential units.~~

~~f) Tank less water heaters installed in the residential units. Additionally, water efficient fixtures and appliances shall be installed where feasible.~~

~~g) A Landscape Plan for the developer-installed landscaping pursuant to City of Hemet Ordinance, Article XL VIII, Landscaping and Irrigation shall be prepared. Included in the Plan shall be the following: the landscaping in the open space areas shall use drought-resistant plants; water efficiency training and certification shall be required for irrigation designers, installers, and managers; the Homeowner's Association(s) shall be audited for their water use to promote efficient water use; and there shall be restrictions on watering methods in the open space areas to prohibit systems that apply water to non-vegetated systems.~~

~~h) The residential areas shall have a limit on the amount of turf (grass) of a maximum of 25 percent of the total yard. There shall be no minimum grass area requirement.~~

~~i) Graywater and rain capture systems shall be offered to the homebuyers as an option. This option shall be actively advertised and demonstrated in all of the model homes.~~

The 2008 EIR's Mitigation Measure CC-2 is replaced with PDF 3.3-1 through PDF 3.3-3, which incorporate land use planning principals to reduce VMT and associated GHG emissions, as well as **Mitigation Measure 3.15.10.1** detailed in Section 3.15 of this SEIR to ensure payment of fair-share costs to facilitate efficient flow of traffic. Finally, several bus stops have been developed through the Page Ranch PCD along Mustang Way by the Riverside Transit Agency through Route 74 and Route 79 in accordance with 1979 EIR Mitigation Measure 3. The Riverside Transit Agency will continue to service these routes for the occupants of the proposed Modified Project via extension of Mustang Way from Warren Road westward and northward through the proposed Modified Project site to the future realignment of new Stetson Avenue (Figure 2.5).

~~**2008 Mitigation Measure CC-2:** To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented~~

~~to the satisfaction of the City of Hemet, Community Development Director:~~

~~a) Onsite bicycle storage parking shall be provided where designated by the City of Hemet Parks and Facilities Department.~~

~~b) The applicant shall pay its fair share contribution to traffic impact fees and coordinate with the City regarding intersections within the project vicinity, such that traffic passes more efficiently through congested areas. If signals are installed as part of the project, the applicant shall install the use of Light Emitting Diode traffic lights.~~

~~c) Bicycle lanes and sidewalks/pedestrian paths shall be incorporated into the project area, to connect project residences to schools, parks, and the nearest transit stop.~~

~~d) Work with the County of Riverside Transit Agency to determine if there is a need for a bus pull out area and benches on the project site. If there is a need, they shall be installed at the expense of the applicant.~~

The 2008 EIR Mitigation Measure CC-3 is replaced by PPP 3.3-3 of the proposed Modified Project, which requires at least 50 percent diversion of solid waste as a matter of regulatory policy.

~~**2008 Mitigation Measure CC-3**: To reduce waste, the applicant shall prepare a Waste Management Plan with the goal of reducing waste during construction by at least 50 percent. There shall be an area designated for recycling waste from the project during construction.~~

The 2008 EIR Mitigation Measure CC-4 is omitted from this SEIR and the proposed Modified Project's compliance requirements because area source emissions from lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Modified Project site are included in the CalEEMod quantification of GHG emissions, which are demonstrated to comply with the City's CAP requirements through incorporation of PPPs 3.3-1 through 3.3-3 and PDFs 3.3-1 through 3.3-3 pertaining to operation of the Modified Project.

~~**2008 Mitigation Measure CC-4:** Electrical outlets shall be installed in the exterior of the residences to power outdoor electric lawn and garden equipment for landscaping. Additionally, any landscape equipment to be used to maintain the public areas in the development shall be electric.~~

3.17.11 Level of Significance after Mitigation

The 2008 Certified EIR concluded development of the Approved Project would comply with the 2006 CAT GHG reduction strategies and CARB's early mitigation measures for AB 32 through implementation of **Mitigation Measures CC-1** through **CC-4**. Likewise, the proposed Modified Project would be consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2 through implementation of PPPs, PDFs, and **Mitigation Measure 3.3.10.1.** As shown in Table 3.17.C in Section 3.17.7.3, emissions for the baseline year 2010, would be 19,215.39 $MTCO_2e$ per year and emissions for the proposed Modified Project's buildout year 2020 would be 16,026.65 $MTCO_2e$ per year. This yields a reduction of approximately 16.59 percent from baseline levels in accordance with the City's CAP and SCAQMD GHG Tier 2 threshold.

The 2008 EIR assessed the risks of climate change to the Approved Project based on the risks identified in AB 32 and the California Climate Change Center report that assesses the risks of Climate Change to California and concluded impacts of climate change to the Approved Project would be less than significant with implementation of **2008 EIR Mitigation Measure CC-1**. Pursuant to the CBIA,[28] Table 3.17.C in Section 3.17.7.3 demonstrates the proposed Modified Project is consistent with the goals of the City's CAP, meets the threshold specified in SCAQMD GHG Tier 2, and therefore does not exacerbate a GHG-related environmental hazard or condition that already exists. Accordingly, impacts of climate change resulting in significant impacts to the proposed Modified Project are **not applicable** when compared to the Approved Project and no mitigation is required.

The 2008 EIR concluded that the Approved Project's contribution to cumulative impacts is speculative, and a significance determination cannot be made based on available evidence. Due to the large-scale nature of climate change and the correspondingly global contributions, additional mitigation on a project-by-project basis is not feasible, and any additional mitigation for cumulative impacts of climate change is the responsibility and jurisdiction of State and federal agencies. In accordance with Section 15183.5(b) of the *CEQA Guidelines*, a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. The Modified Project's consistency with the City's CAP is discussed above in Section 3.17.7.1. After incorporating PPPs, PDFs, and **Mitigation Measure 3.3.10.1**, the Modified Project's emissions would be reduced by approximately 16.59 percent from baseline levels, which is consistent with the goals of the City's CAP and meets the threshold specified in SCAQMD GHG Tier 2. Pursuant to Section 15183.5(b) of the *CEQA Guidelines*, incorporation of incorporation of PPPs, PDFs, and **Mitigation Measure 3.3.10.1** will ensure the proposed Modified Project's incremental contribution to a cumulative GHG effect is not cumulatively considerable.

In summary, no new mitigation over and above those described above or new alternatives have been identified that would substantially or further reduce any greenhouse gas impacts of the Modified Project.

[28] *California Building Industry Assn. v. Bay Area Air Quality Management Dist*. (2015) 62 Cal. 4th 369, 377-378 (CBIA).

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4.0 OTHER CEQA TOPICS

CEQA Guidelines Section 15126 requires environmental impact reports (EIRs) to include a discussion of (1) the significant environmental effects of a project, (2) the unavoidable significant environmental effects if the project is implemented, (3) any irreversible changes should the project be implemented, (4) growth-inducing impacts, (5) mitigation measures, and (6) alternatives to the proposed Modified Project (14 CCR 15000 et seq.).

The following is a guide to where most of these issues are discussed in this SEIR:

- Significant Environmental Effects – throughout Chapter 3.0.
- Growth-Inducing Impacts – Section 3.12.
- Mitigation Measures – Executive Summary and throughout Chapter 3.0.
- Alternatives – Discussed in the 1979 EIR for the Specific Land Use Plan, Southwest Area[1] and 2008 EIR of the Approved Project.[2] As indicated throughout Chapter 3.0 of this SEIR, no new alternatives have been identified that would substantially or further reduce environmental impacts of the Modified Project as proposed.

Since the above issues are discussed in other sections of this document, this chapter will address only the proposed Modified Project's significant unavoidable and irreversible impacts.

4.1 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126.2(b) further directs EIRs to address impacts from a project that will result in significant impacts, including those that cannot be mitigated below a level of significance. A summary of all the environmental issue areas and the resultant significance and listing of mitigation measures is found in the Executive Summary of this SEIR. To summarize, the following issue areas will result in a significant impact even after mitigation measures have been incorporated, thus resulting in an unavoidable impact.

4.1.1 Agricultural Resources

Both the Approved Project and proposed Modified Project are located on land designated Farmland of Local Importance, and portions of the Modified Project's off-site improvements are proposed on Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Therefore, implementation of the Modified Project would convert farmland to non-agricultural use and impacts would be significant and unavoidable. The Modified Project would incrementally decrease the availability of soils that have value for agricultural production. Therefore, in combination with other projects in the City's planning area, the Modified Project would result in a cumulatively considerable impact to agricultural resources. When compared to the Approved Project, impacts associated with conversion of farmland to non-agricultural use would be the same (i.e., significant and unavoidable). No feasible mitigation is available since the Page Ranch PCD SP is already approved for non-agricultural uses. This finding also applies to the Modified Project, as it is encompassed within the Page Ranch PCD SP and will convert farmland to non-agricultural uses.

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1 Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

2 Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. Section 7.0. SCH #2007091039. City of Hemet. May 2008.

4.1.2 Air Quality

The Modified Project has a significant and unavoidable impact related to AQMP Consistency Criterion No. 1. Mitigation is prescribed in Section 3.3.10 to reduce emissions of criteria pollutants to the extent feasible, but NOx emissions would still occur at levels above SCAQMD thresholds after mitigation in the same manner as the Approved Project. Although the Approved Project was found to be consistent with the AQMP, that consistency determination conflicts with the fact that Modified Project's operational NOx emissions exceeded regional thresholds. The proposed Modified Project would result in less severe but still significant and unavoidable, cumulative impacts to regional air quality from emissions of NOx during operation even with implementation of mitigation, PPPs, and PDFs.

4.1.3 Transportation

The Modified Project has a significant and unavoidable impact related to residential Home-Based VMT per capita. Transportation Demand Management (TDM) strategies are prescribed in Section 3.15.6 to encourage mixed-use development and roadway infrastructure improvements to promote pedestrian and bicycle mobility, but implementation of TDM strategies cannot guarantee VMT reductions. Additionally, mitigation is prescribed in Section 3.15.10 to facilitate transit and carpool opportunities, but even with implementation of TDM strategies and mitigation, the Modified Project's reduced Home-Based VMT per capita would be approximately 27.58, which would still exceed the citywide average of 25.4 Home-Based VMT per capita for Hemet. The proposed Modified Project would result in significant and unavoidable project-level and cumulative impacts to citywide VMT even with implementation of TDMs, mitigation, PPPs, and PDFs.

4.2 SIGNIFICANT IRREVERSIBLE CHANGES

CEQA Guidelines mandate that EIRs must address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented (14 CCR 15126(c)). An impact would fall into this category if:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

Determining whether the proposed Modified Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The Modified Project would result in the use of nonrenewable resources and energy sources, including fossil fuels during construction activities. Fossil fuels would be used to power equipment, as well as delivery and construction employee vehicles. Use of these energy sources would be considered a permanent commitment of resources. Operation of the Modified Project would have a long-term permanent commitment of nonrenewable energy sources such as electricity, natural gas, and fossil fuels (employee and resident vehicular trips). The consumption of energy resources is discussed in Section 3.16 *Utilities* and Section 3.17 *Greenhouse Gas Emissions*. PPPs, PDFs, and mitigation are provided to reduce energy consumption under the discussion on greenhouse gas emissions. Ongoing advancements in energy efficiency to construction equipment, building design, and motor vehicles will reduce the demand of energy resources, for example through increased use of electric, hybrid, and increasingly fuel-efficient vehicles, as well as continued

refinement of Title 24 of the California Code of Regulations (e.g., implementation of increased insulation and cool roofs to reduce the use of air conditioning, water efficient fixtures, roof-top photovoltaic infrastructure, and heating and air conditioning within buildings by individual sectors that can be controlled locally). Accordingly, the proposed Modified Project's energy consumption during construction and operation is expected to be less when compared to the Approved Project. Therefore, this would not be considered a significant irreversible environmental effect.

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Water Supply Assessment

APPENDIX A1:

NOTICE OF PREPARATION DATED AUGUST 6, 2016, AND RESPONSE TO COMMENTS

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APPENDIX A2:

RECIRCULATED NOTICE OF PREPARATION DATED APRIL 16, 2019, AND RESPONSE TO COMMENTS

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APPENDIX B1:

RANCHO DIAMANTE (TENTATIVE TRACT MAP NO. 36841) AIR QUALITY IMPACT ANALYSIS, JULY 19, 2018

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APPENDIX B2:

RANCHO DIAMANTE (TENTATIVE TRACT MAP NO. 36841) AIR QUALITY AND GREENHOUSE GAS IMPACT ANALYSIS-SUPPLEMENTAL ASSESSMENT, NOVEMBER 20, 2019

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APPENDIX C1:

BIOLOGICAL RESOURCES TECHNICAL REPORT, RANCHO DIAMANTE PROJECT SITE, CITY OF HEMET, CALIFORNIA, TTM 36841, JUNE 2018

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APPENDIX C2:

MSHCP FOCUSED BURROWING OWL SURVEYS FOR THE 245.07-ACRE RANCHO DIAMANTE PROJECT SITE, CITY OF HEMET, CALIFORNIA, JULY 5, 2017

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APPENDIX C3:

MSHCP SENSITIVE PLANT SURVEYS FOR THE 245.07-ACRE (16.70-ACRE OFFSITE) RANCHO DIAMANTE PROJECT SITE, CITY OF HEMET, CALIFORNIA, JULY 5, 2017

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APPENDIX C4:

GENERAL MSHCP HABITAT ASSESSMENT, REGULATORY CONSTRAINTS, AND MSHCP CONSISTENCY APPROACH FOR THE 245.07-ACRE RANCHO DIAMANTE PROJECT SITE, CITY OF HEMET, CALIFORNIA, JULY 5, 2017

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APPENDIX C5:

MSHCP DETERMINATION OF BIOLOGICALLY EQUIVALENT OR SUPERIOR PRESERVATION/CONSISTENCY ANALYSIS, RANCHO DIAMANTE PROJECT SITE, CITY OF HEMET, CALIFORNIA, TTM 36841, JUNE 2018

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APPENDIX D:

CULTURAL RESOURCES ASSESSMENT, RANCHO DIAMANTE PROJECT, CITY OF HEMET, RIVERSIDE COUNTY, CALIFORNIA, SEPTEMBER 2016; UPDATED DECEMBER 2019

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APPENDIX E:

SUPPLEMENTAL GEOTECHNICAL EXPLORATION, RANCHO DIAMANTE RESIDENTIAL DEVELOPMENT, TENTATIVE TRACT MAP NO. 36841, CITY OF HEMET, CALIFORNIA, AUGUST 25, 2015

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APPENDIX F1:

PHASE I ENVIRONMENTAL SITE ASSESSMENT, RANCHO DIAMANTE TRACT NO. 36841, HEMET, CALIFORNIA, NOVEMBER 2016

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APPENDIX F2:

HAZARDOUS WILDLIFE ATRACTANTS ANALYSIS OF 13 WATER QUALITY CONTROL BASINS FOR THE PROPOSED RANCHO DIAMANTE RESIDENTIAL DEVELOPMENT IN HEMET, RIVERSIDE COUNTY, CALIFORNIA, FEBRUARY 4, 2020

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APPENDIX F3:

AIRPORT LAND USE COMMISSION NOTICE OF AIRPORT IN VICINITY. FEBRUARY 13, 2020

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APPENDIX F4:

COUNTY OF RIVERSIDE, AIRPORT LAND USE COMMISSION DEVELOPMENT REVIEW: CASE NUMBER ZAP1061HR19 – GPA 15-002 (GENERAL PLAN AMENDMENT), SPA 15-001 (SPECIFIC PLAN AMENDMENT), TTM36841 (TENTATIVE TRACT MAP). FEBRUARY 27, 2020

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APPENDIX F5:

FEDERAL AVIATION ADMINISTRATION, OBSTRUCTION EVALUATION SERVICE: DETERMINATION OF NO HAZARD TO AIR NAVIGATION. OCTOBER 28, 2019.

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APPENDIX G1:

PRELIMINARY DRAINAGE STUDY FOR TENTATIVE TRACT MAP NO. 36841 (RANCHO DIAMANTE), JANUARY 20, 2019

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APPENDIX G2:

PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN, RANCHO DIAMANTE, TENTATIVE TRACT MAP NO. 36841, OCTOBER 5, 2015, REVISED FEBRUARY 1, 2018, AND JANUARY 20, 2019

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APPENDIX G3:

DRAFT WATER SUPPLY ASSESSMENT REPORT, RANCHO DIAMANTE, JUNE 19, 2018

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APPENDIX H:

RANCHO DIAMANTE, NOISE IMPACT ANALYSIS, CITY OF HEMET, NOVEMBER 18, 2019

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APPENDIX I1:

TRAFFIC IMPACT ANALYSIS RANCHO DIAMANTE (TTM NO. 36841), CITY OF HEMET, APRIL 2018

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APPENDIX I2:

RANCHO DIAMANTE (TTM NO. 36841) TRAFFIC IMPACT ANALYSIS-SUPPLEMENTAL ASSESSMENT, CITY OF HEMET, NOVEMBER 2019

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APPENDIX I3:

RANCHO DIAMANTE (TTM NO. 36841) VEHICLE MILES TRAVELLED (VMT) ASSESSMENT, FEBRUARY 4, 2020

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APPENDIX J:

RANCHO DIAMANTE (TENTATIVE TRACT MAP NO, 36841), GREENHOUSE GAS ANALYSIS, CITY OF HEMET, FEBRUARY 26, 2016

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4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for use in implementing mitigation for the:

Rancho Diamante Phase II Specific Plan Amendment

The MMRP has been prepared for the project by the City of Hemet in compliance with State law and the Subsequent Environmental Impact Report (SEIR) (State Clearinghouse No. 2016081013). The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Res. Code § 21081.6). The law states that the MMRP shall be designed to ensure compliance during project implementation.

The MMRP contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This MMRP includes mitigation identified in the Draft SEIR and Final SIER for the proposed Modified Project, as well as mitigation prescribed in the 1979 EIR[1] and 2008 SEIR[2] (Certified EIR) for the Approved Project that has been determined applicable to the proposed Modified Project. Deletions or deviations from the original [1979 and/or 2008] mitigation measures are identified in ~~strikeout~~ text, underlined text is used to signify additions to the original [1979 and/or 2008] mitigation measures, and double-underlined text is used to signify changes in mitigation measures from the Draft SEIR to the Final SEIR for the proposed Modified Project.

4.2 MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City of Hemet is responsible for ensuring full compliance with the mitigation measures adopted for the proposed Modified Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the Project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If, during the course of Project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

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1 Final Environmental Impact Report. *Specific Land Use Plan, Southwest Area*. City of Hemet, Riverside County, California. April 1979.

2 Draft Environmental Impact Report. *Rancho Diamante Phase II, Hemet, Riverside County, California*. SCH #2007091039. City of Hemet. May 2008.

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MITIGATION MONITORING AND REPORTING PLAN CHECKLIST

Project File Name: Rancho Diamante Phase II Specific Plan Amendment
Applicant: Strata Equity Group, Inc.
Prepared by: City of Hemet
Date: November 2020

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
3.1 AESTHETICS						
The SEIR did not identify significant impacts related to land use or planning; therefore, no Mitigation Measures are required.						
3.2 AGRICULTURAL RESOURCES						
There are no feasible Mitigation Measures that reduce impacts related to Agricultural Resources to less than significant levels.						
3.3 AIR QUALITY						
MM 3.3.10.1: Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2 of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction	City Planning Department	Once prior to issuance of the first grading permit for each phase and every two weeks during grading	Prior to issuance of grading permits	Review of equipment maintenance records and equipment design specification data sheets		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
of the City of Hemet Planning Department.						
1979 EIR Air Quality Mitigation Measure 3: Provide for convenient bus stop locations.	City Planning Department	Once prior to issuance of the first occupancy permit for each phase	Prior to issuance of the first occupancy permit for each phase	Submittal of evidence Riverside Transit Agency bus stops serve the Modified Project site		Withhold occupancy permit(s)
2008 Mitigation Measure AQ-01: Prior to construction of the Project, the Project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of ~~two~~ three times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction.	City Planning Department	Once prior to issuance of the first grading permit for each phase	Prior to issuance of grading permits	Submittal of Fugitive Dust Control Plan to City and SCAQMD		Withhold grading permit(s)
2008 Mitigation Measure AQ-05: Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary	City Planning and Public Works Departments	Once prior to issuance of the first grading permit for each phase	Prior to issuance of grading permits	Submittal of traffic control plan to City		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones. This measure shall be implemented to the satisfaction of the City of Hemet Planning and Public Works Departments.						
2008 Mitigation Measure AQ-06: Prior to issuance of building permits, t~~T~~he developer shall provide evidence to the City that ~~require~~ painting ~~to~~ will be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once prior to issuance of building permits for each phase	Prior to issuance of building permits	Submittal of evidence to the City construction plans include the requirement		Withhold building permit(s)
2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation	City Planning Department	Once prior to issuance of grading permits for each phase	Prior to issuance of grading permits	Submittal of letter to the City documenting carpooling measures and extent of		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.				carpooling anticipated		
2008 Mitigation Measure AQ-08: Prior to issuance of grading and building permits, the developer shall provide evidence to the City that o~~O~~n-site electrical hookups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once prior to issuance of grading permits for each phase	Prior to issuance of grading permits	Submittal of evidence to the City construction plans include the requirement		Withhold grading permit(s)
2008 Mitigation Measure AQ-09: During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Every two weeks during construction	Every two weeks during construction	Submittal of evidence to the City construction plans include the requirement		Stop work order
2008 Mitigation Measure AQ-10: During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to	City Planning Department	Daily during construction	Daily during construction	Submittal of evidence to the City construction		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. This requirement shall be included in the construction plans of all phases of development and shall be implemented to the satisfaction of the City of Hemet Planning Department.				plans include the requirement		
3.4 BIOLOGICAL RESOURCES						
MM 3.4.10.1: Prior to issuance of grading permits, the project applicant shall pay Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation fees as established and implemented by the City of Hemet. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre; Residential, density between 8.1 and 14.0 dwelling units per acre; Residential, density greater than 14.1 dwelling units per acre; Commercial per acre; and Industrial per acre. This measure shall be implemented at the rates in force at the time grading permits are issued to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once	Prior to the issuance of grading permits	Approval of mitigation categories and amount of payment as established by the MSHCP. Submittal of evidence MSHCP fees have been paid		Withhold grading permit(s)
MM 3.4.10.2: The Modified Project Site falls within the Stephens' kangaroo rat (SKR) fee area outlined in the Riverside County SKR Habitat Conservation Plan (HCP). Prior to issuance of grading permits, the project applicant shall pay the applicable fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County. This measure shall be	City Planning Department	Once	Prior to the issuance of grading permits	Approval of mitigation categories and amount of payment as established by the SKR HCP. Submittal of evidence SKR		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
implemented to the satisfaction of the City of Hemet Planning Department.				HCP fees have been paid		
MM 3.4.10.3: A burrowing owl pre-construction survey shall be conducted not more than 30 days prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities. If burrowing owls are detected on site during the 30-day pre-construction survey within the breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows. If burrowing owls are detected on site during the 30-day pre-construction survey outside the breeding season (February 1 to August 31), then the buffer for construction activities shall be determined by a qualified biologist in consultation with the City. No construction activity shall be permitted within any burrowing owl construction buffer until a qualified biologist has confirmed that nesting efforts are complete or not initiated. In addition to monitoring breeding activity, if construction is initiated during the breeding season or active relocation	City Planning Department and Project Biologist	Within 30 days prior to the first ground disturbance of each phase	Prior to the first ground disturbance of each phase	Submittal of evidence to the City appropriate buffers are established and burrowing owl mitigation plan is prepared via on-site inspection and written report by Project Biologist		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, California Department of Fish and Wildlife and United States Fish and Wildlife Service requirements for the relocation of individuals to Riverside Conservation Authority conserved lands located north of the Project Site within Proposed Noncontiguous Habitat Block 7. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.4.10.4: Mitigation for potential direct/indirect impacts to common and Riverside County Multiple Species Habitat Conservation Plan (MSHCP) covered sensitive bird and raptor species will require compliance with the federal Migratory Bird Treaty Act (MBTA). Construction outside the nesting season (between September 16 and January 31) does not require pre-construction nesting bird surveys. However, if construction is proposed within the nesting season (between February 1 and September 15), a qualified biologist must conduct a nesting bird survey(s) no more than 14 days prior to initiation of construction to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Modified Project site. The survey(s) will focus on identifying any raptors and/or passerines (perching bird) nests that could be directly or indirectly affected by construction activities. If active nests are	City Planning Department and Project Biologist	Within 14 days prior to the first ground disturbance of each phase and during construction as applicable	Prior to the first ground disturbance of each phase and during construction as applicable	On-site Inspection and written report by Project Biologist		Withhold Grading Permit(s) and/or stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.4.10.5: To meet the criteria of a biologically equivalent or superior	City Planning Department	Once	Prior to the issuance of	Approval of mitigation		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
alternative, the applicant shall offset impacts to 1.52 acres of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.2 riparian and riverine resources as follows in accordance with the MSHCP Determination of Biological Equivalent or Superior Preservation. **Off-Site Establishment/Reestablishment.** The project shall purchase 0.03 acre of establishment/reestablishment credits from the Riverpark Mitigation Bank. This element of the mitigation proposal will mitigate permanent impacts to wetland and non-wetland waters of the U.S./State and isolated waters of the State at a 2:1 ratio for non-wetlands and 3:1 ratio for wetlands. This will also mitigate temporary impacts to non-wetland waters of the U.S./State and isolated non-wetland waters of the State. The entirety of United States Army Corps of Engineers (USACE) jurisdiction will be mitigated with this measure. **On-Site Rehabilitation, Enhancement, and Preservation.** The project shall rehabilitate and enhance a minimum of 3.1 acres of on-site waters of the State, California Department of Fish and Wildlife (CDFW) jurisdiction, and Riparian/Riverine resources in the form of herbaceous wetland- and southern willow scrub-vegetated areas. The 3.1 acres will be contained within approximately 14.5 acres of on-site waters of the State, CDFW jurisdiction, and Riparian/Riverine resources that will			grading permits	categories and amount of payment to the Riverpark Mitigation Bank as established by the MSHCP. Submittal of evidence in grading plans 3.1 acres of herbaceous wetland- and southern willow scrub-vegetated areas will be preserved, and 19.2 acres of water quality features will be installed to compensate the loss of beneficial uses and to provide additional uses of value.		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
be preserved. This element of the mitigation proposal will mitigate permanent and temporary impacts to CDFW jurisdiction and MSHCP Riparian/Riverine resources at a 3:1 ratio for wetland/riparian-vegetated streambed and 2:1 ratio for unvegetated streambed. This will also mitigate temporary impacts to isolated wetland waters of the State at a minimum 1:1 ratio. **On-Site Replacement and Enhancement of Beneficial Uses.** Five of the 13 non-jurisdictional features were determined to support two beneficial uses: limited warm freshwater habitat (LWRM) and wild habitat (WILD). These features will be permanently impacted by the project. The project shall be designed to incorporate 19.2 acres of water quality features to compensate the loss of these two beneficial uses and provide additional uses of value (Ground Water Recharge [GWR], Warm Freshwater Habitat [WARM], Wetland Habitat [WET], and Water Quality Enhancement [WQE]) to the local area and watershed.						
MM 3.4.10.6: Prior to issuance of a grading permit, the project applicant will obtain a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirement (WDR) permit issued by the Regional Water Quality Control	City Development Services Department	Once	Prior to the issuance of grading permits	Applicant shall submit the approved regulatory agency permits to the City		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Board (RWQCB) pursuant to the California Water Code Section 13260 (Porter-Cologne Act). Additionally, the project applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service (USFWS) and CDFW confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved. Mitigation for permanent and/or temporary impacts shall be determined as specified in the ~~Determination of Biologically Equivalent or Superior Preservation (~~DBESP~~)~~ through consultation with the ~~applicable regulatory agencies~~ CDFW, USFWS, and the Western Riverside County Regional Conservation Authority (RCA). Mitigation may include on-site and/or off-site replacement and/or restoration of ~~USACE/RWQCB jurisdictional waters of the U.S./waters of the State, and/or CDFW jurisdictional streambed and associated riparian~~ similar habitat. Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. Mitigation shall be subject to pre-approval by USACE, USFWS, CDFW, and RWQCB. This measure shall be implemented to the satisfaction of the City Development Services Department, CDFW, USFWS, and the RCA.						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
MM 3.4.10.7: Prior to issuance of grading permits, the project applicant shall provide evidence to the City that the Modified Project shall comply with Urban/Wildlands Interface guidelines presented in Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. Final project design shall be developed to ensure best management practices in accordance with the National Pollutant Discharge Elimination System (NPDES) permit are incorporated into the proposed Modified Project to address and minimize edge effects associated with the Urban/Wildlands Interface to Hemet Channel (PQP Conserved Land, Western Riverside County Multiple Species Habitat Conservation Plan Constrained Linkage B) including the reestablishment and conveyance of seasonal clean water flows southwest of the Modified Project site (Salt Creek). This measure shall be implemented to the satisfaction of the City Development Services Department.	City Development Services Department	Once for each phase of development	Prior to the issuance of grading permits for each phase of development	Submittal of evidence the features, facilities, and BMPs identified in the Storm Water Pollution Prevention Plan and Water Quality Management Plan are incorporated into each phase		Withhold grading permit(s)
MM 3.4.10.8: Prior to issuance of any grading permit the Modified Project shall demonstrate compliance with the Multiple Species Habitat Conservation Plan (MSHCP) and its associated Implementing Agreement, via the completion of the Joint Project Review (JPR) process through the Western	City Development Services Department	Once for each phase of development	Prior to the issuance of grading permits for each phase of development	Submittal of evidence of completion of the Joint Project Review (JPR) process or written correspondence		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Riverside County Regional Conservation Authority (RCA) or via the provision of written correspondence from the RCA, United States Fish and Wildlife Service, and California Department of Fish and Wildlife stating that the Project is not subject to the JPR process.				that the Project is not subject to the JPR process.		
3.5 CULTURAL RESOURCES						
MM 3.5.10.1A: Prior to issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that they have entered into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians (Soboba) to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba that may be uncovered or otherwise discovered during ground disturbing activities related to the project. Soboba Native American Monitor(s) shall be allowed to monitor ground disturbing activities and ~~T~~the TDA ~~may~~ will establish provisions for tribal monitors. The Soboba Band shall receive a minimum of 30 days advance notice prior to the commencement of ground disturbing activities associated with the project. The Soboba tribal monitor shall be invited to attend pre-grading meetings with the City to inform the grading and excavation contractors of the Cultural Resources Management Plan (CRMP) and to provide best practice methods with respect to its implementation. ~~In conjunction with the TDA, the City shall retain a qualified project archaeologist~~	City Planning Department	Once	Prior to issuance of any grading permit	Review of Treatment and Disposition Agreement and Cultural Resources Monitoring and Treatment Plan		Withhold Grading Permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
~~who shall prepare a Cultural Resources Monitoring and Treatment Plan (CRMTP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMTP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, participation by Soboba Native American Monitor(s), the treatment and Disposition (including possible significance testing) of inadvertent cultural resources finds, coordination with the County Coroner's Office, and Non-Disclosure of location(s) of archaeological materials and human remains. The qualified archaeologist and, if desired, Soboba shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMTP and to consult with and instruct them with respect to its implementation. The CRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.~~						
MM 3.5.10.1B: Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified registered professional archaeologist has been retained to perform archaeological monitoring and ~~appropriate Soboba Native American Monitor(s)~~ shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all surface level field work, mass	City Planning Department and Project Archaeologist	Daily during the first 50 percent of rough grading; then discretionary per the Project Archaeologist in consultation with the City, Applicant, and Soboba	Prior to issuance of any grading permit and during ground disturbing activities	Review of construction contract documentation, Cultural Resources Monitoring and Treatment Plan, and final ~~monitoring~~ archaeological		Withhold grading permit(s) and/or stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
grading, and trenching activities. The archaeological monitor shall prepare a Cultural Resources Management Plan (CRMP) in consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The CRMP shall include provisions for a trained archaeological monitor, monitoring methods and discovery protocol, the treatment of inadvertent archaeological resources finds, Non-Disclosure of location(s) of archaeological materials. The qualified archaeologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the CRMP and to consult with and instruct them with respect to its implementation. The CRMP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit. The archaeological monitor shall be on site at all times during the initial phases of grubbing, rough grading, and other ground-disturbing activities to inspect cuts for ~~cultural~~ archaeological resources. If no ~~cultural~~ archaeological resources are encountered after approximately fifty percent of rough grading, the qualified project archaeologist shall have discretion to recommend to the City that ~~cultural~~ archaeological ~~resources~~ monitoring get scaled back to a part time or spot-check basis. Any recommendation to scale back archaeological monitoring must be in accordance with the methodology and				compliance report		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
protocols to be established in ~~in accordance with~~ the CRMTP through consultation with Soboba and in consideration of Soboba's recommendations regarding Cultural Items (Artifacts). The City, in consultation with the qualified archaeologist, applicant, and Soboba Band of Luiseño Indians (Soboba), shall determine the appropriate level of subsequent monitoring, during which time the stipulations of Mitigation Measures 3.5.10.1A, 3.5.10.1C, ~~and~~ 3.5.10.1D, and 3.5.10.1E shall still apply. A final archaeological ~~monitoring~~ report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.1C: If cultural resources are discovered during ground disturbing activities, the archaeological monitor shall record them on California Department of Parks and Recreation Forms (DPR 523). ~~If any cultural resources are in danger of loss and/or destruction, the archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the archaeological monitor shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the encounter to allow recovery of resource~~	City Planning Department and Project Archaeologist	Daily during the first 50 percent of rough grading; then discretionary per the Project Archaeologist in consultation with the City, Applicant, and Soboba	During ground disturbing activities	~~Evidence to the City appropriate buffers are established as necessary;~~ Evidence to the City of submittal of California Department of Parks and Recreation Forms to the Eastern		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
~~remains in a timely manner. All cultural resources encountered shall be evaluated for significance pursuant to CEQA *Guidelines* Section 15064.5(a)(c) and managed accordingly. Should the qualified archaeologist determine through consultation with the Soboba Band of Luiseño Indians (Soboba) that the discovery is a resource pursuant to Section 15064.5, avoidance or other mitigation will be required pursuant to and consistent with *CEQA Guidelines* Sections 15064.5 and 15126.4(b) and Public Resources Code Section 21083.2.~~ Recovered cultural resources, along with copies of pertinent field notes, ~~photographs.~~ and maps, shall be treated ~~and disposed~~ with appropriate dignity in accordance with the Treatment and Disposition Agreement (TDA) and Cultural Resources Management ~~onitoring and Treatment~~ Plan (CRM~~T~~P). ~~If agreement as to the treatment and disposition of cultural resources is not reached between the applicant, landowner, Lead Agency, and Soboba, the landowner or his authorized representative shall rebury the cultural resources with appropriate dignity on the property in a location not subject to further subsurface disturbance.~~ The qualified archaeologist shall document any reburial of cultural resources on DPR 523 forms in accordance with the CRM~~T~~P. A final monitoring report shall be submitted to the City within 30 days of				Information Center; and Review of Treatment and Disposition Agreement, Cultural Resources Management ~~onitoring and Treatment~~ Plan, construction contract documentation, and final monitoring compliance report		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the end of monitoring activities. This mitigation measure, including the contact information of the qualified project archaeologist/archaeological monitor and Soboba tribal monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.1D: Discovery of Human Remains: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). 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 human remains are determined as those of Native American origin, 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). The coroner shall contact the	City Planning Department, Project Archaeologist, and Soboba	During all ground disturbing activities	During ground disturbing activities	Evidence to City that the appropriate buffers are established; and The Riverside County Coroner and the City of Hemet Planning Department are notified; and the Coroner contacts the Native American Heritage Commission (NAHC); and the NAHC contacts the Most Likely		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.				Descendent (MLD): and the MLD consults with the property owner and lead agency.		
MM 3.5.10.1ED Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans: "If any suspected cultural resources are encountered during ground-disturbing activities and the archaeological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 50 feet of the find and call the project archaeologist/archaeological monitor to the site to assess the significance of the find."	City Planning Department	Once	Prior to issuance of any grading permit	Review of grading plans		Withhold grading permit(s)
MM 3.5.10.2A: Prior to issuance of a grading permit, the applicant shall retain a qualified project paleontologist who shall prepare a Paleontological Resources Monitoring and Treatment Plan (PRMTP) to be implemented during ground-disturbing activity on the project site. The PRMTP shall include the provision of a trained paleontological monitor, monitoring methods and	City Planning Department	Once	Prior to issuance of any grading permit	Review of the Paleontological Resources Monitoring and Treatment Plan and attendance at pre-grading meetings		Withhold Grading Permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
discovery protocol, and treatment and disposition of unanticipated paleontological resources, including proof of a written repository agreement between the landowner and a professional, fully accredited museum repository with permanent retrievable storage. The qualified paleontologist shall attend pre-grading meetings with the City to inform the grading and excavation contractors of the PRMTP and to consult with and instruct them with respect to its implementation. The PRMTP shall be submitted to the City of Hemet Planning Department for review and approval prior to its implementation and prior to issuance of a grading permit.						
MM 3.5.10.2B: Prior to the issuance of a grading permit, the applicant shall provide evidence to the City of Hemet (City) that a qualified paleontological monitor shall be allowed to monitor and shall receive a minimum of 30 days advance notice of all mass grading and trenching activities. Paleontological monitoring shall commence once rough grading or any other ground disturbing activities reach five feet below grade based on coordination with the excavation contractor. If too few paleontological resources are encountered after approximately 50 percent of the remaining rough grading, the qualified project paleontologist shall have discretion to recommend to the City that paleontological resources monitoring get scaled back to a part time	City Planning Department and Project Paleontologist	Daily after excavation reaches 5 feet below surface for up to 50 percent of the remaining rough grading; then discretionary per the Project Paleontologist in consultation with the City and Applicant	Prior to issuance of any grading permit and during ground disturbing activities	Review of construction contract documentation and final monitoring compliance report		Withhold grading permit(s) and/or stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
or spot-check basis in accordance with the PRMTP. The City, in consultation with the qualified paleontologist and applicant, shall determine the appropriate level of subsequent monitoring, during which time Mitigation Measures 3.5.10.2A, 3.5.10.2C, and 3.5.10.2D shall still apply. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.2C: If paleontological resources are discovered during ground disturbing activities, the paleontological monitor shall recover them. In consultation with the qualified project paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant, it shall be quickly removed and the area cleared for the resumption of construction. In instances where recovery requires an extended salvage time, the paleontological monitor shall be allowed to temporarily direct, divert, or halt grading within 100 feet of the encounter to allow recovery of fossils or fossil-bearing sediments in a timely manner. If the specimen is determined to be significant (e.g., vertebrate fossil(s) or fossil-bearing sediments representing	City Planning Department and Project Paleontologist	Daily after excavation reaches 5 feet below surface for up to 50 percent of the remaining rough grading; then discretionary per the Project Paleontologist in consultation with the City and Applicant	During ground disturbing activities	Evidence to the City appropriate buffers are established as necessary and Review of Paleontological Resources Monitoring and Treatment Plan, construction contract documentation, and final monitoring compliance report		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
new or rare species, geologic (temporal) and/or geographic range extensions, age-diagnostic taxa, and/or more complete specimens than are now available for their respective taxa), the project paleontologist/paleontological monitor shall notify the applicant and the City of Hemet (City) immediately. Recovered paleontological specimens, along with copies of pertinent field notes, photographs, and maps, shall be treated and disposed in accordance with the PRMTP, including preparation to a point of identification and permanent preservation, and washing of sediments to recover small invertebrates and vertebrates. The recovered fossils shall be diagnosed and curated into a professional, fully accredited museum repository with permanent retrievable storage. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities. This mitigation measure, including the contact information of the qualified project paleontologist/paleontological monitor, shall be incorporated in all construction contract documentation and be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.5.10.2D Prior to the issuance of a grading permit, the City of Hemet shall verify that the following note is included on the project's Grading Plans: "If any suspected paleontological resources are encountered during	City Planning Department	Once	Prior to issuance of any grading permit	Review of grading plans		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
ground-disturbing activities and the paleontological monitor is not present, the construction supervisor is obligated to halt all ground disturbing work within 100 feet of the find and call the project paleontologist/paleontological monitor to the site to assess the significance of the find."						
3.6 GEOLOGY AND SOILS						
MM 3.6.10.1: Prior to the issuance of grading and building permits, the applicant shall provide to the City Engineering Division and City Building & Safety Department for review and approval detailed grading and construction plans that demonstrate the recommendations specified in project- and site-specific geotechnical investigation have been incorporated into the on-site earthworks and structures. The project applicant and all contractors shall follow the recommendations of the geotechnical investigation, which include but are not limited to 1) a geotechnical grading plan review by the project geotechnical engineer prior to construction of the proposed project, 2) preparation of the project site via removal of surface obstructions, vegetation, and debris, 3) removal of unsuitable fill materials previously utilized as backfill for prior on-site and off-site improvements, 4) overexcavation of surficial units, including artificial fill, colluvium, and topsoil to competent ground as evaluated by a qualified engineering geologist during grading to ensure all unsuitable fill is removed prior	City Engineering Division and City Building and Safety Division.	Once	Prior to Issuance of Grading and Building Plans Permits	Review of Grading and Building Plans		Withhold Grading and Building Permits

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
to replacing it with properly compacted fill, 5) maintenance of properly compacted fill to near optimum moisture content, 6) construction of stabilization fill keyways to ensure slope stability and prevention of landslides, 7) immediate landscaping, irrigation, and maintenance of engineered slopes, 8) acceptability of all removal bottoms reviewed by a qualified engineering geologist or geotechnical engineer and documented in the as-graded geotechnical report, 9) construction of post-tensioned slab-on-grade foundation or conventionally reinforced foundation designed to resist expansive soils and settlement, 10) maintaining appropriate drainage and infiltration throughout the project site in accordance with regulatory requirements and 11) review by the project geotechnical engineer of any updated rough or precise grading or conventional retaining wall or foundation plans to ensure implementation of the recommendations in the geotechnical investigation, and 12) geotechnical observation and/or testing at the following stages of construction: • During rough grading (removal/over-excavation bottoms, fill placement, etc.); • Geologic mapping of temporary backcuts; • During retaining wall backfill and compaction;						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• During utility trench backfill and compaction; • During precise grading; • After presoaking building pads and other concrete-flatwork subgrades, and prior to placement of aggregate base or concrete; • Preparation of pavement subgrade and placement of aggregate base; • After building and wall footing excavation and prior to placement of steel reinforcement and/or concrete; and • When any unusual soil conditions are encountered during any construction operation. This measure shall be implemented to the satisfaction of the City Engineering Division and City Building & Safety Department.						
3.7 HAZARDS AND HAZARDOUS MATERIALS						
MM 3.7.10.1: Prior to issuance of building permits, the Modified Project's Applicant shall provide evidence to the City of Hemet that the following measures are in place: • **Avigation Easement.** The Project Proponent shall grant to the County of Riverside an easement for free and unobstructed passage of all aircraft in the airspace over, through, across, and adjacent to the Project site. The easement shall be in a form substantially consistent with that	City Planning Department and City Attorney	Once	Prior to issuance of building permits	City review of avigation easement; Real Estate Transfer Disclosure Statement; deed notice and/or Environmental Constraints Sheet of the final tract map; and model		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
provided in the Hemet-Ryan Airport Land Use Compatibility Plan and shall be approved by the City Attorney for the City of Hemet and the County Counsel for the County of Riverside and shall be duly recorded with the County Clerk to run with the title to all subdivided lots. This easement, in addition to providing certain rights to the airport to assure it continued operation, will also serve as notice to all prospective buyers of the location and potential impacts of the airport. • **Notice of Airport in Vicinity**. The Riverside County Airport Land Use Commission *Notice of Airport in Vicinity* (Appendix F3) shall be provided to all prospective purchasers of the proposed lots and tenants of the homes thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final tract map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraints Sheet (ECS) of the final tract map, if an ECS is otherwise required. • **Seller Disclosure.** California Civil Code section 1102 "Disclosure Upon Transfer of Residential Real Estate" requires that a Real Estate Transfer Disclosure Statement (TDS) be completed by the Seller and				homes, sales brochures, and other potential items.		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
acknowledged by the Buyer. The Project Proponent shall ensure that the TDS in Section 3: Easements and Section 11: Neighborhood Noise be completed to show the existence of the Avigation Easement and the presence of potentially significant noise impact from aircraft using Hemet-Ryan Airport. • **Sales Material.** The Project Proponent shall ensure that all model homes, sales brochures, and other potential items include notice of the nearby location of the airport and the presence of potential noise and safety impacts.						
MM 3.7.10.2: The Modified Project applicant, the City of Hemet, and owners of the Hemet-Ryan Airport shall coordinate with each other prior to issuance of building permits to discuss and potentially implement measures that will help reduce airport operations above the Modified Project site without compromising airport operations. Examples of measures that would reduce potential airport hazards to people residing and working on the Modified Project site include, but are not limited to, the following: • **Extended Pattern and Raise Pattern altitude.** Many of the smaller aircraft using Runway (RW) 22 are able to turn soon after takeoff and fly the traffic pattern in locations very near the runway and at relatively low altitudes. (Less than	City Planning Department	Once	Prior to issuance of building permits	City coordinate with the applicant and owners of the Hemet-Ryan Airport		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
1,000 feet Above Ground Level [AGL]). By encouraging departing aircraft to maintain runway heading (straight out) until reaching the end of the runway or until reaching the end of airport property, they will achieve higher altitudes thus decreasing noise and potential safety hazards. Also, the pattern altitude is published at 1,000 feet AGL. Raising the published pattern altitude to 1,500 feet AGL will promote a similar effect. • **Business Jet Noise Abatement Departure.** Business jets have the greatest potential to create noise disturbance to ground population. A noise abatement departure procedure must be developed to have departing business jets maintain runway heading until reaching a certain altitude, e.g. 2,500 feet AGL. This will place flight tracks further from the project area, thus reducing noise; and it will place aircraft at higher altitudes before them being turning maneuvers that stress the aircraft, and thus decrease potential safety impacts. As the Hemet-Ryan Airport is privately owned and operated and not part of the Modified Project, the owners of the Hemet-Ryan Airport would not be mandated to implement such measures.						
MM 3.7.10.3: Prior to issuance of grading permits, the Project Applicant shall provide evidence to the City that	City Engineer and City	Once	Prior to the issuance of	Submittal of a final Water Quality		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the following performance standards are applied to all ground-level or aboveground water detention basins or facilities, including water quality management basins detailed in Project Design Feature 3.8-2: • Maximum 48-hour detention period after the design storm and remain totally dry between rainfall events. • Vegetation around such facilities, such as red fescue (*Festuca rubra*), sedges (*Carex* sp.) and rushes (*Juncus* sp.), that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. • Trees shall be spaced to prevent contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries. • Landscaping in the detention basins, if not rip-rap, shall be in accordance with the guidance provided in Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure, and the *Airports Wildlife and Stormwater Management* brochure available at www.rcaluc.org and Appendix F2, which lists acceptable plants from Riverside County Landscape Guide, or other alternative landscaping as may be recommended by a wildlife hazard biologist (refer to Appendix F2).	Planning Department		grading permits	Management Plan and Planting, Maintenance, and Management Plan for review and approval		

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• Slopes along portions of the basins designed to detain stormwater runoff shall be equal to or greater than 3:1. The Final Water Quality Management Plan detailed in Plan, Policy, or Program 3.6-4 shall specify maintenance intervals for the water quality management basins to ensure the required 48-hour drawdown time following the design storm is maintained. In addition, the Project Applicant shall ensure that the Homeowner's Association (HOA) or similar entity prepare a Planting, Maintenance, and Management Plan for the water quality management basins prior to occupancy to eliminate seeding, shelter, and incompatible vegetation in accordance with the Riverside County Airport Land Use Commission's *Landscaping Near Airports* brochure and the *Airports Wildlife and Stormwater Management* brochure.						
MM 3.7.10.4: Prior to issuance of building permits for any structure with a top point elevation exceeding 1,535 feet above mean sea level, the Project Applicant shall either provide evidence of the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) or shall demonstrate that evaluation by the FAA OES is not required due to distance from the runway exceeding 100 feet for every foot of elevation at top point of structure exceeding 1,499 feet above mean sea level.	City Planning Department and City Building and Safety Division	Once for each phase	Prior to issuance of building permits for each phase	Review of Determination of No Hazard to Air Navigation from the Federal Aviation Administration Obstruction Evaluation Service		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
MM 3.7.10.5: Prior to issuance of building permits, the Project Applicant shall provide evidence to the City that no buildings shall exceed a height of 40 feet above ground level and a maximum elevation at top point of 1,553 feet above mean sea level. The Maximum height and top point elevation shall not be amended without further review by the Riverside County Airport Land Use Commission and the Federal Aviation Administration, provided, however, that reduction in structure height or elevation shall not require further review. Temporary construction equipment used during actual construction of the proposed structures shall not exceed 40 feet in height and maximum elevation of 1,553 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.	City Planning Department and City Building and Safety Division	Once for each phase	Prior to issuance of building permits for each phase	Review of construction and building plans to ensure height restriction is incorporated into building design; and Evidence of notification to and approval from Federal Aviation Administration through the Form 7460-1 process for temporary construction equipment		Withhold building permit(s)
MM 3.7.10.6: Within five days after construction of the proposed building evaluated pursuant to Federal Aviation Administration (FAA) Aeronautical Study No. 2019-AWP-10893-OE reaches its greatest height (refer to Appendix F5), FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the Project Applicant or his/her designee and electronically filed with the FAA (go to https://oeaaa.faa.gov for instructions). This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure at the	City Planning Department and City Building and Safety Division	Once	Within five days of construction of building evaluated pursuant to Federal Aviation Administration Aeronautical Study No. 2019-AWP-10893-OE reaches its	Evidence to City that Notice of Actual Construction or Alteration submitted to Federal Aviation Administration and compliance with *FAA Advisory Circular 70/7460-1 L*		Withhold occupancy permit

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
evaluated coordinate location. Although not required in accordance with FAA Aeronautical Study No. 2019-AWP-10893-OE, any marking and/or lighting installed voluntarily by the Project Applicant for aviation safety shall comply with *FAA Advisory Circular 70/7460-1 L Change 2* and shall be maintained in accordance therewith for the life of the Project.			greatest height	*Change 2* if applicable		
MM 3.11.10.6: Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events. • Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.	City Planning Department and City Building and Safety Division	Once for review of construction plans and once for review of acoustical study	Prior to issuance of occupancy permits for the residential phase(s)	City review of construction plans and acoustical study		Withhold occupancy permits

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: When any habitable room is in use, arrangements shall be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
2008 Mitigation Measure HHM-1a: If during construction activities, ~~on TTMs 35392, 35393 and 35394~~ the Modified Project site any discolored soil, soils with an unusual odor, or undocumented subsurface structures are encountered during future development on the site, a qualified soil investigation professional shall investigate the soil, and if necessary procure samples for testing. Any contamination shall be properly remediated to residential standards in conjunction with an oversight agency (either ~~Riverside County Fire Department~~ the Hemet Fire Department or the California Department of Toxic Substances Control). If abandoned septic tanks, pits, or leach lines are uncovered, the Riverside County Department of Public Health shall be contacted to coordinate the proper abandonment of these features.	City Planning Department	Once	During construction	On-site inspection		Withhold building permit(s)
2008 Mitigation Measure HHM-5g: Any outdoor lighting installed on the Modified Project site shall be hooded and	City Planning Department, Hemet-Ryan	Once	Prior to issuance of	Review of lighting plans		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. All lighting plans ~~should~~ shall be reviewed and approved by the Hemet-Ryan airport manager and the Riverside County Airport Land Use Commission prior to Modified Project approval.	Airport Manager, and Riverside County Airport Land Use Commission		building permit(s)			
2008 Mitigation Measure HHM-5i: The following uses shall be prohibited from the Modified Project ~~project~~ site: • Hazardous material facilities; • Hazardous uses (e.g., aboveground storage tanks); • Outdoor stadiums; • Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or ~~a straight final approach~~ toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator; • Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport;	City Planning Department	Once	Prior to issuance of building permit(s)	Review of construction pans and on-site inspection		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area; ~~and~~ • Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation; and • Children's schools, hospitals, skilled nursing and care facilities, highly noise-sensitive outdoor nonresidential uses, and hazards to flight, and, in the Zone C portion of the property, all of the above, plus libraries, daycare centers, theaters, meeting halls and other assembly facilities, and stadiums.						
3.8 HYDROLOGY AND WATER QUALITY						
Impacts related to hydrology and water quality will remain less than significant with implementation of project design features and compliance with existing regulatory policies; therefore, there are no Mitigation Measures related to hydrology and water quality.						
3.9 LAND USE AND PLANNING						
The SEIR did not identify significant impacts related to land use or planning; therefore, no Mitigation Measures are required.						
3.10 MINERAL RESOURCES						
The SEIR did not identify significant impacts related to mineral resources; therefore, no Mitigation Measures are required.						
3.11 NOISE AND VIBRATION						
MM 3.11.10.1: Prior to approval of grading plans and/or issuance of building permits, construction plans shall include a note indicating that noise-generating Modified Project construction activities shall only occur between the permitted hours on Monday through Friday between 6:00 a.m. to 6:00 p.m. from	City Planning Department	Prior to approval of grading plans and/or issuance of building permits	Periodically as deemed appropriate	Site visit to confirm activities occur within stated hours		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays. The Modified Project construction supervisor shall ensure compliance with the note, and the City shall conduct periodic inspection at its discretion. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.11.10.2: If receiver location R6 is an inhabited noise-sensitive residential home at the time of Modified Project construction, the installation of a temporary noise control barrier, as shown in Figure 3.11.1, at the Modified Project site boundaries when construction activities occur within 140 feet is required. The noise control barrier must present a solid face from top to bottom and be a minimum height of 6 feet. • The temporary noise barriers shall provide a minimum transmission loss of 20 dBA (Federal Highway Administration, *Noise Barrier Design Handbook*). The noise barrier may be constructed using an acoustical blanket (e.g., vinyl acoustic curtains or quilted blankets) attached to the construction site perimeter fence or equivalent temporary fence posts. • The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or	City Planning Department	Prior to the start of construction	Prior to the start of construction	Site visit to verify the required wall is in place prior to the start of construction operations		Stop work order

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired. • The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.11.10.3: During all Modified Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Modified Project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once	Prior to the issuance of grading permits for each phase	Submittal of evidence the construction plans include the required measures		Withhold grading permits
MM 3.11.10.4: During all Modified Project site construction, the construction contractor shall locate equipment staging in areas that will create the greatest distance (i.e., at the center) between construction-related noise sources and noise-sensitive receivers nearest the Modified Project site. This measure shall be implemented	City Planning Department	Once	Prior to the issuance of grading permits for each phase	Submittal of evidence the construction plans include the required measures		Withhold grading permits

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
to the satisfaction of the City of Hemet Planning Department.						
MM 3.11.10.5: The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (Monday through Friday between 6:00 a.m. to 6:00 p.m. from June 1 through September 30, and 7:00 a.m. to 6:00 p.m. from October 1 through May 31; Saturday activity is limited to between 7:00 a.m. to 6:00 p.m. with no activity allowed on Sundays). The Project Applicant shall prepare a haul route exhibit to design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Prior to approval of grading plans and/or issuance of building permits	Periodically as deemed appropriate	Site visit to confirm activities occur within stated hours and review of haul route exhibit		Stop work order
MM 3.11.10.6: Prior to issuance of Occupancy Permits, the Project Applicant shall provide evidence to the City that the following noise attenuation features have been incorporated into the construction of the on-site residential structures: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped, and shall have a minimum Sound Transmission Classification (STC) rating of 27. Although a minimum STC rating of 27 will satisfy the City of Hemet requirements, upgraded windows with STC ratings of 30 to 32 for all lots are recommended to further	City Planning Department and City Building and Safety Division	Once for review of construction plans and once for review of acoustical study	Prior to issuance of occupancy permits for the residential phase(s)	City review of construction plans and acoustical study		Withhold occupancy permits

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
reduce the interior noise levels and to minimize the potential noise impacts associated with peak pass-by events. • Doors: All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. • Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Attic: Attic vents should be oriented away from Stetson Avenue and Warren Road. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: When any habitable room is in use, arrangements shall						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
be such that circulated air is received when any exterior door(s) or window(s) are closed. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code. Upon implementation of the noise attenuation features and prior to issuance of Occupancy Permits, the Project Applicant shall prepare an acoustical study to verify the interior noise levels from aircraft noise will comply with the countywide criterion of 45 dBA Community Noise Equivalent Level (CNEL) or such more restrictive criterion as the City of Hemet may choose to require. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
MM 3.11.10.7: Prior to the issuance of occupancy permits, the Project Applicant shall provide the City of Hemet a copy of a *Railroad and Airport Proximity Disclosure* that will be presented to prospective buyers of real estate within the Modified Project site. The *Railroad and Airport Proximity Disclosure* shall convey information to prospective buyers about railroad- and airport-associated annoyances or inconveniences such as noise and/or vibration. The *Airport Proximity Disclosure* shall:	City Planning Department	Once	Prior to issuance of occupancy permits	Submittal of *Railroad and Airport Proximity Disclosure* to City		Withhold occupancy permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
1. Contain the following language dictated by State law in conjunction with real estate transfer: *"NOTICE OF RAILROAD AND AIRPORT IN VICINITY: This property is presently located in the vicinity of a railroad and airport, and within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to railroad and airport operations (for example: noise and/or vibration). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what railroad and airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."* 2. Include signs declaring the *NOTICE OF RAILROAD AND AIRPORT IN VICINITY* and a map of the Airport Influence Area to be prominently posted in the real estate sales office and/or other key locations at the project site. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						
3.12 POPULATION AND HOUSING						
The SEIR did not identify significant impacts related to population and housing; therefore, no Mitigation Measures are required.						
3.13 PUBLIC SERVICES						
The SEIR did not identify significant impacts related to public services; therefore, no Mitigation Measures are required.						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
3.14 RECREATION						
The SEIR did not identify significant impacts related to recreation; therefore, no Mitigation Measures are required.						
3.15 TRAFFIC AND CIRCULATION						
MM 3.15.10.1: Payment of Fair-Share Costs. The project applicant shall be responsible for payment of the project's Fair-Share Contribution for study area intersection improvements as shown on "Table 1-3: Summary of Intersection Improvements" contained in *Rancho Diamante (TTM No. 36841) Traffic Impact Analysis*, City of Hemet, Urban Crossroads, April 2018.	Community Development Director or designee	Once	Prior to the issuance of the grading permits for the first phase of development	Submittal of evidence required Fair-Share fees for the stated improvements have been fully paid		Withhold grading permit
MM 3.15.10.2: Warren Road/Esplanade Avenue (#22). The following improvement is necessary to reduce the Modified Project's project specific impact to less than significant: • The installation of a traffic signal. • Construction of a northbound left-turn lane, southbound left-turn lane, eastbound left-turn lane, and westbound left-turn lane.	City Engineer or designee	Once	Prior to issuance of the first occupancy permit	Installation of the identified improvement per the design approved by the City Engineer		Withhold occupancy permit
1979 EIR Air Quality Mitigation Measure 3: Provide for convenient bus stop locations.	City Planning Department	Once prior to issuance of the first occupancy permit for each phase	Prior to issuance of the first occupancy permit for each phase	Submittal of evidence Riverside Transit Agency bus stops serve the Modified Project site		Withhold occupancy permit(s)
1979 EIR Traffic Mitigation Measure 4: Promote ride-pooling (car-pools/van-pools) with regard to persons employed in any planned commercial and industrial activities. This would have the potential	City Planning Department	Once prior to issuance of the first occupancy permit for the commercial phase	Prior to issuance of the first occupancy permit for the	Submittal of evidence to City ride-pooling promotional materials are		Withhold occupancy permit

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
of reducing daily commuter traffic and onsite parking requirements.			commercial phase	provided to businesses		
1979 EIR Traffic Mitigation Measure 5: Demand-responsive (dial-a-ride) public transit should be encouraged. Where practical small vans or busses should be used. Provision of a public transit system will reduce potential auto travel, and provide mobility to those residents who are either too young to drive, do not drive, no longer drive, or are not capable of bicycling**.**	City Planning Department	Once prior to issuance of the first occupancy permit for each phase	Prior to issuance of the first occupancy permit for each phase	Submittal of evidence to City public transit promotional materials are provided to project occupants		Withhold occupancy permit(s)
1979 EIR Traffic Mitigation Measure 6: The feasibility of expanding the Riverside Transit Agency's transportation service in the Hemet area should be considered.	City Planning Department	Once	Prior to issuance of the first occupancy permit	Submittal of evidence to City of coordination between the Applicant and Riverside Transit Agency		Withhold occupancy permit
1979 EIR Traffic Mitigation Measure 9: Provide ~~separate~~ bicycle and pedestrian travelways ~~pathways~~ throughout the project as a means of promoting alternative forms of movement. ~~For safety, convenience and efficiency, these systems should be separated from the vehicular traffic system and from one-another~~**.**	City Planning Department	Once prior to issuance of the first occupancy permit for each phase	Prior to issuance of the first occupancy permit for each phase	Installation of the identified improvement per the design approved by the City Engineer		Withhold occupancy permit(s)
1979 EIR Traffic Mitigation Measure 10: Establish land use patterns, intensities and relationships which would reduce vehicle trip making characteristics and promote the use of alternative modes of travel such as bicycles, walking and transit. For example, increased residential densities adjacent to the planned commercial	City Planning Department	Once	Prior to the issuance of the grading permits for the first phase of development	Submittal of evidence residential uses are proposed next to commercial uses		Withhold grading permit

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
activities and open spaces designed with integral bike paths and pedestrian ways.						
2008 Mitigation Measure AQ-07: Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.	City Planning Department	Once prior to issuance of grading permits for each phase	Prior to issuance of grading permits	Submittal of letter to the City documenting carpooling measures and extent of carpooling anticipated		Withhold grading permit(s)
2008 Mitigation Measure T-2a: The developer shall construct the following on-site roadway improvements ~~as described on Exhibit 10-C of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007~~, as determined by the City Public Works Department: • Construct New Stetson Avenue at its ultimate half section width as an Urban Arterial ~~from New Warren Road to Old Warren Road~~ along the Modified Project frontage in conjunction with development. • Construct ~~New~~ Warren Road at its ultimate ~~half section~~ width as a Major Roadway from New Stetson Avenue to ~~the southerly project boundary~~	City Engineer or designee	Once	Prior to issuance of the first occupancy permit	Installation of the identified improvement per the design approved by the City Engineer		Withhold occupancy permit

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Warren Road in conjunction with development. • Construct Warren Road at its ultimate half section width as a Secondary Roadway from New Stetson Avenue to the southerly project boundary in conjunction with development. • ~~Install a traffic signal at the intersection of Warren Road and New Stetson Avenue when warranted.~~ • ~~Install a traffic signal at the intersection of New Warren Road and New Stetson Avenue when warranted.~~ • ~~Install a traffic signal at the intersection of Warren Road and Mustang Way when warranted.~~ • ~~Left turns out of Driveway #1 on New Warren Road shall be prevented in the future when the through volumes on New Warren Road have increased to the point where the City deems the restriction necessary.~~ • ~~Left turns out of Driveway #2 on New Stetson Avenue shall be prevented in the future when the through volumes on New Stetson Avenue have increased to the point where the City deems the restriction necessary.~~ • ~~On-site signing and striping shall be implemented in conjunction with~~						

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
~~detailed construction plans for the project site.~~ • ~~Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.~~ • ~~Provide stop sign controls at the~~ project driveway that intersect with public roadways that do not meet traffic signal warrants.~~						
3.16 UTILITIES						
2008 Mitigation Measure U-2a: During construction and operation activities, the proposed Modified Project shall provide evidence to the City of Hemet that ~~The proposed project~~ it will comply with all RWQCB wastewater treatment requirements. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.	City Planning and Public Works Departments	Once during construction and once during operation	Once during construction and once during operation	On-site Inspection		Stop work order and/or notice of violation
2008 Mitigation Measure U-2b: Prior to the issuance of building permits, development plans shall be provided to Eastern Municipal Water District ~~EMWD~~, Southern California Edison, the Southern California Gas Company, Verizon, Metropolitan Water District of Southern California, Riverside County Flood Control District, and other local utilities as they become available. Coordination with these utility providers is required in order to facilitate engineering, design	City Planning and Public Works Departments	Prior to issuance of building permits for each phase	Prior to issuance of building permits for each phase	Evidence to the City development plans are submitted to specified utility companies		Withhold building permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
and construction of improvements necessary to provide water, electrical, natural gas, flood control, and telephone service to the project site. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.						
2008 Mitigation Measure U-2c: Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison, Metropolitan Water District of Southern California, and Riverside County Flood Control District. Compliance with such guidelines shall include coordination in regard to easement restrictions, construction guidelines, protection of pipeline, canal, and drainage channel easements, and potential amendments to right-of-way in the areas of any existing easements of these companies. This measure shall be incorporated to the satisfaction of the City of Hemet Planning and Public Works Departments.	City Planning and Public Works Departments	Prior to issuance of building permits for each phase	Prior to issuance of building permits for each phase	Evidence to the City the Applicant incorporates applicable conditions prescribed by utility companies		Withhold building permit(s)
3.17 GREENHOUSE GAS EMISSIONS						
MM 3.3.10.1: Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 150 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 3 emissions standards. Only Tier 3 diesel-powered construction equipment greater than 150 horsepower shall be utilized throughout the construction of Phase 1 and Phase 2	City Planning Department	Once prior to issuance of the first grading permit for each phase and every two weeks during grading	Prior to issuance of grading permits	Review of equipment maintenance records and equipment design specification data sheets		Withhold grading permit(s)

Mitigation Measure No./Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
of the Modified Project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Hemet Planning Department.						

CITY OF HEMET
Hemet, California

RESOLUTION NO. 2021-010

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADOPTING A GENERAL PLAN AMENDMENT (GPA 15-002), TO 1. AMEND THE CITY OF HEMET GENERAL PLAN CIRCULATION ELEMENT (GPA 15-002) TO EXTEND MUSTANG WAY TO STETSON AVENUE, AND 2. TO CHANGE THE CLASSIFICATION OF WARREN ROAD FROM A 6-LANE ARTERIAL TO A 4-LANE SECONDARY ARTERIAL; AND TO APPROVE MAP 15-008 (TTM NO. 36841)

WHEREAS, applications for General Plan Amendment No. 15-002, proposing to amend the City of Hemet General Plan Circulation Element to 1. Extend Mustang Way to Stetson Avenue; and 2. Change the classification of Warren Rd. from a 6-lane Arterial to a 4-lane Secondary Arterial; and for Map 15-008 (TTM No. 36841) have been duly filed by:

Applicant:	Rancho Diamante Investments, LLC
Project Location:	Southwesterly of Warren Rd. and Stetson Ave.
APN Numbers:	465-100-016 and 022, 465-110-020-023 and 027
Lot Area:	Approximately 245 +/- acres; and

WHEREAS, the proposed General Plan Amendment (GPA 15-002) and Map 15-008 (TTM No. 36841) are considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"); and

WHEREAS, the City of Hemet, California, has reviewed GPA 15-002 and Map 15-008 (TTM No. 36841) in accordance with the authority granted by the California Government Code Section 21080(d) and § 21082.2(d) and Hemet Municipal Code § 90-41; and

WHEREAS, after completion of an Initial Study, the Community Development Director determined that there was substantial evidence that GPA 15-002, and Map 15-008 (TTM No. 36841) would have a significant effect on the environment. Therefore, staff has proposed a Subsequent Environmental Impact Report ("SEIR") and Mitigation

Monitoring Program for the project under Public Resources Code § 21080(d) and § 21082.2(d); and

WHEREAS, on November 20, 2020, the City gave public notice by advertising in the Press Enterprise and by mailing to property owners, of the holding of a public hearing at which the project would be considered by the Planning Commission; and

WHEREAS, the Hemet Planning Commission conducted duly noticed public hearings on December 1, 2020 and January 19, 2020, at which it provided an opportunity for public testimony concerning the project and recommended that the City Council approve General Plan Amendment (GPA 15-002) and Map 15-008 (TTM No. 36841; and

WHEREAS, the Hemet City Council conducted a duly noticed public hearing on February 23, 2021, at which time it received public testimony concerning General Plan Amendment No. 15-002, Map 15-008 (TTM No. 36841), the Subsequent Environmental Impact Report and the Mitigation Monitoring Program; and,

NOW, THEREFORE, the City Council of the City of Hemet does hereby resolve, determine, find and order as follows:

SECTION 1. CITY COUNCIL ACTION

Based on the foregoing findings, and on substantial evidence in the whole of the record, the City Council hereby takes the following actions:

1. **Approve the General Plan Amendment (GPA 15-002), and Map 15-008 (TTM No. 36841).**

2. **Location:** The City Council directs that the General Plan Amendment (GPA 15-002), and Map 15-008 (TTM No. 36841), and all documents incorporated therein and forming the record of decision therefore, be filed with the Hemet Planning Department at the Hemet City Hall, 445 E. Florida Avenue, Hemet, California, 92543 and be made available for public review upon request

PASSED, APPROVED AND ADOPTED this 23rd day of February, 2021.

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Karlee Meyer, Mayor

ATTEST:

Daryl A. Betancur, MMC
Interim City Clerk

APPROVED AS TO FORM:

Steven P. Graham, Interim City Attorney

State of California)
County of Riverside)
City of Hemet)

I, Daryl A. Betancur, Interim City Clerk of the City of Hemet, do hereby certify that the foregoing Resolution is the actual Resolution adopted by the City Council of the City of Hemet and was passed at the regular meeting of the City Council on the 23rd day of February, 2021 by the following vote:

AYES: Council Member: Brown, Lilienthal, Males, and Mayor Meyer
NOES: Council Member: None
ABSTAIN: Council Member: None
ABSENT: Council Member: Krupa

Daryl A. Betancur, MMC
Interim City Clerk

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: Administration
Submitted by: Christopher Lopez, City Manager
Ericka Murphy, Executive Analyst;

☐ **Receive and File** ☐ **Consent Calendar** ☒ **Business Item** ☐ **Public Hearing**

TITLE:

Novel Coronavirus (COVID-19) Emergency Declaration Update

RECOMMENDED ACTION:

That the City Council receive the following information.

BACKGROUND:

At the March 16, 2020 Emergency Meeting of the City Council, staff was directed to maintain an ongoing agenda item for the COVID-19 Emergency Declaration. This report is intended to provide the Council with updates on the efforts made towards mitigating impacts to the community.

The Council has reviewed and considered the continued existence of the COVID-19 emergency situation at every Council Meeting since adoption, and has not taken any action to rescind the resolution.

DISCUSSION:

As mandates change, staff continues to cooperate with businesses, senior care facilities, and community members to ensure their needs are met.

On February 23, 2021, the County provided an update on new sports guidance, allowing certain sports to begin when the County's adjusted case rate was fewer than 14 per 100,000. As of February 23, the County's case rate was 16 per 100,000, and is expected to continue its decline.

Also, on February 23, 2021, the County released guidance on schools reopening. Hemet Unified confirmed that it is working on a plan for possible return to a hybrid learning model. Staff continues to receive updates from District staff.

The City's website and social media pages continue to be monitored for questions and updated periodically.

Members of the public continue to be encouraged to get tested, and remain vigilant in following recommendations surrounding hand washing and social distancing.

Staff is reviewing its procedures to begin reopening City facilities to the public.

FISCAL IMPACT:

There is no fiscal impact associated with this update.

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☐ Ordinance ☐ Agreement

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: Public Works
Submitted by: Christopher Lopez, City Manager
Steve Loriso, City Engineer;

☐ **Receive and File** ☐ **Consent Calendar** ☒ **Business Item** ☐ **Public Hearing**

TITLE:

Direction from City Council Regarding Participation in a Pavement Rehabilitation Project with Riverside County Transportation Department for San Jacinto Street

RECOMMENDED ACTION:

It is respectfully recommended that the City Council provide direction regarding participation in a pavement rehabilitation project with Riverside County Transportation Department for San Jacinto Street

BACKGROUND:

The shared boundary between the City of Hemet and Unincorporated Riverside County falls along San Jacinto Street, primarily along the centerline of the street (south of Florida Avenue). The Riverside County Transportation Department (RCTD) recently contacted engineering department staff regarding a proposed pavement rehabilitation project on San Jacinto Street. As the boundary between the two agencies is along the centerline of San Jacinto Street, RCTD staff is proposing a joint project between the two agencies.

The overall length of the proposed project is approximately 1.5 miles, with portions of San Jacinto Street completely within City boundaries (as shown on the attached exhibit).

ANALYSIS:

San Jacinto Street, between Florida Avenue and Thornton Avenue, is a two lane collector street that serves primarily residential neighborhoods. In an effort to provide a consistent roadway to the travelling public between Thornton Avenue and Florida Avenue, RCTD is proposing to rehabilitate the entire roadway. RCTD has performed the pavement analysis to determine the proper pavement rehabilitation strategy and is in the process of preparing the construction documents. Other proposed improvements along San Jacinto Street include the reconstruction of non-ADA compliant curb ramps, sections of missing sidewalk and addressing isolated ponding issues.

RCTD provided an estimated cost for work within the City's limits of $970,000, which includes the City's portion of design, construction management and inspection services, as well as construction of the improvements.

The section of San Jacinto Street within the City of Hemet is not currently identified within the City's Capital Improvement Program (CIP) for rehabilitation. Since this work is not listed within the CIP, funding for the proposed project is not currently identified either. Therefore, if it is City Council's direction to partner with RCTD, funding could be re-appropriated from current Measure "A" balance towards this project. This re-allocation would delay the completion of the 2020/21 Citywide Pavement Rehabilitation project (CIP 5709) to future years.

FISCAL IMPACT:

There is no General Fund impact associated with action.

ALTERNATIVE(S):

1. Provide direction to staff on how to proceed with RCTD's request.
2. Provide alternate direction to staff.

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☐ Ordinance ☐ Agreement

ATTACHMENT(S):

RCTD exhibits-san jacinto

Figures:

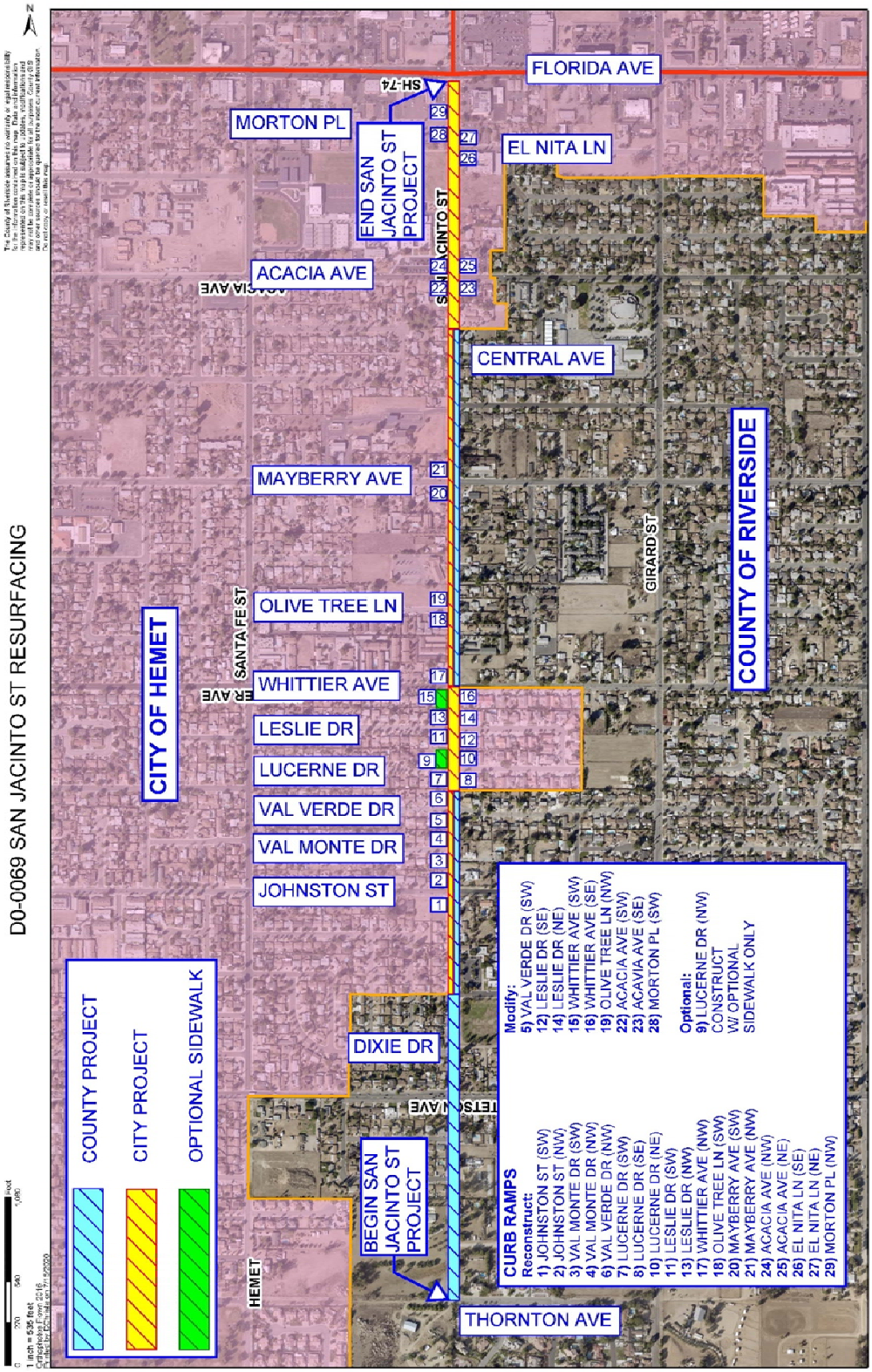

Figure A: Project Limits Exhibits



Figure B: Block cracking at San Jacinto St/Acacia Ave



Figure C: Block cracking at San Jacinto St/Acacia Ave



Figure D: Alligator cracking at San Jacinto St/Morton Pl



Figure E: Ponding at driveway at 120' north of El Nita Ln, entering lot of 130 San Jacinto St



Figure F: Sidewalk gap, west side of San Jacinto St between Lucerne Dr and Leslie Dr



Figure G: Sidewalk gap, west side of San Jacinto St between Lucerne Dr and Leslie Dr

Figures:

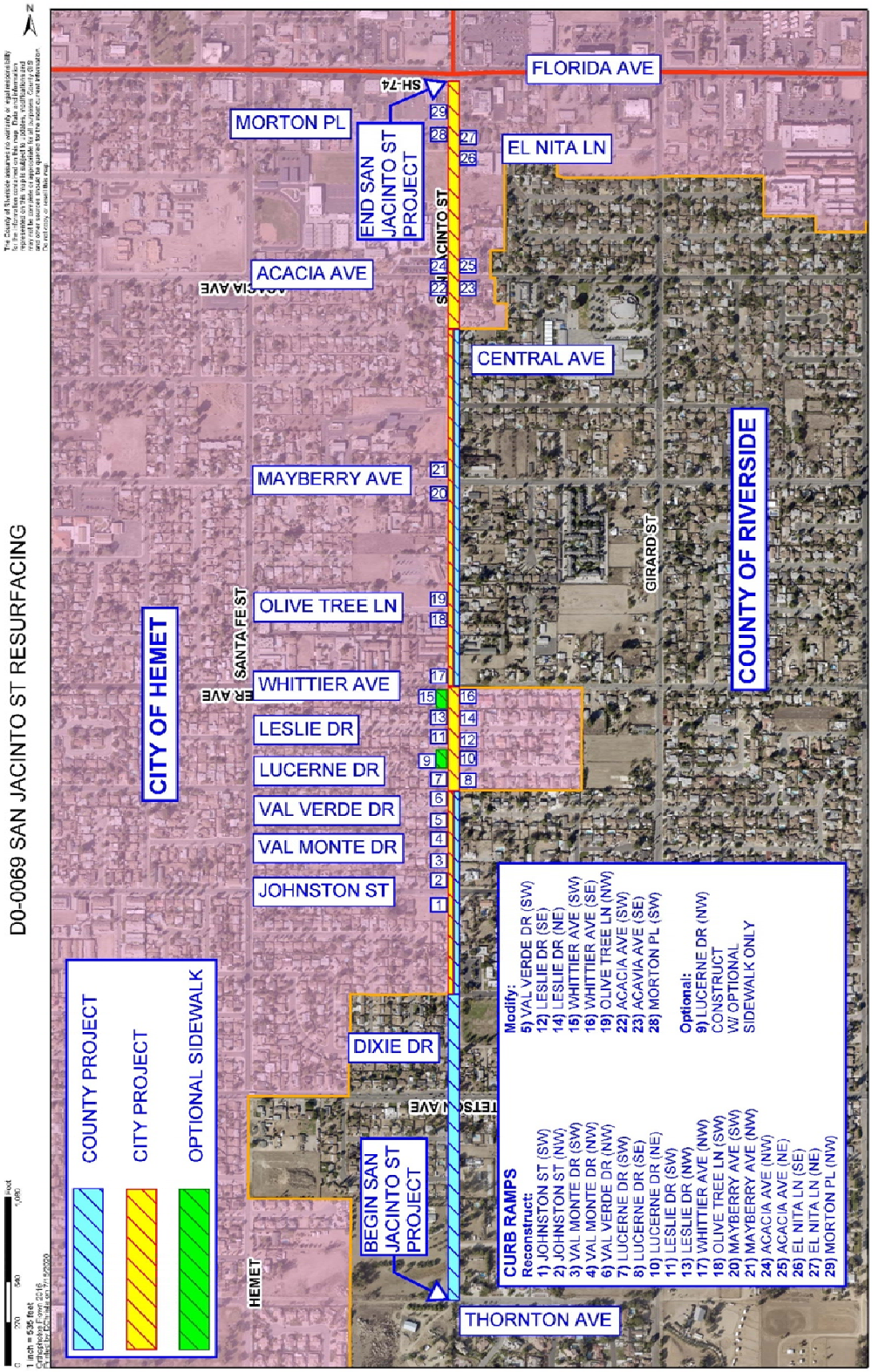

Figure A: Project Limits Exhibits



Figure B: Block cracking at San Jacinto St/Acacia Ave



Figure C: Block cracking at San Jacinto St/Acacia Ave



Figure D: Alligator cracking at San Jacinto St/Morton Pl



Figure E: Ponding at driveway at 120’ north of El Nita Ln, entering lot of 130 San Jacinto St



Figure F: Sidewalk gap, west side of San Jacinto St between Lucerne Dr and Leslie Dr



Figure G: Sidewalk gap, west side of San Jacinto St between Lucerne Dr and Leslie Dr

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: City Council
Submitted by: Christopher Lopez, City Manager
Daryl Betancur, Interim City Clerk;

☐ **Receive and File** ☐ **Consent Calendar** ☒ **Business Item** ☐ **Public Hearing**

TITLE:

Appointment of Candidates to Serve on the Measure U Citizens Oversight Committee.

RECOMMENDED ACTION:

It is recommended that based on the scores and ranking, candidates be appointed to serve on the City of Hemet Measure U Citizens Oversight Committee for a term of two (2) years. Staff further recommends that the Council take whatever action it deems proper and appropriate with respect to any out of City limit applicant(s).

BACKGROUND:

In accordance with Hemet City Ordinance No. 1918 (refer to attachment), the Measure U Citizen Oversight Committee (MUCOC) consists of seven (7) members appointed by the City Council to serve two (2) year terms. The purpose of the MUCOC is to independently review and advise upon the City's proposed expenditures of Measure U Funds as well as the actual expenditures of Measure U Funds and review of the annual audit conducted of Measure U Funds as required by Ordinance. The Committee is advisory only and reports its comments directly to the City Council. Committee members do not receive a City stipend.

Eligibility

Eligible community members must reside within the City limits or the sphere of influence or own a business having its primary offices located within the City limits. A majority (4 or more) of the Committee members shall be residents of the City of Hemet. It is further stipulated that a minimum of four (4) members shall be residents of Hemet, two (2) members shall be business owners with the principal place of business in the City of Hemet, and at least one (1) member a resident within the City's sphere of influence.

For purposes of eligibility the sphere of influence is defined as "a planning boundary outside of an agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area." In the City of Hemet's case, it includes generally the area of southeast of Florida and San Jacinto Avenues as well as area northwest near Esplanade and California Avenues.

List of Applicants

NAME	CITY RESIDENCY	SUBMITTED BY:	YEARS RESIDENCY	Within Sphere of Influence
Monica Cary	Hemet	Regular Mail	12	City Limits
Tammy K. Chennault	Hemet	Regular Mail	6	City Limits
George Dickson Clark	Hemet	Regular Mail	3 ½	City Limits
Sara Cortes de Pavon	Hemet	City's website	6	City Limits
Marianne Derouin	Hemet	City's website	4 ½	City Limits
William Fitz *	San Jacinto	City's website	16	Out of City Limits
Mark D. Fredricksen	Hemet	City's website	3	City Limits
Eric Gosch	No	City's website	Business Owner	Sphere of Influence
Diane Graff	Hemet	City's website	19	City Limits
Antoine Jarvis	No	City's website	16	Out of City Limits
Carole Kendrick	Hemet	Email to City Clerk	21	City Limits
Suzzanne Kozma	No	City's website	Unspecified	Sphere of Influence
Norm Kyriss	Hemet	Email to City Clerk	38	City Limits
DeniAntionette Mazingo	Hemet	Email to City Clerk	9	City Limits
Cami McGargill	Hemet	Email to City Clerk	45	City Limits
Mary Moreland	Hemet	Regular Mail	20	City Limits
Stacie Olson	Hemet	Email to City Clerk	8	City Limits
Hollie Tamez	Hemet	Email to City Clerk	36	City Limits
Lori VanArsdale	Hemet	Email to City Clerk	48	City Limits

* Further, from the list shown above, there are a few individuals who live outside the City of Hemet, such as Mr. William Fitz, a resident of San Jacinto, or are outside of the City limits, but are within the sphere of influence such as Mr. Eric Gosch, and Ms. Suzzanne Kozma.

DISCUSSION:

In alignment with the provisions recited in Ordinance No. 1918, the City Clerk advertised these vacancies on the City's website, solicited applications from various sources, posted these in the City's bulletin board, and referred to applications on file from last year to create a pool of applicants. Applications from potential applicants were received via email, the city's website portal, and through regular mail.

An interview process was conducted, applicants were screened, and subsequently a score was assigned to each candidate. Accordingly, the City Clerk is presenting the results to enable the Council to take appropriate action.

PREVIOUS COUNCIL ACTION:

Approved and Adopted Ordinance No. 1918 on July 26, 2016

FISCAL IMPACT:

There is no fiscal impact associated with these recommendations

ALTERNATIVE(S):

The City Council could delay appointments and continue with a new recruitment.

REVIEWED BY LEGAL:

☒ Staff report ☐ Resolution
☒ Ordinance ☐ Agreement

ATTACHMENT(S):

Text of Ord. No. 1918
Redacted_Apps

ENACTED BY VOTERS NOVEMBER 8, 2016

CITY OF HEMET
Hemet, California
ORDINANCE NO. 1918

AN ORDINANCE OF THE CITY OF HEMET, CALIFORNIA, ADOPTING A GENERAL TRANSACTIONS AND USE TAX, AS ENACTED BY THE CITY OF HEMET VOTERS

WHEREAS, Revenue and Taxation Code section 7285.9 authorizes the governing body of any city (i.e. the City Council) to levy a transactions and use tax for general revenue purposes under Part 1.6 of the Revenue and Taxation Code; and

WHEREAS, Revenue and Taxation Code section 7285.9 requires the City Council to adopt an ordinance proposing to levy a general purpose transactions and use tax by a two-thirds vote of the City Council, and to then submit the ordinance to the voters, who must approve the ordinance by a majority of the voters voting on the measure for it to take effect; and

WHEREAS, the City Council and the People of the City of Hemet desire to adopt a transactions and use tax pursuant to Revenue and Taxation Code section 7285.9 for general revenue purposes; and

WHEREAS, proceeds from this transactions and use tax may be used for any lawful purposes of the City, including but not limited to, police protection and crime suppression services, fire protection and suppression services, 9-1-1 / paramedic services and other general municipal services.

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THE PEOPLE AND THE CITY COUNCIL OF THE CITY OF HEMET DO ORDAIN AS FOLLOWS:

SECTION 1: CITY OF HEMET TRANSACTIONS AND USE TAX

A new Article V (Transactions and Use Tax) is added to Chapter 74 (Taxation) of the Hemet Municipal Code as follows:

"ARTICLE V. – TRANSACTIONS AND USE TAX

Sec. 74-130. – Title.

This article shall be known as the "City of Hemet Transactions and Use Tax Ordinance."

Sec. 74-131. – Purpose and Intent.

In enacting the City of Hemet Transactions and Use Tax Ordinance ("ordinance"), it is the purpose and intent of the People of the City of Hemet to:

A. Impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 7285.9 of Part 1.7 of Division 2 of the Revenue and Taxation Code which may be used for general municipal services and all lawful public purposes of the City.

B. Adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

C. Adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefore that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and

requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

D. Adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this article.

Sec. 74-132. – Transactions Tax Rate.

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated territory of the City, as it exists on the operative date of this article, and in the incorporated territory of the City as it may hereafter be amended through annexation, at the rate of one percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

Sec. 74-133. – Use Tax Rate.

An excise tax is hereby imposed on the storage, use or other consumption in the City of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in the incorporated territory of the City, and in the incorporated territory of the City as it may hereafter be amended through annexation, at the rate of one percent of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Sec. 74-134. – Independent Annual Audit.

The proceeds resulting from the transactions and use tax imposed by this article shall be deposited into the City's general fund and shall be subject to the same independent annual audit requirements as other general fund revenue. The independent auditor's report, which shall include an accounting of the revenues received and expenditures made from the transactions and use tax, will be presented annually to the citizen oversight committee, the City Council and made available for public review.

Sec. 74-135. – Operative Date.

"Operative Date" shall mean the first day of the first calendar quarter commencing more than 110 days after the adoption of the City of Hemet Transactions and Use Tax Ordinance.

Sec. 74-136. – Termination.

The transactions and use tax levied by this article shall commence on the operative date and shall continue for a period of ten (10) years thereafter unless extended by the necessary vote of the registered voters of the City.

Sec. 74-137. – Contract With State.

Prior to the operative date, the City shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this article; provided, that if the City shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Sec. 74-138. – Place Of Sale.

For the purposes of this article, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his or her agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Sec. 74-139. – Adoption Of Provisions Of State Law.

Except as otherwise provided in this article and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this article as though fully set forth herein.

Sec. 74-140. – Limitations On Adoption Of State Law And Collection Of Use Tax.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the state of California is named or referred to as the taxing agency, the name of the City shall be substituted therefor. However, the substitution shall not be made when:

1. The word "state" is used as a part of the title of the state Controller, state Treasurer, State Board of Control, State Board of Equalization, state Treasury, or the Constitution of the state of California.

2. The result of that substitution would require action to be taken by or against the City or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this article.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the state of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the state under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "city" shall be substituted for the word "state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the definition of that phrase in Section 6203.

Sec. 74-141. – Permit Not Required.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this article.

Sec. 74-142. – Exemptions and Exclusions.

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the state of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2. Sales of property to be used outside the City which is shipped to a point outside the City, pursuant to the contract of sale, by delivery to such point by the retailer or his or her agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the City shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Article 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of

the Vehicle Code by registration to an out-of-city address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-city and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of the ordinance codified in this article.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of the ordinance codified in this article.

5. For the purposes of subsections (B)(3) and (B)(4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this article, the storage, use or other consumption in the City of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the

use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the state of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of the ordinance codified in this article.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of the ordinance codified in this article.

5. For the purposes of subsections (C)(3) and (C)(4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subsection (C)(7), a retailer engaged in business in the City shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the City or participates within the City in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or

indirectly, at a place of business of the retailer in the City or through any representative, agent, canvasser, solicitor, subsidiary, or person in the City under the authority of the retailer.

7. "A retailer engaged in business in the City" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Article 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the City.

D. Any person subject to use tax under this article may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Sec. 74-143. – Amendments.

All amendments subsequent to the effective date of this article to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are consistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this article, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this article.

Sec. 74-144. – Enjoining Collection Forbidden.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the state or the City, or against any officer of the state or the City, to prevent or enjoin the collection under this article, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Sec. 74-145. – Citizen Oversight Committee.

A. A citizens' oversight committee is hereby established to independently review and advise upon the City's expenditure of proceeds generated by the transactions and use tax. The committee shall meet at least twice each calendar year and more frequently if necessary to discharge the responsibilities of the committee. All meetings of the committee shall be held in accordance with provisions of the Ralph M. Brown Act (Cal. Gov. Code Section 54950 et seq.).

1. The committee shall consist of seven (7) members, all whom shall be residents of the City of Hemet, reside within its sphere of influence, or own a business having its primary offices located within the City of Hemet. A majority of committee members shall be residents of the City of Hemet. The City shall initially post and publish notice soliciting applications for persons interested in being members of the committee and shall thereafter repost and republish notice soliciting applications as necessary to fill vacancies on the committee. The City Council shall review all applications for eligibility and at a public meeting interview all eligible applicants and appoint seven (7) eligible applicants to serve as members of the committee. Each member of the committee shall serve for a term of two (2) years and such service shall be at the pleasure of the City Council. Four (4) members of the committee shall constitute a quorum. Members of the committee shall not receive a stipend for their service.

2. The citizens' oversight committee shall annually review and report on (i) the City's proposed and actual expenditure of proceeds generated by the transaction and use tax and (ii) the independent annual audit required under this

article. The committee's report shall be submitted to the City Council for review and discussion at a noticed public meeting of the City Council and shall be made available to the public at least five (5) business days prior to such public meeting.

3. The City shall provide such staff resources as are reasonably necessary to assist the committee with the discharge its duties under this article. The committee shall not have authority to hire or retain its own staff, consultants, or contractors."

SECTION 2: CEQA

The adoption of this ordinance is not a "project" subject to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). CEQA Guideline 15378(b)(4) provides that the creation of government funding mechanisms or other government fiscal activities that do not involve any commitment to a specific project that may result in a potentially significant physical impact on the environment are not projects subject to the requirements of CEQA.

SECTION 3: SEVERABILITY

If any part or provision of this ordinance, or the application of this ordinance to any person or circumstance, is held invalid, the remainder of this ordinance, including the application of such part or provisions to other persons or circumstances, shall not be affected by such a holding and shall continue in full force and effect. To this end, the provisions of this ordinance are severable.

SECTION 4: ELECTION REQUIRED; EFFECTIVE DATE.

This ordinance shall be submitted to the voters at the regular municipal election to be held on November 8, 2016. This ordinance shall not become operative unless and until a majority of the electors voting on the measure vote to approve this ordinance, in which case this ordinance shall go into effect ten (10) days after the date on which the election results are declared by the City Council.

PASSED, APPROVED, AND ADOPTED BY THE PEOPLE OF THE CITY OF HEMET AT THE REGULAR MUNICIPAL ELECTION HELD ON THE 8TH DAY OF NOVEMBER, 2016.

Bonnie Wright, Mayor

ATTEST:

Sarah McComas, City Clerk

APPROVED AS TO FORM:

Eric S. Vail, City Attorney

Ordinance No. 1918 was submitted to the People of the City of Hemet at the November 8, 2016, general election. It was approved by the following vote of the electors:

YES: 15744

NO: 10056

State of California)
County of Riverside)
City of Hemet)

I, Sarah McComas, City Clerk of the City of Hemet, do hereby certify that the foregoing Ordinance was approved for placement on the ballot at the regular meeting of the Hemet City Council on the 26th day of July, 2016, and was passed by the following vote:

AYES: **Council Members Krupa and Youssef, Mayor Pro Tem Raver Mayor Wright**

NOES: **Council Member Milne**

ABSTAIN:

ABSENT:

Sarah McComas, City Clerk

RECEIVED
APR 13 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible.

City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Monica Cary	Home Address
City: Hemet, Ca	Zip: 92543
Name and Address of Business (if applying as business owner)	
Mobile Phone	Home Phone:
Work Phone:	Personal Email Address: ✓
Work Email Address:	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☒ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☒ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 12 years ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

Latino Caucus Organizer in Hemet and San Jacinto Ca (2016-2020)
Woman March Organizer at Hemet Ca (last 2 Years)
MC Permanent Make up (owner) retired

Advisory Body Experience (body and agency):	
Current: Hispanic Democrats of Hemet and San Jacinto, ca	Term: From 2016 to 2020
Previous:	Term: From _____ to _____

4. ADDITIONAL INFORMATION: The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

As a resident and owner of a Mobile Home (lost my house recession 2010) I would like to input my experience and ideas to Rent review Comission. Also as Latina Community Point of view.
As a University level teacher at University Auttonoma of Guadalaja in Mx.(I was teaching Administration) and as avid reader. I know the importance of reading and the impact of this does in our lifes. Giving us the opportunity to open our minds to improve our lifes. We need to organize Books Fairs, invite writers to read and present their books, so many things we need to do to make more interesting to come and use our beautiful Hemet Libray,

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

☒ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☒ Cell Phone ☐ Home Phone ☐ Work Phone
☒ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☒ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: _____ Date: 4/11/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Monica Cary

Hemet CA 92543

Objective:

Seeking an Appointment to Volunteer Commissions /Board/Committees that will allow me to utilize my knowledge and experience as well as provide an opportunity to help and improve my community.

1.- Mobile Home Rent Review Commission.

2.- Library Board

Education:

University Autonoma of Guadalajara
Bachelor, Business Administration
Mexico

Work Experience:

Manager and Office Duties
Renting various Units
Training New employees
Recording Inventory
Processing Sales Orders
Planning Marketing Strategies
Bilingual- Spanish and English

Work History :

Latino Caucus Organizer
Hemet and San Jacinto, Ca
Feb 2020 to March 2020

MC Permanent Make up Owner
and Artist Riverside Ca. 2005 – 2018

Riverside County Registrar Of Voters
Temporary Election Assistant
Election 2018

Lexco-Corporation
CEO Assistant
Montclair, Ca 2003-2005

Anza Management
Assistant Manager
1999 -2003

Monica Cary

Hemet, Ca 92543

Work History Mexico:
Language Department Manager
University Autonoma de Guadalajara
1987-1989

Introduction To Administration Class Level 1
Professor
University Autonoma of Guadalajara
Mexico 1987-1989

Jorge Gleason Co.
Public Relations and Publicity Campaigns
Mexico 1990-1994

Gustavo Alatriste Enterprises
Ceo Assistant and
Public Relations
Mexico 1993-1995

Volunteer USA:

2016 Election
Registration and
Phone Banking
Hemet and San
Jacinto, Ca

2018 Election Campaign
Registration and Phone Banking
Hemet and San Jacinto

Women's March 2019
Organizer Hemet and
San Jacinto, Ca

Women's March 2020
Organizer Hemet and
San Jacinto, Ca

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JUL 13 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible.

City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Tammy K. Chennault	Home Address [redacted] urt
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone: (951) [redacted]	Home Phone:
Work Phone: (951) [redacted]	Personal Email Address: [redacted] m
Work Email Address: [redacted]	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☒ **Library Board** #2
☒ #1 **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 6 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

Kappa Delta Sorority, CSU San Bernardino (1994-1996) - Chapter Historian, Philanthropy Chair, Alumnae Relations
Inland Empire Alumnae Association of Kappa Delta Sorority (1996-1999) - President
Kappa Delta Sorority Southern California Council (1996-2000) - Inland Empire Representative
Substitute Teacher, Val Verde USD (1996-1997)
Public School Teacher, Val Verde USD (1997-present)
**See Attached*

Advisory Body Experience (body and agency):	
Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

I believe in the importance of Measure U to bolster the financing to support Hemet's police and fire departments, and I am one of the citizens who voted in favor of the measure. I strongly believe that the Measure U Citizen Oversight Committee has a responsibility to the public as well as to the police and fire departments to ensure that the funds deposited in the Measure U account are used appropriately, and that the decisions of the committee are transparent to the general public. I would like the opportunity to be a part of this committee so that I can become more involved in improving the safety of our community. **See Attached**

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

☐ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☐ Cell Phone ☐ Home Phone ☐ Work Phone
☐ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☒ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: _____ Date: 7/13/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Relevant Experience (continued)

History-Social Science Department Chair, Lakeside Middle School, Val Verde USD (2011-2015, 2018-present)
AVID Coordinator, Lakeside Middle School, Val Verde USD (2012-present)
Val Verde Teachers Association, Site Representative (2012-present)
March of Dimes Coordinator, Lakeside Middle School, Val Verde USD (2015-2018)
Cal Fire's Spark of Love Toy Drive, Co-coordinator for Lakeside Middle School (2018-present)

Additional Information (continued)

In cities, such as Hemet, the public library plays a critical role in not just providing information but access to information to citizens of all ages who reside in the city and in it's sphere of influence. I believe that the Hemet Public Library is in need of individuals with a vision for change to help guide the operations and services to meet the needs of our citizens in the 21st Century. As a teacher, I have witnessed the constantly evolving services that libraries provide and have given input to help the libraries meet their needs. I would like the opportunity to be part of the Hemet Public Library Board of Trustees so that I can provide advice based on my personal and professional experiences to help guide decisions that affect the citizens of Hemet.

Incumbent

RECEIVED
DEC 14 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible.

City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION: "DICK CLARK"	
Name: GEORGE DICKSON CLARK IV	Home Address:
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner) N/A	
Mobile Phone:	Home Phone: N/A
Work Phone: N/A	Personal Email Address:
Work Email Address: N/A	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 3 ½ ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Please see attached

Advisory Body Experience (body and agency):	
Current: Measure U - Hemet	Term: From 2019 to Present
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Please see attached.

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

☒ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

- ☐ Cell Phone
- ☒ Personal Email address only
- ☐ Home Phone
- ☐ Business Email address
- ☐ Work Phone

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: [signature] Date: 12-7-2020

For Office Use Only
Assigned to Commission/Committee/Board:

- ☐ Planning Commission
- ☐ Infrastructure Commission
- ☐ Mobile Home Rent Review Commission
- ☐ Library Board
- ☐ Measure U Committee
- ☐ Evidence of Hemet Resident
- ☐ Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

City of Hemet Measure Application

Relevant Experience:

I am a retired Humboldt County Sheriff Deputy with 24+ years experience in law enforcement. My experience includes a city police department, juvenile & adult probation and Sheriff Deputy.

My firefighting experience began in my third grade and continued through the end of college. My family were members of two volunteer fire departments, and I was a wildland fire fighter for 6 seasons.

I possess a well-rounded appreciation and experience for life as a Police Officer and Fire Fighter.

I am a current member of the Measure U Committee.

Community Organizations and Education:

B.S. Range Management Humboldt State University

Native American Studies – 10 units shy of a B.A.

Past member of:

- Eureka OldTown Public Restroom Design Committee
- Eureka Downtown Merchants Association
- Eureka Police Officers Association
- Humboldt County Sheriff Officers Association
- PORAC
- Knights of Pythias Lincoln Lodge
- Society of Range Management

Current member:

- Hemet Measure U Oversight Committee
- Friends of San Jacinto Cemetery – Board Member

Political Activities:

Assisted in: 3 – District Attorney candidate campaigns

2 – Sheriff candidate campaigns

1 – Superior Court Judge campaigns

2 – Tax measures like Measure U

Ties to Community and Future Plans:

Following the passing of my father-in-law Richard "Dick" Howard in December 2016, my wife inherited his house and we moved back home. Connie was born in Hemet, her mother taught school at Little Lake Elementary School and her ancestors started the Howard Rose Company in Hemet in 1908 – a successful business here for many years. Her father retired from EMWD in upper management and was a member of local service clubs and clubs. Since we moved to Hemet, Connie and I have and continue to remodel our home adding many dollar$ into our local economy. We are semi-retired and plan to make this our forever home.

Connie and I have always believed in giving back to our community via organization memberships, church, school activities and coaching softball in the past. In 2019, I learned there were openings on the Measure U Committee, and I knew I would be a good fit. I applied and was happily appointed.

My whole career has been based on trustfulness first. I believe there is no room for bias or "shady dealings" especially when the public's money and trust is involved. If I do not understand an issue, I ask questions and many times pointed questions. If I do not agree with a proposal, I voice my concern and why, plus give opinions on how I would rather see the issue handled.

My concerns for our Police and Fire Personnel mirror my daily goal from my career. I want to see them do their job then safely return home to their families every day. Safety is #1 !!!! I will strive to support them in obtaining the best equipment, training and coworkers that can be afforded.

Soon, we have our work cut out for us in getting Measure U passed by the voters again. I will work on that campaign.

A Toast to Our City!!!!!!

Daryl Betancur

RECEIVED
Feb 17 2021
City Clerk's Office
City of Hemet

From: noreply@civicplus.com
Sent: Tuesday, February 16, 2021 5:52 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
The Library Board consists of five members appointed by the City Council for three year terms. It meets on the 3rd Friday of each month at 10:00 a.m. Responsibilities are statutory and include setting policy on the operation and services of the Library. The Board advises the City Council on the budgetary needs of the Library, its services, and other related matters.

Infrastructure Commission - 2 Year Term
Established by Ordinance No. 1958, this commission is intended to periodically review and provide comments regarding public facilities and works of improvement that are planned by the City, including without limitation, City parks, open space and other recreational or community facilities and City capital improvement. The commission shall have its regular meeting on the last Monday of every other month on odd months at 4:00 p.m. The commission shall consist of five (5) voting members appointed by the City Council.

Measure U Citizen Oversight Committee - 2 Year Term
In accordance with Hemet City Ordinance No. 1918, the Measure U Citizen Oversight Committee consists of 7 members appointed by the city council to serve two (2) year terms. The purpose of the committee is to independently review and advise upon the City's proposed expenditures of Measure U Funds as well as the actual expenditures of Measure U Funds and review of the annual audit conducted of Measure U Funds as required by the Ordinance. The Committee is advisory only and reports its comments directly to the City Council. Eligible community members must reside within the city limits or the sphere of influence or own a business having its primary offices located within the city limits. A majority (4 or more) of the committee members shall be residents of the City of Hemet.

Mobile Home Rent Review Commission - 3 Year Term
Established by Ordinance No. 772, an initiative of the voters of the City of Hemet, this Commission meets by request only and with duties as outlined in the Hemet Municipal Code. It consists of five members appointed by the City Council to 3 year terms. The Commission shall be made up of one mobile home park owner, one mobile home park tenant and three "at large" residents who do not live in mobile home parks.

Planning Commission - 2 Year Term
Created in accordance with the provisions of the State Planning Act, the

Commission consists of five members appointed by the City Council to serve two year terms. The Commission meets on the first and third Tuesdays of the month at 6:00 p.m.

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	Sara
Last Name	Cortes de Pavon
Address1	
Address2	*Field not completed.*
City	Hemet
State	California
Zip	92543
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	Resume- S. Cortes de Pavon.pdf
Are you a City Resident?	Yes
Yes, number of years:	6 years
List Relevant Experience (employment, community organizations, etc.):	Grants Manager, City of Perris - Perris, California. 8/2015 to Current Administrative, professional, and fiscal leadership, including

	developing, implementing, and administering grants and programs for community and social services activities and infrastructure projects.
Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	For the past 13 years I have administered the federally funded Community Development Block Grant program. This program uses HUD funding to provide administrative, public service, and infrastructure programming to low and moderate-income residents of the city of Perris. Throughout this time I have managed over $8 million in federal funds, prepared fiscal reports, developed and managed budgets, and directed expenditures for these programs. Additionally, I routinely review sub-recipient audit reports to determine organizational fiscal capacity.

Read Carefully - Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason. I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

A.1	If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide link
A.2	Cell Phone, Personal Email
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad

Date of Submission	2/16/2021 5:51 PM
Applicants Signature	Sara Cortes de Pavon

Email not displaying correctly? View it in your browser.

RECEIVED
DEC 28 2020
City Clerk's Office
City of Hemet

City of Hemet

City Clerk's Office

445 E. Florida Ave

Hemet, CA 92543

12-23-2020

RE : Application for Measure U Citizen Oversight Committee

Good afternoon,

Please find attached my application for this committee. As a longtime Hemet business owner, I feel I can assist in this important task. If there is an interview process, please feel free to contact me.

Sincerely,

Mark D. Fredricksen

voice mail

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Mark D. Fredricksen	Home Address:
City: Hemet	Zip: 92545
Name and Address of Business (if applying as business owner)	
Mobile Phone:	Home Phone: None
Work Phone: 9	Personal Email Address:
Work Email Address: mark.fredricksen@hubinternational.com	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 3 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Business owner, property owner and employer in the city for over 30 years. Director of The Bank Of Hemet, Past President Hemet -San Jacinto Exchange Club, Director Hemet - San Jacinto Action Group, President Hemet Hospice Volunteers Advisory Board, Advisory Board Member CASA.

Advisory Body Experience (body and agency):	
Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

The passage of Measure U was an important event for our community. The successful prudent use of the funds is vital if we are to see positive results for our community. Also, if we are to go to the voters for additional funds in the future, our stewardship of these funds has to be completed in a manner that will take the detailed review we should expect will be coming from the community.

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

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☐ Cell Phone
☐ Personal Email address
☐ Home Phone
☒ Business Email address
☒ Work Phone

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: _____ Date: 12/22/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission
☐ Infrastructure Commission
☐ Mobile Home Rent Review Commission
☐ Library Board
☐ Measure U Committee
☐ Evidence of Hemet Resident
☐ Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

PROUD SUPPORTER

City of Hope.

Mr. Mark Fredricksen

SN BERNARDINO CA 923

24 DEC 2020 PM 5 L

21.C

City of Hemet
City Clerk's Office
445 E. Florida Ave
Hemet CA 92543

92543-426599

INCUMBENT

RECEIVED
By Clay James at 11:32 am, Dec 15, 2020

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:

Name: ERIC GOSCH	Home Address: D
City: HEMET CA	Zip: 92544
Name and Address of Business (if applying as business owner) GOSCH AUTO GROUP 150 CAMPUS DR HEMET CA 92545	
Mobile Phone: 951-	Home Phone:
Work Phone: 951	Personal Email Address:
Work Email Address: .com	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

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☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☐ Yes, # of years _____ ☒ No, are you a resident of the Sphere of Influence? ☒ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

Business owner for 56 years in Valley.
Measure U supporter and Committee member since formation in 2017

Advisory Body Experience (body and agency):	
Current: U	Term: From 2017 to Present
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Very Involved in Measure E & U passage. I want to see Measure U implemented as intended, for the benefit of our city.

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

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OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: _____ Date: 12/15/20

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission
☐ Infrastructure Commission
☐ Mobile Home Rent Review Commission
☐ Library Board
☐ Measure U Committee
☐ Evidence of Hemet Resident
☐ Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

Incumbent

RECEIVED
DEC 15 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:

Name: Diane Graff	Home Address: [redacted] St.
City: Hemet	Zip: 92545
Name and Address of Business (if applying as business owner) N/A	
Mobile Phone: 951- [redacted]	Home Phone: [redacted] 41
Work Phone: N/A	Personal Email Address: [redacted]
Work Email Address: —	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

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Are you a City resident? ☒ Yes, # of years 19 ☐ No, are you a resident of the Sphere of influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Please see attached.

Advisory Body Experience (body and agency):

Current: Measure U Oversight Comm	Term: From 2019 to 2021
Previous: —	Term: From ____ to ____

DIANE GUTORMSON GRAFF

December 7, 2020

Attn: City of Hemet City Clerk

Re: Application for membership on Measure U Oversight Committee 2021

The following is an outline of my qualifications for this position:

1. Current member of Measure U Oversight Committee since 2019
2. Current Treasurer of Seven Hills Ladies Golf Club
3. Current President of John R. Williams Memorial Scholarship Fund
4. Current member of Finance Committee of Community Christian Church
5. Former Treasurer and VP of Hemet Kiwanis Club
6. Retired from banking in 2009 after a 30 year career. Moved to Hemet, CA in 1990 to assist in founding Valley Merchants Bank. I formed the Loan Department and became Senior VP/Credit Administrator for 10 years. In 2000 the bank was sold and I became the Regional VP/Branch Manager for Business Bank of California. In 2001 I accepted a position as Senior VP/Senior Lender of Inland Empire National Bank in Riverside and in 2005 I accepted an offer to be Senior VP/Senior Lender of Palm Desert National Bank until my retirement in 2009.
7. My Banking career responsibilities included analyzing financial statements of business and individual clients, structuring commercial real estate loans and lines of credit, approving loans, managing loan staff, completing reports for Bank loan committee and assisting in preparation of bank budgets each year.

I have been honored to be a member of the City of Hemet's Measure U Oversight Committee over the past two years. There is always a learning curve, but I am fortunate to have had many years of analyzing [illegible] responsibilities of this committee. I would like the City Council to consider appointing me to the Measure U Oversight Committee again for the 2021-2023 years.

Diane Graff

Incumbent

RECEIVED
DEC 21 2020
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Suzzanne Kozma	Home Address
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone	Home Phone
Work Phone: N/A	Personal Email Address:
Work Email Address: N/A	

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3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☐ Yes, # of years _____ ☒ No, are you a resident of the Sphere of Influence? ☒ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): *(Attach pages if desired)*

35+ years of public sector employment, including 26 years at Hemet Police Department where I was responsible for budget preparation and oversight, grants; recruitment and selection of both safety and non-safety personnel; As Human Recources Director, worked closely with Fire Departments on matters of recruitment & selection and other matters. Active member of the Measure U Citizens Oversight Committee since 2017 (currently serving as Vice Chair). Previously served on the Hemet Library Board of Trustees for 4 years. Master of Science Degree in Human Resource Management; Bachelor of Science Degree in Business Administration. Active in 412 Church, including involvement with projects for My City Youth and Calicinto Ranch.
Previous member of Salvation Army Board and Soroptimist International.
Resume attached.

Advisory Body Experience (body and agency):	
Current: Measure U Citizens Oversight Committee	Term: From 2017 to 2021
Previous: Library Board of Trustees	Term: From 2006 to 2010

4. ADDITIONAL INFORMATION: The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

I have a genuine interest in representing the citizens, as well as visitors, of the City who contribute towards the 1% measure U transactions and use tax for the enhancement for public safety services. So much has already been accomplished by the Police and Fire Departments, but there is more to be done to make Hemet an even safer place to live, visit and shop. During these unprecedented times, difficult decisions must be made and priorities may have to be altered. I believe my experience and education have prepared me to analyze and make recommendations relative to the ever changing budget situation. I understand that this is an advisory board and not a legislative body. I have not missed one Measure meeting during my almost 4 years of serving on the Committee and until recently, I attended most City Council meetings during which Measure U and/or budgets were discussed. I still watch those council meetings live in order to stay informed. Thank you for your consideration.

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

☒ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☒ Cell Phone ☐ Home Phone ☐ Work Phone
☒ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Suzzanne Kozma Date: 12/21/2020 12-21-2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of Influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Suzzanne Kozma

Hemet, CA 92544

December 21, 2020

Honorable Mayor Meyer and Members of the City Council
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543

Dear Mayor and Council Members:

I am pleased to submit my application for reappointment to the City's Measure "U" Citizen Oversight Committee. I have served on the Measure "U" committee since February 2017 and I am currently serving as Vice Chair of the Committee. I take the role seriously and I have attended every Measure "U" oversight committee meeting since being appointed and have actively participated. In addition, until recently, I attended a majority of the Council meetings in person when items related to the City's budget and/or updates from the Police and/or Fire Department were on the Council's agenda. I make every effort to stay current on these matters and I understand that the City is going through challenging and unprecedented times.

I sincerely believe that the funds generated from Measure "U" have made a positive impact on the quality of life in the City of Hemet. These funds have allowed both Police and Fire Departments to increase their staffing levels and put "more boots on the streets" as the residents desire.

I feel that the combination of my experience on the Measure "U" oversight committee, my employment background and my formal education would continue to be an asset to the committee and to the citizens. I have outlined my professional and educational background on my enclosed resume. Thank you for your time and your consideration and I would be honored to be reappointed to the Measure "U" Oversight Committee.

Sincerely,

Suzzanne Kozma

Suzzanne Kozma

Suzzanne Kozma

Hemet, California 92544

Objective

To be reappointed to the City of Hemet's Measure "U" Citizens Oversight Committee (currently serving as Vice Chair)

Education

DEGREES | SCHOOL

- **Master's of Science, Human Resources Management & Development**, Chapman University
- **Bachelor's of Science, Business Administration**, Chapman University
- Professional Certificate (2 yr.), Personnel Management & Employee Relations, UC/Riverside

Relevant Experience & Accomplishments

FISCAL MANAGEMENT AND CONTROL

- Planned, organized, prepared and administered $7.6 million budget with full signature control (Hemet
- Police Department)
- Accurately forecasted short and long term financial needs
- Prepared and submitted successful State and Federal grant applications; served as grant administrator, worked closely with the City's Finance Department

HUMAN RESOURCES ADMINISTRATION

- Successfully managed and administered human resources programs, functions and activities for a city of 350 plus employees, including public safety departments (Police and Fire)
- Planned and conducted employee recruitment and selection processes; developed and participated in assessment centers
- Served as chief negotiator and as a member of employer's labor negotiations teams; attended and made presentations in Council Closed Sessions
- Conducted confidential administrative investigations and prepared findings

Job Title/Organization/Dates

- **Human Resources Consultant, City of Big Bear Lake** **2018**
  - Served as City's chief negotiator, resulting in a three-year agreement

- **Consultant, City of Big Bear Lake** **1/2015-7/2015**
  - Assisted City staff in the City Clerk/City Manager's Office
  - Researched matters related to City Council compensation
  - Conducted labor negotiations resulting in a three-year agreement

Suzzanne Kozma

JOB TITLE/ORGANIZATION/DATES (Continued)

- **Human Resources Consultant/Human Resources Director, City of Big Bear Lake/ 2006-14**
  - Organized, directed and participated in all phases of the City's Human Resources/Risk Management Department, including recruitment and selection, classification, compensation and benefits; labor and employee relations, training and general liability claims
  - Worked closely with Fire Chief and staff and General Manager of DWP
  - Represented the City in matters of concern to unions; served as Chief Negotiator during "meet and confer" sessions
  - Conducted city-wide reorganization studies and made recommendations to the City Manager

- **Human Resources Director, City of Hemet** **1999-2005**
  - Managed the administration and operations of the Human Resources Department, including recruitment and selection, discipline, classification, compensation, labor and employee relations, benefits
  - Prepared and administered the department's budget
  - Recommended hiring, recognition and disciplinary actions
  - Served on City's labor negotiations team; conducted salary/benefit surveys, drafted proposals; prepared proposed MOU's (Memorandums of Understanding)

- **Assistant to the City Manager, City of Hemet** **1999**
  - Performed advanced staff work, assisted the City Manager, Mayor and Council members with various matters, including eminent domain and business relocations
  - Planned and conducted Assessment Centers, including Library Director and Community Development Director
  - Tracked pending legislation; attended legislative briefings; prepared letters in support and in opposition of state and federal legislation

- **Administrative Analyst, City of Hemet** **1991-1999**
  - Planned, coordinated and conducted recruitment and selection processes for safety and non-safety police personnel
  - Prepared and administered police budget with full signature control; applied for and administered state and federal grants
  - Managed police volunteer program
  - Served as Department Training Officer and Public Information Officer (PIO)

Daryl Betancur

From: noreply@civicplus.com
Sent: Friday, February 5, 2021 12:04 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
The Library Board consists of five members appointed by the City Council for three year terms. It meets on the 3rd Friday of each month at 10:00 a.m. Responsibilities are statutory and include setting policy on the operation and services of the Library. The Board advises the City Council on the budgetary needs of the Library, its services, and other related matters.

Infrastructure Commission - 2 Year Term
Established by Ordinance No. 1958, this commission is intended to periodically review and provide comments regarding public facilities and works of improvement that are planned by the City, including without limitation, City parks, open space and other recreational or community facilities and City capital improvement. The commission shall have its regular meeting on the last Monday of every other month on odd months at 4:00 p.m. The commission shall consist of five (5) voting members appointed by the City Council.

Measure U Citizen Oversight Committee - 2 Year Term
In accordance with Hemet City Ordinance No. 1918, the Measure U Citizen Oversight Committee consists of 7 members appointed by the city council to serve two (2) year terms. The purpose of the committee is to independently review and advise upon the City's proposed expenditures of Measure U Funds as well as the actual expenditures of Measure U Funds and review of the annual audit conducted of Measure U Funds as required by the Ordinance. The Committee is advisory only and reports its comments directly to the City Council. Eligible community members must reside within the city limits or the sphere of influence or own a business having its primary offices located within the city limits. A majority (4 or more) of the committee members shall be residents of the City of Hemet.

Mobile Home Rent Review Commission - 3 Year Term
Established by Ordinance No. 772, an initiative of the voters of the City of Hemet, this Commission meets by request only and with duties as outlined in the Hemet Municipal Code. It consists of five members appointed by the City Council to 3 year terms. The Commission shall be made up of one mobile home park owner, one mobile home park tenant and three "at large" residents who do not live in mobile home parks.

Planning Commission - 2 Year Term
Created in accordance with the provisions of the State Planning Act, the

Commission consists of five members appointed by the City Council to serve two year terms. The Commission meets on the first and third Tuesdays of the month at 6:00 p.m.

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	Antoine
Last Name	Jarvis
Address1	
Address2	
City	Hemet
State	Ca
Zip	92543
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	3
List Relevant Experience (employment, community organizations, etc.):	*Field not completed.*

Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	*Field not completed.*

Read Carefully - Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason. I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

A.1	If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide link
A.2	Cell Phone, Personal Email
B.	*Field not completed.*
Date of Submission	2/5/2021 11:30 AM
Applicants Signature	Antoine Jarvis

Email not displaying correctly? View it in your browser.

Daryl Betancur

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

From: noreply@civicplus.com
Sent: Friday, January 15, 2021 11:24 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
The Library Board consists of five members appointed by the City Council for three year terms. It meets on the 3rd Friday of each month at 10:00 a.m. Responsibilities are statutory and include setting policy on the operation and services of the Library. The Board advises the City Council on the budgetary needs of the Library, its services, and other related matters.

Infrastructure Commission - 2 Year Term
Established by Ordinance No. 1958, this commission is intended to periodically review and provide comments regarding public facilities and works of improvement that are planned by the City, including without limitation, City parks, open space and other recreational or community facilities and City capital improvement. The commission shall have its regular meeting on the last Monday of every other month on odd months at 4:00 p.m. The commission shall consist of five (5) voting members appointed by the City Council.

Measure U Citizen Oversight Committee - 2 Year Term
In accordance with Hemet City Ordinance No. 1918, the Measure U Citizen Oversight Committee consists of 7 members appointed by the city council to serve two (2) year terms. The purpose of the committee is to independently review and advise upon the City's proposed expenditures of Measure U Funds as well as the actual expenditures of Measure U Funds and review of the annual audit conducted of Measure U Funds as required by the Ordinance. The Committee is advisory only and reports its comments directly to the City Council. Eligible community members must reside within the city limits or the sphere of influence or own a business having its primary offices located within the city limits. A majority (4 or more) of the committee members shall be residents of the City of Hemet.

Mobile Home Rent Review Commission - 3 Year Term
Established by Ordinance No. 772, an initiative of the voters of the City of Hemet, this Commission meets by request only and with duties as outlined in the Hemet Municipal Code. It consists of five members appointed by the City Council to 3 year terms. The Commission shall be made up of one mobile home park owner, one mobile home park tenant and three "at large" residents who do not live in mobile home parks.

Planning Commission - 2 Year Term
Created in accordance with the provisions of the State Planning Act, the

Commission consists of five members appointed by the City Council to serve two year terms. The Commission meets on the first and third Tuesdays of the month at 6:00 p.m.

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	William
Last Name	Fitz
Address1	
Address2	*Field not completed.*
City	San jacinto
State	Ca
Zip	92583
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	Williamlfitz@yahoo.com
Mobile or Home Phone Number	
Applying For (Mark One or More):	Planning Commission, Measure U Citizen Oversight Committee, Infrastructure Commission
Qualifications	inbound8962660111186564693.pdf
Are you a City Resident?	Yes
Yes, number of years:	16
List Relevant Experience (employment, community organizations, etc.):	Was the tax preparer in latino American tax services in hemet, CA. A Registered Dental Assistant in Hemet Dental. I have a community organization what redemption studios in San

	Jacinto. Were we teach free music lessons. And produce and record film and music and media. And volunteer with helping the homeless. Etc.
Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	Measure U Citizen Oversight. Infrastructure Commission. Planning Commission. Advisory body board members. Are position I would love to volunteer. in committing in serving my community. And improving the well being of businesses and people serving this town. I have been volunteering most of my time on cleaning the city from graffiti and trash. Abd advising plans on creating opportunities in helping the homeless with mental illness programs. Suggested and a voice of creating safety on our community. And helping the youth with activities through music and as a youth leader at the 412 church as well. And creating film projects to showcase our work in these fields.

Read Carefully - Complete Section A or B then SIGN

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A.2	Cell Phone, Personal Email
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad

Date of Submission	1/15/2021 11:30 PM
Applicants Signature	William Fitz

Email not displaying correctly? View it in your browser.

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Daryl Betancur

From: noreply@civicplus.com
Sent: Saturday, January 23, 2021 12:26 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
The Library Board consists of five members appointed by the City Council for three year terms. It meets on the 3rd Friday of each month at 10:00 a.m. Responsibilities are statutory and include setting policy on the operation and services of the Library. The Board advises the City Council on the budgetary needs of the Library, its services, and other related matters.

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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	Carole
Last Name	Kendrick
Address1	
Address2	*Field not completed.*
City	Hemet
State	Ca
Zip	92544
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	[redacted]
Mobile or Home Phone Number	
Applying For (Mark One or More):	Planning Commission, Measure U Citizen Oversight Committee, Mobile Home Rent Review Commission, Hemet Public Library Board of Trustees, Infrastructure Commission
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	21

List Relevant Experience (employment, community organizations, etc.):	I have been working in local government for over 22 years with the County of Riverside, City of Hemet and currently the City of Beaumont in different capacities within their planning departments. I have held positions from office assistant, land use technician, assistant planner, associate planner and currently senior planner. I am not associated with an community organization but have done some volunteer with Habitat for Humanity in the past.
Advisory Body Experience (body and agency)	City of Hemet, Infrastructure Commission Chairman, 2020 to current.
Additional Information:	I have been working in local government for over 20 years with the County of Riverside, City of Hemet and currently the City of Beaumont in different capacities within their planning departments. I have held positions from office assistant, land use technician, assistant planner, associate planner and currently senior planner. I am not associated with an community organization but have done some volunteer with Habitat for Humanity in the past.

Read Carefully - Complete Section A or B then SIGN

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A.1	*Field not completed.*
A.2	*Field not completed.*
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad

Date of Submission	1/23/2021 12:00 PM
Applicants Signature	Carole Lynn Kendrick

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RECEIVED
JAN 16 2021
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Norm Kyriss	Home Address:
City: Hemet	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone:	Home Phone:
Work Phone:	Personal Email Address:
Work Email Address:	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☒ **Planning Commission** 1	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee** 2	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 38 yrs ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

For the past 29 years, I have sold real estate in Hemet and the surrounding areas. Representing mostly home-owners, I have worked with investors, developers, and builders as well. The growth of Hemet has always been a topic of conversation. This will help my understanding how Hemet should grow in the future.
I am currently serving as a Director, & chairman of the Legislative committee for SRCAR, Director for Ramona Bowl Amphitheatre, and Director for Grandfathers for Golf. In 2012, I was selected to serve on the ROCS committee advising the Hemet City Council.
I was a Director for Hemet San Jacinto Habitat for Humanity when we built the six home development on Latham in between Tahquitz and Downen, this was my 1st experience with developing and building in Hemet.

Advisory Body Experience (body and agency): N/A	
Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

5. SIGNATURE: *READ CAREFULLY* – Complete Section A or B then SIGN

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[X] **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

[X] Cell Phone
[ ] Personal Email address
[ ] Home Phone
[X] Business Email address
[ ] Work Phone

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

[ ] **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Norm Kyriss Date: 12/31/2020

For Office Use Only
Assigned to Commission/Committee/Board:
[ ] Planning Commission
[ ] Infrastructure Commission
[ ] Mobile Home Rent Review Commission
[ ] Library Board
[ ] Measure U Committee
[ ] Evidence of Hemet Resident
[ ] Evidence Sphere of influence)

Staff Initials: _____
Expiration of Term: _____

Daryl Betancur

From: Norm Kyriss <NormKyriss@hotmail.com>
Sent: Thursday, December 31, 2020 4:47 PM
To: City Clerk Staff
Subject: Citizen Advisory
Attachments: 2021 Hemet Citizens Application.pdf

Warning: This email originated from outside the City of Hemet. Think before you click!

attached is the application....Happy New Year....

What is my Home worth, click here to find out.

Sincerely,



Norm Kyriss, Realtor
Century 21 McDaniel & Associates
3980 W Florida Ave #100, Hemet CA 92545
2433 E Florida Ave, Hemet CA 92544
www.normkyriss.com
(951) 202-9754 call/text - DRE# 01108986
Member NAR nar.realtor
Member-CA Association of Realtors car.org
Member/Director-SRCAR srcar.org
Volunteer/Director-Ramona Bowl ramonabowl.com/
Member-Hemet Masonic Lodge hemetmasons.com
Member-Chamber of Commerce hemetsanjacintochamber.com
Member-Elks Lodge elks.org/lodges/home.cfm?LodgeNumber=1740
Member-FOE Eagles www.foe.com
Volunteer/Director-Grandfathers for Golf grandfathersforgolf.org
Volunteer-Habitat for Humanity hemetsanjacintohfh.org

Daryl Betancur

From: DeniAntionette Mazingo
Sent: Thursday, February 25, 2021 11:35 AM
To: Daryl Betancur; DeniAntionette Mazingo Esq
Subject: Fwd: Online Form Submittal: Advisory Body Application

Warning: This email originated from outside the City of Hemet. Think before you click!

Please find a message sent to me from Hemet City. Advisor Form Submitted

Blessings and Stay Safe,

I am as always, gratefully yours,

DeniAntionette Mazingo, Esq.

---------- Forwarded message ---------
From: <noreply@civicplus.com>
Date: Thu, Feb 25, 2021 at 11:27 AM
Subject: Online Form Submittal: Advisory Body Application
To: <

Advisory Body Application

Hemet Public Library Board of Trustees - 3 Year Term
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Measure U Citizen Oversight Committee - 2 Year Term
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and reports its comments directly to the City Council. Eligible community members must reside within the city limits or the sphere of influence or own a business having its primary offices located within the city limits. A majority (4 or more) of the committee members shall be residents of the City of Hemet.

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Application for Appointment to Volunteer Commissions/Boards/Committees

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First Name	DeniAntionette
Last Name	Mazingo
Address1	[redacted]
Address2	
City	Hemet
State	CA
Zip	92544
Name and Address of Business (if applying as a business owner)	Riverside County District 3
Personal Email Address	

Mobile or Home Phone Number	
Applying For (Mark One or More):	Planning Commission, Measure U Citizen Oversight Committee
Qualifications	Latest Bio (1) (1) (2).docx
Are you a City Resident?	Yes
Yes, number of years:	9
List Relevant Experience (employment, community organizations, etc.):	Please see bio
Advisory Body Experience (body and agency)	Commissioner for Women D\Riverside County District 3, MY 2013 - December 2019
Additional Information:	Refer to Bio

Read Carefully - Complete Section A or B then SIGN

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A.1	If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide link
A.2	Business Email Address
B.	*Field not completed.*
Date of Submission	2/25/2021 11:30 AM

Applicants Signature DeniAntionette Mazingo



Since moving to Hemet, DeniAntionette Mazingo, has made countless contributions to the community, focusing on improving the lives of those less fortunate.

As Third District Commissioner for Women, Deni established a program to educate young people about the dangers of human trafficking.

She is an active member of Soroptimist International, living out the organization's mission aiding women and girls, and developing programs leading to social and economic empowerment, by:

- chairing several fundraisers
- providing educational grants and scholarships and
- working to host an annual Soroptimist Girl Power Conference for sixth and seventh grade girls
- providing them opportunities to succeed.

Deni tirelessly petitioned the Hemet Valley Medical Center Board to resume operating the Rape Crisis Center, which 'reopened in May of 2015'.

She is National Immediate Past President of Las Amigas Incorporated, whose mission is to enhance the quality of life and promote the general improvement within their communities. They accomplish this through educational programs, by providing non-perishable food items for those children who do not have access to nourishing food during the weekends, and by raising funds for scholarships and assist in raising funds for the Children's Defense Fund.

DeniAntionette is also a member of Rotary International, assisting folks throughout the world.

As President of Ladies of Charity for San Bernardino Diocese, she initiated the street ministry to serve the homeless by providing meals, clothing and referrals to assist them getting off of the streets and living in their cars.

Deni a lifetime member of The National Council of Negro Women, she is involved in pushing forth the rights of the people of color on all levels.

She is a member of the Hemet Woman's Club that is a California Federation whose Missions is to unite **women** of diversified backgrounds to work together for the benefit of our valley through a variety of programs, partnering with other non-profit community service-based organizations.

It's no wonder Deni was named 'The Woman of The Year' by CA Senator Mike Morrell in 2016 after seeing all the Advocacy Work, she does on a daily basis!

Deni was a practicing attorney (16+ years) in the Nation's Capital and now provides pro bono services to individuals unable to afford needed help.

Deni will tell you that she strives to put her faith first through earnest prayer.

Daryl Betancur

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

From: noreply@civicplus.com
Sent: Friday, February 5, 2021 12:15 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

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First Name	Cami
Last Name	McGargill
Address1	
Address2	*Field not completed.*
City	Hemet
State	Ca
Zip	92545
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	45
List Relevant Experience (employment, community organizations, etc.):	I have been involved in several communities events over the last ten years.

Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	I have strong ties to the community and are always looking for ways to improve our City.

Read Carefully - Complete Section A or B then SIGN

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A.2	Personal Email
B.	*Field not completed.*
Date of Submission	2/5/2021 12:15 PM
Applicants Signature	Cami Marie McGargill

Email not displaying correctly? View it in your browser.

RECEIVED
DEC 28 2020
City Clerk's Office
City of Hemet

City of Hemet

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City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:

Name: Mary Moreland	Home Address: [redacted] ve
City: Hemet	Zip: 92545
Name and Address of Business (if applying as business owner)	
Mobile Phone: [redacted] 9	Home Phone: [redacted]
Work Phone: [redacted]	Personal Email Address: [redacted]
Work Email Address: [redacted]	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☐ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application.

Are you a City resident? ☒ Yes, # of years 20 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Resume attached.

Advisory Body Experience (body and agency):

Current:	Term: From _____ to _____
Previous:	Term: From _____ to _____

voicemail 305

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Additional information attached.

5. SIGNATURE: *READ CAREFULLY –*

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☐ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☐ Cell Phone ☐ Home Phone ☐ Work Phone
☐ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☒ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Mary Moreland Date: 12/24/2020

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Mary S. Moreland

[redacted]
Email: [redacted]

Qualifications

Over 30 years experience in areas that include:

Local Government/Cities and County
Public Relations
Motivation and Training
Communication
Research and Reports
Verbal and Written Presentations
Leadership and Supervision
Decision Making and Problem Solving

Significant Experience

2008 – 2018 Consultant, Instructor in Emergency Management

Served as a member/consultant on the Riverside County Fire Department on the County's Fire Hazard Reduction Task Force and developed presentations for the Board of Supervisors; participated in Community Emergency Response Team (CERT) training; developed and taught a course entitled *Emergency Management Training for Future Health Care Professionals* for over 600 doctoral students at Western University of Health Science which included a table-top exercise for all students; conducted analysis of emergency operations for Lake County, CA and presented findings to Lake County Board of Supervisors; developed a home hazard assessment course (Wildland Fire Assessment Program) for the National Volunteer Fire Association (NVFC) which has been taught throughout the United States.

2004 – 2008 Director, Riverside County Office of Emergency Services
Homeland Security Grant Administration

Responsible for planning, coordinating and directing the operations of the Riverside County Office of Emergency Services (OES), which included all activities related to mitigation, preparation, response and recovery; served as key advisor to County Executive Officer and County Board of Supervisors on all matters relative to emergency management; responsible for the administration of Riverside County's Homeland Security Grant funds; responsible for coordinating emergency services under the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) and ensuring compliance with these legislative requirements. Developed and taught numerous courses to include *Elected Officials Guide to Emergency Management*; published *Successful Disaster Preparedness: Practice, Pro-activity and Partnerships* for CSAC's "California County" Magazine, Jan- Feb. 2006,

1997 – 2004 **Chief of Staff, Riverside County Board of Supervisors**
Supervisor Jim Venable

Responsible for all aspects of office and staff management, budget oversight, analytical and legislative duties in the office of the Supervisor; responsible for all public relations including development of annual Strategic Vision Plan, staff brochure, website, press releases, public service announcements, speeches and Supervisor's bio; required to deal with sensitive and confidential information and exercise the highest level of judgment and tact; responsible to represent the Supervisor and present decisions, recommendations and findings of the Board at a variety of meetings, gatherings and conferences including California State Association of Counties; attend meetings of local government agencies, commissions and organizations; perform advanced analysis of agendas and assemble and prepare background information to agenda items for review and consideration by the Supervisors.

1990– 1997 **Emergency Services Coordinator**
Riverside County Fire Department ~ OES

Responsible for developing viable emergency management program for County and fourteen contract cities and worked directly with County Chief Executive Officer, city managers and elected officials; developed and maintained state mandated emergency operations plans; developed and conducted training courses for city and County officials, school districts and the private sector; designed and coordinated annual emergency management exercises; compiled documentation for reports and applications for reimbursement and financial assistance needed to recover from seven Presidentially declared disasters; ensured currency and compliance with all state and federal emergency management legislation for the County and the contract cities.

1985-1990 **Public Relations Director**
American Red Cross ~ Riverside County Chapter

Responsible for preparing and presenting speeches and displays throughout the County; developed quarterly newsletter, including writing, editing, photography and layout; organized press conferences; responsible for all press releases and public service announcements; primary responsibility for interviewing, training, and placing volunteers in organization and for arranging and conducting annual volunteer recognition ceremony; assisted with special events and fund raising; prepared annual budgets for public relations and volunteer programs; served as staff advisor to several board level committees.

Achievements/Certificates

Certified Emergency Manager, National Coordinating Council on Emergency Management
Member and Past President, Greater Riverside Chamber of Commerce
Charter President, Emergency Manager's Association of Riverside County
Riverside County Fire Department's Distinguished Service Award
Certificate of Merit, Governor's Office of Emergency Services
Communication and Leadership Award, Toastmaster's International
Professional Development Series, Governor's Office of Emergency Services
Charter Member and Vice-Chairman, California Operational Area Coalition
Chairman, Riverside County Operational Area Planning Committee
Member, California State Association of Counties

Education/Training

Riverside Community College, Riverside, California
California Baptist University, Riverside, California
College of the Desert, Palm Desert, California
Major: Business GPA 4.0 Management Certificate 12/96
Over 1000 hours of vocational training from American Red Cross, Federal Emergency Management Agency and the Governor's Office of Emergency Services

Item 4. Additional Information for City of Hemet, Application for Appointment to Volunteer Commissions/Boards/Committees – Measure U

I would very much appreciate the opportunity to serve the City of Hemet as an Advisory Member of the City's Measure U Committee. I feel that my background in government, including serving as Chief of Staff to a County Supervisor and as the Director of the County's Emergency Management Department, gives me the skills, training and experience that could be of benefit to this important Committee. I understand first-hand the vital importance of public safety for the City of Hemet and the need for equipping our first responders adequately while at the same time ensuring fiscal prudence and accountability for the City and the taxpayers.

My husband and I moved to City of Hemet over 20 years ago because we wanted live in the Third District and get to know the residents that I helped serve. We fell in love with the people and the City and we both are committed to staying here in this beautiful valley and working to make it a great place to live. Since we both are retired, we believe in donating our time to make a difference in our community. We both volunteer extensively through our church, Community Christian, and also through My City Youth Center. I serve on the Board of FitOne Foundation, a Riverside based health and wellness organization. I am a member of the Community Advisory Board for the Hemet Medical Center and also serve on the Board of the Western Science Center Board since 2014.

If I am appointed to this important Measure U Advisory Member position, I will take that responsibility seriously and I will commit to serving with dedication and integrity. Thank you.

Daryl Betancur

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

From: noreply@civicplus.com
Sent: Friday, February 5, 2021 12:17 PM
To: City Clerk Staff
Subject: Online Form Submittal: Advisory Body Application

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Advisory Body Application

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First Name	Stacie
Last Name	Olson
Address1	[redacted]
Address2	*Field not completed.*
City	Hemet
State	CA
Zip	92545
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	[redacted]
Mobile or Home Phone Number	[redacted]
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	8
List Relevant Experience (employment, community organizations, etc.):	Management experience, involvement with Hemet politics and philanthropic work for many years, Founder and previous President of a non profit organization.

Advisory Body Experience (body and agency)	Non profit board member
Additional Information:	*Field not completed.*

Read Carefully - Complete Section A or B then SIGN

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A.2	*Field not completed.*
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Date of Submission	2/5/2021 12:15 PM
Applicants Signature	Stacie Olson

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RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Daryl Betancur

From: noreply@civicplus.com
Sent: Saturday, February 13, 2021 3:44 PM
To: City Clerk Staff
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Commission consists of five members appointed by the City Council to serve two year terms. The Commission meets on the first and third Tuesdays of the month at 6:00 p.m.

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible. City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

First Name	Hollie
Last Name	Tamez
Address1	
Address2	*Field not completed.*
City	Hemet
State	CA
Zip	92545
Name and Address of Business (if applying as a business owner)	*Field not completed.*
Personal Email Address	
Mobile or Home Phone Number	
Applying For (Mark One or More):	Measure U Citizen Oversight Committee
Qualifications	*Field not completed.*
Are you a City Resident?	Yes
Yes, number of years:	1989-2017, 2019-present
List Relevant Experience (employment, community organizations, etc.):	29 years of nursing professionalism with dedication to patients & organization, critical thinking and innovation, analytical thinking & problem-solving skills. Experience in change

	management, strategic focus, customer service, fiscal management, project management, process improvement, change leadership, human capital management, staff development, & technology management. Participation on multiple committees within the hospital setting providing oversight, input, and collaboration to ensure accountability and common goals were met. District Nurse - Hemet Unified School District (2019-current) Associate Director, Digestive Diseases Ambulatory Clinic - Cedars Sinai in Los Angeles (2017-2019) Surgical Services Manager - Riverside Community Hospital (2015-2017)
Advisory Body Experience (body and agency)	*Field not completed.*
Additional Information:	*Field not completed.*

Read Carefully - Complete Section A or B then SIGN

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason. I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

A.1	*Field not completed.*
A.2	*Field not completed.*
B.	If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Ad
Date of Submission	2/13/2021 3:45 PM

Applicants Signature Hollie Tamez MSN, RN

Email not displaying correctly? View it in your browser.

FEB 16 2021
City Clerk's Office
City of Hemet

City of Hemet

Application for Appointment to Volunteer Commissions/Boards/Committees

Thank you for your interest in serving your community. Interested applicants are encouraged to contact the City Clerk's Office for more information about the benefits and responsibilities of Advisory Body service. Applications will be kept on file for one year, during which time the applicant will be given the opportunity to interview for any opening for which the applicant is eligible.

City Clerk's office (951) 765-2316 – 445 E. Florida Avenue, Hemet, CA 92543

1. CONTACT INFORMATION:	
Name: Lori VanArsdale	Home Address:
City: Hemet, CA	Zip: 92544
Name and Address of Business (if applying as business owner)	
Mobile Phone:	Home Phone:
Work Phone:	Personal Email Address.
Work Email Address:	

2. APPLYING FOR (MARK ONE OR MORE): Applicants are encouraged to apply for no more than 2 Advisory Bodies best suiting their skills and interests. If applying for multiple bodies, please rank those in order of preference "1" being most preferred. **Qualifications for membership:** Meet one of the following criteria, 1) The individual is current resident of the City who has lived in the city for at least one year immediately prior to the individual's appointment to the board, commission or committee; or 2) Current resident of the City of Hemet's "Sphere of influence" who has lived in the city or in the city's sphere of influence for at least one year immediately prior to the individual's appointment to the board, commission or committee. See attached for specific qualifications.

☒ **Planning Commission**	☐ **Library Board**
☒ **Measure U Citizen Oversight Committee**	☐ **Infrastructure Commission**
☐ **Mobile Home Rent Review Commission**	

3. QUALIFICATIONS: You are encouraged to attach a resume or other additional documentation that may be of interest to the City Council in their evaluation of your application. Please See Attached

Are you a City resident? ☒ Yes, # of years 48 ☐ No, are you a resident of the Sphere of Influence? ☐ Yes ☐ No

Relevant Experience (employment, community organizations, etc.): (*Attach pages if desired*)

Please see attached Bio Summary and list of organizations on which I have served.

Advisory Body Experience (body and agency):	
Current: Planning Commission	Term: From 11-13-18 to 6-1-21
Previous:	Term: From _____ to _____

4. **ADDITIONAL INFORMATION:** The City Council would like more information about your interest in serving on an Advisory Body. Please indicate your comments and views relative to the subject matter of the Advisory Body (ies) for which you are applying: (Attach pages if desired.)

Presently serving on the Hemet Planning Commission I find that my previous City Council has served as a good foundation for understanding projects that have come before us. I appreciate being able to contribute some historical information when appropriate and when needed and believe that it has also been helpful to my fellow commissioners and our staff.

I was a part of the group that formed to support Measure U for the City of Hemet in 2016. I have been a staunch supporter of our Public Safety and would like to assist in making sure that funds are used for what the public intended and help look to the future of supporting a Measure when Measure U sunsets.

PLEASE SEE ATTACHED BIO SUMMARY

5. SIGNATURE: *READ CAREFULLY –*

I understand that, if I am appointed to an Advisory Body, I will be required to comply with: the City's Ethics Policy, Advisory Body Policies and Conflict of Interest Code; applicable provisions of the Political Reform Act including filing financial interest disclosure statements (Form 700); and applicable provisions of the Brown Act; and that I must complete state-mandated ethics training and sexual harassment prevention training courses. I understand that, while City staff will make a good faith effort to educate me regarding these requirements, I am responsible for my conduct as an Advisory Member. I understand that all Advisory Body Members serve at the pleasure of the City Council and may be removed from office due to poor attendance, unacceptable conduct, or for any other reason.

I understand that Advisory Body members are volunteers, are not City employees, and do not receive benefits or protections other than workers' compensation in case of injury in the course of duty. I understand that this is a public document, and that information contained within it may be provided to the public upon request. In regard to the online availability of my information, I declare the following:

☒ **A.** If I am appointed, I authorize the City to post the following contact information (check applicable below) on its website. I understand that other websites not controlled by the City may provide links to a City webpage that has my personal information on it. I also authorize the City to update my personal contact information on its website if my contact information changes.

☒ Cell Phone ☐ Home Phone ☐ Work Phone
☐ Personal Email address ☐ Business Email address

Further, if my home address and telephone number are otherwise non-disclosable under the California Public Records Act (California Government Code 6250 et seq.), I understand that by agreeing to the release of the informaiton above, this informaiton may be provided by the City in response to a request made under the Public Records Act.

OR

☐ **B.** If I am appointed, I do not authorize the City to post my contact informaiton on its website. The City may however, disclose on the internet and in all other venues that fact that I serve on a City Advisory Body.

Applicants Signature: Lori VanArsdale Date: 12-31-20

For Office Use Only
Assigned to Commission/Committee/Board:
☐ Planning Commission ☐ Library Board ☐ Evidence of Hemet Resident
☐ Infrastructure Commission ☐ Measure U Committee ☐ Evidence Sphere of influence)
☐ Mobile Home Rent Review Commission

Staff Initials: _____
Expiration of Term: _____

Lori VanArsdale
Bio Summary

RECEIVED
FEB 16 2021
City Clerk's Office
City of Hemet

Lori VanArsdale was born in Cortez, Colorado and spent her childhood years living on the Navajo Reservation where she experienced much of the culture and traditions of Native Americans of Southwestern Colorado and Southeastern Utah. She moved with her family to Hemet in 1975 where throughout her school and college years she served in many student government offices including President of the Student Body of Mt. San Jacinto College.

Lori began her professional career in the field of real estate and marketed properties in the San Jacinto Valley for over 20 years. She received numerous top sales awards and became President of the board of Realtors. She also served as a Director for the California Association of Realtors where she focused on government affairs.

Lori was elected to the Hemet City Council in 1992 and served as Council Member and Mayor for 16 years. She was honored by many public and private sector organizations including being named Woman of the Year twice by the California State Assembly for the district. Recently she received Senator Mike Morrell's award for Woman of distinction for the City of Hemet.

In Addition to serving on numerous local committees, boards and commissions, Lori was also on many regional, state and federal committees . Some of her longer term committee service includes:

Western Riverside Council of Governments
Southern California Association of Governments
- Energy and Environment Committee
- Waste Committee
- Water Quality Committee

Chair of California League of Cities Environmental Quality Committee
U.S. Conference of Mayors Environmental Quality & International Trade
U.S. Department of Commerce Inland Empire District Export Council Chair
- Vice-Chair of the National Distict Export Council Steering Committee
- Chair of the Green Industry and Technology

Continued on Page 2

Lori VanArsdale Continued

Professional Career in Real Estate for over 20 Years and served as:

- Real Estate Agent in Hemet and San Jacinto
- President and Board Member of Hemet/San Jacinto Board of Realtors
- Director for California Association of Realtors
- Top 10 Selling Agent in the Hemet/San Jacinto Board of Realtors multiple times

International Trade

- Worked on projects in Iraq helping U.S. Companies connect with Iraqi companies and contracts for rebuilding the country
- Met with and advised newly formed local government officials in Iraq
- Worked on Solar Project in Czech Republic
- International Trade Conferences in London, Denmark & the Middle East

Served on Hemet City Council 16 Years from 1992 to 2008:

- Served as Mayor of Hemet 3 terms
- Was a member of 19 Local, Regional & State committees, boards & commissions
- Headed up Nationwide efforts to Pass Federal Legislation, "The Housing for Older Persons Act" to protect Senior Housing
- Awarded Woman of the Year twice for California State Assembly
- October 2015 Received Senator Mike Morrell's award for Woman of Distinction Award for City of Hemet

Presently Serving on the Following Boards and Committees:

- Soboba Economic Development Corporation
- City of Hemet Planning Commission
- U.S Department of Commerce District Export Council appointed by the Secretary of Commerce for 18 years
- Ramona Bowl Amphitheatre Board of Directors
- Valley Health Systems Advisory Committee
- Secretary of Healthy Valley Foundation
- Mt. San Jacinto College Foundation Board
- Western Science Center Board Member
- Hemet San Jacinto Action Group
- Diamond Valley Lake Implementation Committee

City of Hemet
City Council Meeting
STAFF REPORT

Meeting: City Council Meeting - Mar 09 2021
Department: City Council
Submitted by: Mayor Karlee Meyer;

☐ **Receive and File** ☐ **Consent Calendar** ☒ **Business Item** ☐ **Public Hearing**

TITLE:

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER; AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER; AND A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, DELEGATING INVESTMENT AUTHORITY PURSUANT TO HEMET MUNICIPAL CODE 2-159

RECOMMENDED ACTION:

It is recommended that the City Council:

(1) Approve an Urgency Ordinance Adding Division 6 to Article III to Chapter 2 of the Hemet Municipal Code Related to the City Treasurer; and

(2) Introduce for First Reading an Ordinance Adding Division 6 to Article III to Chapter 2 of the Hemet Municipal Code Related to the City Treasurer; and

(3) Approve a Resolution Delegating Investment Authority Pursuant to Hemet Municipal Code Section 2-15; and

(4) Direct the City Manager to solicit proposals and return to the City Council within sixty days with a recommendation for a qualified firm to handle the investments and reporting of the City of Hemet along with proposal for these functions to be performed by City staff; and

(5) Appoint an ad-hoc committee to review the proposals submitted in response to number (4) above and to make recommendations to the City Council.

BACKGROUND:

Section 53600 and following sections of the California Government Code (the "Code") authorize the City Council to invest the funds of the City of Hemet. Persons authorized to make investment decisions on behalf of the City investing public funds are trustees and therefore fiduciaries subject to

the prudent investor standard. The Code also provides the City Council with the authority to delegate its investment duties to another person. Historically in the City of Hemet, the City Council has delegated this duty to the City Treasurer.

DISCUSSION:

The City Council desires transparency and accountability regarding City funds and it is critically important that the person with the responsibility for investing the City's funds is intricately familiar with the day-to-day operations of the City, as well as having, and more importantly – demonstrating - knowledge and awareness of the City's fiscal and accounting practices, circumstances and issues surrounding cash management, liquidity and budgeting.

The person responsible must understand Generally Accepted Accounting Principles and the purpose, meaning and context of the Governmental Accounting Standards Board relating to the function of municipalities. They must understand the conceptual and operational context of fund accounting and restricted funds as those concepts relate to the solvency and current liquidity of the City of Hemet.

With these considerations in mind, and with reference to attempts by the City leadership to work with the City Treasurer to prepare and present reports required by state law and the City's Investment Policy, it appears necessary to delegate the investment and reporting authority for the City's investments to professional accounting staff.

By delegating these responsibilities to the City Manager or their designee in the short term, the City Council can ensure that City's cash availability, investment strategy, and reporting will be done in a professional and transparent manner.

Ultimately these functions may be performed by a specialized and qualified firm or continue to be performed by staff, and the City Council may desire to seek proposals to perform this function.

PREVIOUS COUNCIL ACTION:

The City Council previously adopted Resolution No. 2020-083 on September 8, 2020 approving the City's Investment Policy and delegating investment authority to the City Treasurer.

FISCAL IMPACT:

None.

ALTERNATIVE(S):

The City Council could take no action and the investment and reporting authority will remain with the City Treasurer.

REVIEWED BY LEGAL:

☒ Staff report ☒ Resolution
☒ Ordinance ☐ Agreement

ATTACHMENT(S):

Hemet - Treasurer Ordinance (Regular) (clean)
Hemet - Treasurer Ordinance (Urgency) (clean)
Attachment 3
Investment Policy 09082020

ORDINANCE NO. XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER

WHEREAS, the City Council of the City of Hemet desires to enhance the transparency and accountability regarding the City's financial affairs, as well as establish effective fiscal management and investment policies within the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HEMET DOES ORDAIN AS FOLLOWS:

SECTION 1. MUNICIPAL CODE AMENDMENT.

Division 6 of Article III of Chapter 2 is hereby added to the Hemet Municipal Code to read as follows:

"**DIVISION 6. – CITY TREASURER**

Sec. 2-155 OFFICE OF CITY TREASURER

The Office of the City Treasurer is hereby established.

Sec. 2-156 DEPUTIES; EMPLOYEES

A. The City Treasurer and City Manager may duly appoint as a deputy one or more employees of the City responsible for the investment and management of money. The Finance Director shall be appointed as a deputy.

B. Employees responsible for the investment or management of money shall be members of the unclassified service. Notwithstanding any provision of this Code or of the Hemet Personnel Rules and Regulations to the contrary, such employees shall be appointed by the City Manager. Employees may be assigned to joint service in the Office of the City Treasurer and the Finance Department upon terms acceptable to the City Treasurer and the City Manager. The City Manager shall establish employment standards for employees responsible for the investment or management of money.

Sec. 2-157 COMPENSATION

The City Treasurer shall receive such compensation as may from time to time be determined by resolution of the City Council.

Sec. 2-158 BOND

Before commencing any duties of office, the City Treasurer, and any employee responsible for the investment or management of money shall post a faithful performance bond payable to the City in an amount determined by resolution of the City Council. The cost of the premium on the bond shall be a charge against the general fund of the City.

Sec. 2-159 DUTIES

A. Pursuant to Section 53601 of the California Government Code the City Council has the authority to invest or reinvest City funds. This authority may be delegated to the City Treasurer, or such other person as determined by resolution of the City Council. The City Treasurer, or other such person as determined by resolution of the City Council, shall have the duty to enforce the investment policy of the City as may be adopted from time to time by the City Council. The City Council may review the City's investment policy during its consideration of the annual budget or such other time as determined by the City Council. The City Treasurer, or such other person as may be determined by resolution of the City Council, shall have the duty to recommend additions, deletions or modifications to the investment policy for consideration by the City Council. The City Treasurer, or such other person as determined by resolution of the City Council, shall perform those duties established by the general laws of the state relating to the management and investment of city money.

B. If the City Council delegates its authority to invest or reinvest City funds to the City Treasurer or other such person as determined by resolution of the City Council, the City Treasurer or such other person as may be determined by resolution of the City Council, shall present monthly reports on investments to the City Council by filing such reports on investments with the City Clerk in the manner prescribed by the City Council. The report shall include the information required by Section 53646(b) of the California Government Code and shall also include: the type of investment; date of investment; how title is held; institution; date of maturity; par value; amount of each investment; current market value for all securities with a maturity of more than 12 months; rate of interest; confirmation that each investment is consistent with the city's investment policy; and information showing expenditure requirements can be met in the following month. For money managed by LAIF, a county investment pool or placed in FDIC insured accounts, the City Treasurer or such other person as may be determined by resolution of the City Council, shall use the statement from these institutions in lieu of separate report unless the City Council directs otherwise by resolution.

C. The City Treasurer shall have no duty to perform any of the fiscal and budgetary functions of the City that are performed by the Department of Finance, established pursuant to Article V of Chapter 2 of the Hemet Municipal Code, including but not limited to, those duties of the Department of Finance described in Hemet Municipal Code Section 2-302.

D. The City Council may by resolution assign additional responsibilities to the City Treasurer.

SECTION 2. SEVERABILITY. If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 3. EFFECTIVE DATE. This Ordinance shall become effective thirty days after adoption by the City Council.

SECTION 4. PUBLICATION AND POSTING. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause the ordinance or a summary thereof to be published in accordance with state law.

[SIGNATURE PAGE FOLLOWS]

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER

THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA ORDAINED THE ABOVE REFERENCED ORDINANCE BY THE FOLLOWING ROLL CALL VOTE.

PASSED, APPROVED, AND ADOPTED this ____th day of _____, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Karlee Meyer, Mayor

APPROVED AS TO FORM:
CITY ATTORNEY

By: _____

Dated:
CITY CLERK

_____

ORDINANCE NO. XXX

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER

WHEREAS, the City Council of the City of Hemet desires to enhance the transparency and accountability regarding the City's financial affairs, as well as establish effective fiscal management and investment policies within the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HEMET DOES ORDAIN AS FOLLOWS:

SECTION 1. MUNICIPAL CODE AMENDMENT.

Division 6 of Article III of Chapter 2 is hereby added to the Hemet Municipal Code to read as follows:

"**DIVISION 6. – CITY TREASURER**

Sec. 2-155 OFFICE OF CITY TREASURER

The Office of the City Treasurer is hereby established.

Sec. 2-156 DEPUTIES; EMPLOYEES

A. The City Treasurer and City Manager may duly appoint as a deputy one or more employees of the City responsible for the investment and management of money. The Finance Director shall be appointed as a deputy.

B. Employees responsible for the investment or management of money shall be members of the unclassified service. Notwithstanding any provision of this Code or of the Hemet Personnel Rules and Regulations to the contrary, such employees shall be appointed by the City Manager. Employees may be assigned to joint service in the Office of the City Treasurer and the Finance Department upon terms acceptable to the City Treasurer and the City Manager. The City Manager shall establish employment standards for employees responsible for the investment or management of money.

Sec. 2-157 COMPENSATION

The City Treasurer shall receive such compensation as may from time to time be determined by resolution of the City Council.

Sec. 2-158 BOND

Before commencing any duties of office, the City Treasurer, and any employee responsible for the investment or management of money shall post a faithful performance bond payable to the City in an amount determined by resolution of the City Council. The cost of the premium on the bond shall be a charge against the general fund of the City.

Sec. 2-159 DUTIES

A. Pursuant to Section 53601 of the California Government Code the City Council has the authority to invest or reinvest City funds. This authority may be delegated to the City Treasurer, or such other person as determined by resolution of the City Council. The City Treasurer, or other such person as determined by resolution of the City Council, shall have the duty to enforce the investment policy of the City as may be adopted from time to time by the City Council. The City Council may review the City's investment policy during its consideration of the annual budget or such other time as determined by the City Council. The City Treasurer, or such other person as may be determined by resolution of the City Council, shall have the duty to recommend additions, deletions or modifications to the investment policy for consideration by the City Council. The City Treasurer, or such other person as determined by resolution of the City Council, shall perform those duties established by the general laws of the state relating to the management and investment of city money.

B. If the City Council delegates its authority to invest or reinvest City funds to the City Treasurer or other such person as determined by resolution of the City Council, the City Treasurer or such other person as may be determined by resolution of the City Council, shall present monthly reports on investments to the City Council by filing such reports on investments with the City Clerk in the manner prescribed by the City Council. The report shall include the information required by Section 53646(b) of the California Government Code and shall also include: the type of investment; date of investment; how title is held; institution; date of maturity; par value; amount of each investment; current market value for all securities with a maturity of more than 12 months; rate of interest; confirmation that each investment is consistent with the city's investment policy; and information showing expenditure requirements can be met in the following month. For money managed by LAIF, a county investment pool or placed in FDIC insured accounts, the City Treasurer or such other person as may be determined by resolution of the City Council, shall use the statement from these institutions in lieu of separate report unless the City Council directs otherwise by resolution.

C. The City Treasurer shall have no duty to perform any of the fiscal and budgetary functions of the City that are performed by the Department of Finance, established pursuant to Article V of Chapter 2 of the Hemet Municipal Code, including but not limited to, those duties of the Department of Finance described in Hemet Municipal Code Section 2-302.

D. The City Council may by resolution assign additional responsibilities to the City Treasurer.

SECTION 2. SEVERABILITY. If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The city council hereby declares that it would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 3. URGENCY. The City Council finds that this Ordinance is necessary for the immediate preservation of the public peace, health, sand safety, because it establishes procedures necessary for the investment, management, accounting, and reporting of city funds, and declares that it shall take effect immediately upon its adoption as an Urgency Ordinance.

SECTION 4. EFFECTIVE DATE. This Ordinance shall become effective immediately.

SECTION 5. PUBLICATION AND POSTING. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause the ordinance or a summary thereof to be published in accordance with state law.

[SIGNATURE PAGE FOLLOWS]

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ADDING DIVISION 6 TO ARTICLE III OF CHAPTER 2 OF THE HEMET MUNICIPAL CODE RELATED TO THE OFFICE OF TREASURER

THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA ORDAINED THE ABOVE REFERENCED ORDINANCE BY THE FOLLOWING ROLL CALL VOTE.

PASSED, APPROVED, AND ADOPTED this ____th day of _____, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Karlee Meyer, Mayor

APPROVED AS TO FORM:
CITY ATTORNEY

By: _____

Dated:
CITY CLERK

_____

RESOLUTION NO. XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, DELEGATING INVESTMENT AUTHORITY PURSUANT TO HEMET MUNICIPAL CODE 2-159

WHEREAS, pursuant to Government Code Section 53601 the City Council of the City of Hemet has the authority to invest or reinvest the funds of the City of Hemet; and

WHEREAS, pursuant to Hemet Municipal Code Section 2-159 the City Council of the City of Hemet may delegate the authority to invest or reinvest the funds of the City of Hemet; and

WHEREAS, the City Council of the City of Hemet desires to enhance the transparency and accountability regarding the City's financial affairs, as well as establish effective fiscal management and investment policies within the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HEMET RESOLVES AS FOLLOWS:

SECTION 1. DELEGATION OF AUTHORITY.

Pursuant to Hemet Municipal Code Section 2-159 the City Council of the City of Hemet delegates to the City Manager, or their designee, the responsibility for the investment of City funds as described in the most recent Investment Policy as adopted by the City Council of the City of Hemet by Resolution 2020-083 on September 8, 2020 and all other duties described in Hemet Municipal Code Section 2-159(A) and (B).

SECTION 2. AMENDMENT OF INVESTMENT POLICY.

Consistent with the delegation of authority described in Section 1 of this Resolution, the Investment Policy of the City of Hemet, as adopted by the City Council of the City of Hemet by Resolution 2020-083 on September 8, 2020 shall be amended to replace all references to the "City Treasurer" or "Treasurer" to "City Manager or their designee."

SECTION 3. REPORTING REQUIREMENTS.

Consistent with the delegation of authority described in Section 1 of this Resolution and the amendment to the Investment Policy of the City of Hemet described in Section 2 of this Resolution, the City Manager or his designee shall be responsible for preparing and

filing the monthly report on the investments of the City of Hemet to the City Council in a manner described in Hemet Municipal Code Section 2-159(B) and the Investment Policy of the City of Hemet.

SECTION 4. DELEGATION OF AUTHORITY TO CITY TREASURER.

Consistent with the desire of the City Council to ensure transparency and accountability the City Treasurer is hereby delegated the following duties:

(A) Reviewing the monthly investment reports prepared by the City Manager or their designee to advise the City Council on the accuracy of said reports, including monthly investment warrants, investment receipts and investment fund balances; and,

(B) Serving on committees as assigned by the Mayor. The City Treasurer shall be appointed to the Investment Committee established by the Investment Policy of the City of Hemet as an advisory member.

SECTION 5. SEVERABILITY. If any section, sentence, clause or phrase of this Resolution or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Resolution which can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council hereby declares that it would have adopted this Resolution and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 6. EFFECTIVE DATE. This Resolution shall become effective immediately.

[SIGNATURE PAGE FOLLOWS]

RESOLUTION NO. XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, DELEGATING INVESTMENT AUTHORITY PURSUANT TO HEMET MUNICIPAL CODE 2-159

THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA ADOPTED THE ABOVE REFERENCED RESOLUTION BY THE FOLLOWING ROLL CALL VOTE.

PASSED, APPROVED, AND ADOPTED this ____th day of _____, 2021 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Karlee Meyer, Mayor

APPROVED AS TO FORM:
CITY ATTORNEY

By: _____

Dated:
CITY CLERK

_____

CITY OF HEMET
Hemet, California
RESOLUTION NO. 2020-083

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, ESTABLISHING AN INVESTMENT POLICY AND RESCINDING RESOLUTION 4852

WHEREAS, the City Council of the City of Hemet is desirous of amending the existing policy regarding the investment of City funds; and

WHEREAS, the City Treasurer is charged with prudent investment of City funds as an elected official of the City of Hemet, an authority delegated by the City Council of the City of Hemet.

NOW, THERFORE, THE CITY COUNCIL OF THE CITY OF HEMET DOES HEREBY FIND AND RESOLVE:

SECTION 1. The statement of Investment Policy of the City of Hemet is approved and attached as 'Exhibit A.'

PASSED, APPROVED AND ADOPTED this 8th day of September 2020.

Russ Brown, Mayor

ATTEST:

Clay James, Deputy City Clerk

State of California)
County of Riverside)
City of Hemet)

I, Clay James, Deputy City Clerk of the City of Hemet, do hereby certify that the foregoing resolution was adopted by the Hemet City Council on the 8th day of September, 2020, and was passed by the following vote:

AYES:	4	Council Members: Krupa, Meyer, Perciful, and Mayor Brown.
NOES:	0	None.
ABSTAIN:	0	None.
ABSENT:	0	None.

Clay James, Deputy City Clerk

EXHIBIT A
Statement of Investment Policy of the City of Hemet

RESOLUTION NO. 2020-083 EXHIBIT A

STATEMENT OF INVESTMENT POLICY OF THE CITY OF HEMET

I. INTRODUCTION:

The City Council of the City of Hemet and its related authorities and agencies recognizes its responsibility to properly direct the investments of funds under its care. The purpose of this Statement of Investment Policy is to identify various policies and procedures that enhance opportunities for a prudent and systematic investment process.

The initial step toward a prudent investment policy is to organize and formalize investment-related activities. Related activities which comprise good cash management include accurate cash projection, the expeditious collection of revenue, the control of disbursements, cost-effective banking relations, and a short-term borrowing program which coordinates working capital requirements and investment opportunity.

In concert with these requirements are the many facets of an appropriate and secure short-term investment program. The City shall conform to all applicable California laws pertaining to the investment of surplus public funds. In instances in which this Policy is more restrictive than Federal or State law, the Policy supersedes.

II. SCOPE:

A. This Policy covers all surplus funds and related investment activities under the direct authority of the City of Hemet. These funds are accounted for in the City's Comprehensive Annual Financial Report (CAFR) and include:

1. General Fund
2. Special Revenue Fund
3. Debt Service Fund
4. Capital Project Funds
5. Internal Service Funds
6. Agency Funds
7. Enterprise Funds

B. The City Council has the authority to allow investments that do not follow this Policy provided such investments are recommended by the Investment

Oversight Committee, expressly authorized by the City Council, and in compliance with applicable law.

C. At the time this Policy is adopted, the portfolio may hold investments which were made in the past and in accordance with previous and existing law, but do not meet the provisions of this Policy. These past investments are grandfathered as permissible investments under this Policy. The City Council, may, by express authorization, decide to hold these investments until maturity, unless otherwise prohibited by law.

D. Funds excluded from this Policy:

1. Bond Proceeds. The investment of bond proceeds will be dictated by the bond documents governing such funds provided the documents are approved by the City Council. To the extent consistent with the bond documents, it is the preference of the City that the proceeds be invested in compliance with this Policy.

2. Employee Deferred Compensation. Investments related to the City's deferred compensation plans are not subject to this Policy since third party administrators manage them and the individual plan participant's direct investment and mutual fund selection. Deferred compensation plans must be approved by the City Council.

III. OBJECTIVES:

The primary objective, in priority order, of investment activities shall be safety, liquidity, and yield.

A. Safety. The primary objective of this Policy and the responsibility of the Treasurer are to safeguard the principal of the City funds placed in his or her trust on behalf of the citizens of the City of Hemet. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The objective will be to mitigate credit risk and interest rate risk.

1. Credit risk is the risk that an obligation will not be paid and loss will result. The City will seek to minimize this risk by:

- Limiting investment to the safest types of securities or minimum credit quality rating as listed in Section 10.
- Diversifying its investments among the types of securities that are authorized under this policy.

2. Interest rate risk is the risk that changes in interest rates will

adversely affect the value of an investor's portfolio. The city can minimize the risk by:

- Buying and holding its securities until maturity.
- Structuring the investment portfolio so that securities mature to meet cash flow requirements.

B. Liquidity. The secondary objective of this Policy and the responsibility of the Treasurer are to meet the liquidity needs of the City. An adequate percentage of the portfolio should be maintained in liquid short-term investments which can be converted to cash if necessary to meet the City's liquidity requirements. Since all cash requirements cannot be anticipated, investment in securities with active secondary or resale markets is highly recommended. Emphasis should be on marketable securities with low sensitivity to market risk.

C. Yield. The tertiary objective of this Policy and the responsibility of the Treasurer are to obtain a return on public funds subject to this Policy. Yield and return on investment should become a consideration only after the basic requirements of safety and liquidity have been met.

D. Rate-of-Return. The investment portfolio shall be designed to attain a market-average rate of return throughout budgetary and economic cycles, taking into account the agency's risk constraints, the cash flow characteristics of the portfolio, State and local laws and City Policy that restrict investments.

E. Diversification. The investment portfolio will be diversified to avoid incurring unreasonable and avoidable risks regarding specific security types or individual financial institutions.

F. Prudent Investor Rule. The City of Hemet adheres to the guidance provided by the "prudent investor rule," as stated in California Government Code §53600.3 which obligates a fiduciary to ensure that:

> "When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."

G. Public Trust. All participants in the investment process shall act as custodians of the public trust. Investment officials shall recognize that the investment portfolio is subject to public view and evaluation. The overall program shall be designed and managed with a degree of professionalism that is worthy of the public trust. In a diversified portfolio it must be recognized that occasional measured losses are inevitable, and must be considered within the context of the overall portfolio's investment return, provided that adequate diversification has been implemented.

H. Limitation on Liability. Investment officers acting in accordance with written procedures, the investment policy, and exercising due diligence shall be relieved of personal responsibility for an individual's security credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

I. Annual Review of Policy. The Investment Oversight Committee will review this Policy annually to ensure its consistency with the primary, secondary and tertiary Policy objectives and its relevance to current law, as well as financial and economic trends.

IV. DELEGATION OF INVESTMENT AUTHORITY:

A. The Hemet City Council, as permitted under California Government Code section 53607 delegates, the responsibility to invest or reinvest the surplus public funds of the City or to sell or exchange securities so purchased, to the City Treasurer who shall be responsible for all transactions undertaken and shall establish a system of controls to regulate activities of subordinate officials and their procedures in the absence of the City Treasurer. Authority to manage the City of Hemet's investment program is derived from City of

Hemet Council Resolution No. 4588. Subject to review and consultation with the Investment Oversight Committee, management responsibility for the investment program is hereby delegated to the City Treasurer or his/her designee, who may establish written procedures for the operation of the investment program consistent with this Policy. Procedures should include reference to: safekeeping, repurchase agreements, wire transfer agreements, banking service contracts, and collateral/depository agreements. Such procedures shall include explicit delegation of authority to persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this Policy and the procedures established by the City Treasurer or his/her designee.

B. The Investment Oversight Committee will provide periodic oversight to the investment function which includes but is not limited to reviewing investment reports issued by the City Treasurer.

C. The City Council's primary responsibilities over the investment function include approving the Statement of Investment Policy, reviewing and approving Policy updates recommended by the Investment Oversight Committee, reviewing monthly investment reports issued by the Treasurer, authorizing bond documents and other unique financing transactions, and authorizing in advance any deviations from the Policy.

D. Only the City Treasurer or Director of Finance is authorized to make investments, make wire or electronic fund transfers, and to order the shipment and delivery of investment securities among custodial security clearance accounts.

V. INVESTMENT OVERSIGHT COMMITTEE

A. The Investment Oversight Committee ("Committee") for the City of Hemet is established as an advisory body to the Treasurer. The Committee shall consist of 5 members; the City Treasurer and 5 members appointed by the City Council.

B. The functions of the Committee shall be as follows:

1. The primary function of the Committee shall be to consult with the Treasurer regarding overall investment strategy and the best methods of obtaining higher rates-of-return on investments and interest yields consistent with the prioritized investment objectives (safety, liquidity, then yield) and other requirements of the Policy. The role of the Committee is advisory with the responsibility remaining with the Treasurer to make and implement investment transactions as provided

in Section IV.A of the Policy.

2. Annually review the Policy and periodically the monthly investment report prepared by the Treasurer.

3. Cause an annual audit to be conducted to determine the Treasurer's compliance with the Policy and California law and discuss its findings at an open meeting of the Committee or City Council. The audit may examine the structure of the investment portfolio and risk.

4. The Committee shall meet at least once every 4 months. The Committee may meet more often as deemed necessary to fulfill its functions.

VI. INVESTMENT CONTROLS:

A. The Investment Oversight Committee shall oversee that the City Treasurer implements and maintains a system of internal investment controls and segregated responsibilities of the investment function in order to prevent the following:

1. Fraud
2. Theft
3. Loss of principal
4. Loss of control over funds
5. Inaccurate reporting
6. Negligence
7. Over reliance on single employee for investment decisions

B. Internal controls should include, but are not limited to:

1. Segregation of duties (e.g., the purchaser of investments is different than the person recording the transaction).

2. Reconciliation of investment report and cash balances. and

3. Dual authorization of transactions.

C. An external auditor will review the investment program annually in order to provide reasonable assurance that policies and procedures are complied with.

VII. MONTHLY REPORTING:

A. The Treasurer shall submit a monthly investment report to the Investment Oversight Committee and City Council. This report will describe all

investment transactions during the month, as well as all required elements of the monthly report as prescribed below:

1. Type of investment
2. Institution
3. Date of maturity
4. Amount of deposit or cost of the security
5. Current market value of securities with maturity in excess of 12 months
6. Rate of interest
7. Statement relating the report to the Statement of Investment Policy

VIII. COLLATERALIZATION:

A. Bank Deposits. Under provisions of the Government Code, California banks and savings and loan associations are required to secure the City's deposits by pledging government securities with a value of 110% of principal and accrued interest. State law also allows financial institutions to secure City deposits by pledging first trust deed mortgage notes having a value of 150% of the City's total deposits.

B. Certificates of Deposit.

1. The market value of securities that underlay certificates of deposit shall be valued at 110% of the market value of principal accrued interest,
2. The City Treasurer, at his or her discretion may waive the collateral requirement for certificate of deposit up to the maximum dollar amount which are covered by the Federal Deposit Insurance Corporation.

C. Repurchase Agreements.

1. The market value of securities that underlay certificates of deposit shall be valued at 102% of the market value of principal and accrued interest.
2. The value shall be adjusted no less than weekly. Once the market value of the underlying securities is subject to daily market fluctuations, the investment in repurchase agreements shall be in compliance if the value of the underlying securities is brought back to 102% no later than the next business day.

D. A clearly marked evidence of ownership, safekeeping receipt, must be supplied to the City and retained.

E. The City chooses to limit collateral to U.S. Treasuries.

F. Collateral will always be held by an independent third party with whom the entity has a current custodial agreement.

G. The right of collateral substitution is granted based in the approval of the City Treasurer and City Manager.

IX. SECURITY CUSTODY AND DELIVERIES

A. All security collateral shall be deposited for safekeeping with banks contracted to provide the City Treasurer with custodial security clearance services. These third party trust department arrangements provide the City with a perfected interest in, and ownership and control over the securities held by the custodian on the City's behalf. Securities are **NOT** to be held in investment firm/broker dealer accounts. All security transactions are to be conducted on a "delivery versus payment basis" (DVP). Confirmation receipts on all investments are to be reviewed immediately for conformity with City transaction documentation.

B. Collateralization will be required on two types of investments: certificates of deposit and repurchase agreements. In order to anticipate market changes and provide a level of security for all funds, a minimum collateralization level is required.

X. INVESTMENT INSTRUMENTS:

A. The City strives to maintain the level of investment of all idle funds as near 100% as possible, through daily and projected cash flow determinations. Idle cash management and investment transactions are the responsibility of the City Treasurer and investments may be made in the following media. These provisions may not apply to pooled investments.

1. **United States Treasury Bills, Bonds and Notes**, or those for which the full faith and credit of the United States are pledged for payment of principal and interest. There is no limitation as to the percentage of the portfolio which can be invested in this category, although a five year maturity limitation is applicable.

2. **Obligations Issued by the United States Government Agencies** such as the Government National Mortgage Association (GNMA), the Federal Farm Credit Bank System (FFCB), the Federal Home Loan Bank Board (FHLB), the Federal National Mortgage Association (FNMA), and the Student Loan Marketing Association (SLMA). There is no percentage limitation of the portfolio which can be invested in this category, although a five year maturity limitation is applicable.

3. **Local Agency Bonds** shall be evaluated in terms of the credit worthiness of the issuer. Bonds shall be rated "A" or better and shall be limited to 5 years maximum maturity. Purchases of bonds may not exceed 30% of the cost value of the portfolio.

4. **Bills of Exchange of Time Drafts drawn on and accepted by a commercial bank, otherwise known as Banker's Acceptances**. Banker's acceptances purchased may not exceed 180 days to maturity, or 40% of the cost value of the portfolio.

5. **Commercial Paper** ranked P1 by Moody's Investor Services or A1+ by Standard & Poor's, and issued by domestic corporations having assets in excess of $500,000,000 and having an AA or better rating on its long term debentures as provided by Moody's or Standard & Poor's. Purchases of eligible commercial paper may not exceed 270 days to maturity nor represent more than 10% of the outstanding paper of the issuing corporation. Purchases of commercial paper may not exceed 15% of the cost value of the portfolio.

6. **Certificates of Deposit** shall, to the maximum extent possible, be insured by FDIC insurance. A waiver of collateral shall only occur when the Certificate of Deposit is insured through FDIC insurance. Certificates of Deposit exceeding or not covered by the FDIC insurance must be collateralized at 110% if the collateral is in federal securities, 150% if in mortgages. Collateralized Certificates of Deposit may not exceed 25% of the cost value of the portfolio. FDIC insured Certificates of Deposit have no limitation as to the percentage of the portfolio. Certificates of Deposit shall be limited to 5 years maximum maturity.

7. **Negotiable Certificates of Deposit (NCDs)** shall be evaluated in terms of the credit worthiness of the issuer. Only FDIC insured NCDs are allowed and may not exceed 30% of the cost value of the portfolio. Investments in NCDs prohibited by Government Code Section 53635 shall not be made.

8. **Medium Term Notes (MTNs)**. The City may invest in MTNs issued by corporations operating within the United States. MTNs eligible for purchase shall be rated "A" or better by Standard and Poor's or by Moody's rating services. MTNs shall be limited to 5 years maximum maturity. MTNs may not exceed 20% of the cost value of the investment portfolio. No more than 5% of the cost value of the portfolio may be invested in notes issued by any one corporation. Commercial paper holdings shall be considered when calculating the maximum percentage in any issuer name.

9. **Repurchase Agreements**. The City may invest in repurchase agreements with banks and dealers with which the City has entered into a master repurchase contract which specifies terms and conditions of repurchase agreements.

   a. Transactions shall be limited by SB864 and the top twenty-five banking institutions according to asset size. The maturity of repurchase agreements shall not exceed 30 days. The market value of the securities used as collateral for repurchase agreements shall be monitored daily by the investment staff and will not be allowed to fall below 102% of the value of the repurchase agreement.

   b. No more than 10% of cost value of the portfolio may be invested in repurchase agreements, and a "perfected security interest" shall always be maintained in the securities subject to a repurchase agreement.

10. **Local Agency Investment Fund (LAIF)**. The City may invest in the Local Agency Investment Fund established by the State Treasurer for the benefit of local agencies. Combined LAIF accounts may not exceed 90% of the cost value of the portfolio.

11. **Money Market Mutual Funds** that invest in eligible securities meeting requirements of California Government code and rated "AAA" by Standard and Poor's and "Aaa" by Moody's which are monitored monthly. Funds must be registered with SEC, no NAV adjustments, no front/end loads. Mutual funds shall not exceed 10% of the portfolio.

12. **Joint Powers Authority (JPA) Investment Pool (Short-Term):** Investment Trust of California (CalTRUST) accounts have been created to facilitate the centralization of the investment management function on behalf of California local agencies through partnership between the California State Association of Counties and the League of California Cities.

XI. RESTRICTIONS ON PURCHASE OF SECURITIES:

A. The California Government Code sections 53600 et seq. governs allowable investments into which a local government agency can enter. These Government Code sections also stipulate as to the portfolio percentage limits and investment quality standards for some but not all permitted investments. The Government Code sections provide a starting point for establishing the City quality standards, percentage limits and maturity

levels. Should the Government Code become more restrictive than this policy, the Government Code restrictions shall prevail.

B. Government and agency paper are the highest quality investments available in terms of safety and liquidity.

C. The City operates its investment pool with many state and self-imposed constraints. It does not buy stocks, or deal in futures, options, inverse floaters, range notes, mortgage backed interest-only strips, reverse repurchase agreements or securities that could result in zero interest accrual if held to maturity. Longer term investments (more than one year) are limited by state law, limited to maturities of five years or less, unless the city council grants such authority at least three months prior to the investment.

D. The City Council has designated that the General Fund's spendable and unrestricted reserves be no less than 20% of the annual expenditures of the General Fund. The Council expressly authorizes the "20% General Fund Reserve" to be invested in any investment otherwise allowed under this Policy with maturities not to exceed 10 years, provided such investment complies with the law.

E. Money Market Funds 0 to 10%. Investment management advisory services may be utilized to increase the yield on eligible investment instruments. The Treasurer and Director of Finance are authorized to sign the necessary agreements to implement and administer a trading program with an investment broker.

F. The City attempts to obtain the highest yield possible when selecting investments, provided that criteria for safety and liquidity are met. Ordinarily, through a positive yield curve, (i.e., longer term investment rates are higher than those of shorter maturities), the City attempts to time its maturities to meet anticipated cash needs in such a way that new investment money can be placed in maturities that carry a higher rate than is available in the extremely short market of thirty (30) days or under.

XII. PORTFOLIO ADJUSTMENTS:

Should an investment percentage-of-portfolio limitation be exceeded due to an incident such as fluctuation in portfolio size, the affected securities may be held to maturity to avoid losses. When no loss is indicated, the Treasurer shall consider reconstructing the portfolio basing the decision in part on the expected length of time the portfolio will be imbalanced.

XIII. QUALIFIED DEALERS:

A. The Treasurer will maintain a list of approved financial institutions authorized to provide investment services to the public agency in the State of California. These may include "primary" dealers or regional dealers that qualify under Securities & Exchange Commission Rule 15C3-1 (uniform net capital rule). A determination should be made to insure that all approved broker/dealer firms, and individuals covering the public agency, are reputable and trustworthy. In addition the broker/dealer firms should have the ability to meet all of their financial obligations in dealing with the Public Agency. The firms, and individuals covering the agency, should be knowledgeable and experienced in Public Agency investing and the investment products involved. No public deposit shall be made except in a qualified public depository as established by the established state laws.

B. All financial institutions and broker/dealers who desire to conduct investment transactions with the City must supply the Treasurer with the following: audited financial statements, proof of NASD certification, trading resolution, proof of State of California registration, completed broker/dealer questionnaire, certification of having read the City's investment policy and depository contracts.

C. The City Treasurer will obtain financial information from qualified institutions to determine if the institution markets in securities appropriate to the City's needs, can assign qualified sales representatives, and can provide written agreement to abide by the conditions set forth in the City of Hemet Investment Policy.

D. The City Treasurer will maintain a list of financial institutions and broker/dealers authorized to provide investment services in the State of California. An eligible designation does not guarantee that the City will do business with the firm or institution.

E. The following criteria will be used in determining investment providers:

1. Broker/dealers. The purchase by the City of an investment other than those purchased directly from the issuer shall be purchased from a broker/dealer firm designated as a "Primary Government Dealer" by the Federal Reserve Bank of New York or regional dealer that qualifies under SEC Rule 15C3-1.

2. Banks. The City shall purchase securities from banks which meet all of the following criteria:
Nationally or State chartered banks

   a. Registered as investment securities dealers with the Securities and Exchange Commission

b. Independently rated "A" or higher by two nationally recognized statistical ranking organizations.

3. Investment Bankers, Underwriters and Financial Advisors. The purchase by the City of any investments from these providers in the course of completing a bond transaction must be expressly authorized by the City Council after such provider discloses their commission, spread or fee in approximate dollar amount. Otherwise the acquisition of such investments must be procured from the broker/dealers customarily used by the City.

4. The Federal Reserve Bank. Direct purchases of Treasury bills, notes and bonds from the U.S. Federal Reserve Bank branches are allowed and are exempt from quality requirements.

F. The City Treasurer will conduct an annual review of the financial condition and registrations of brokers/dealers on the City's approved list.

G. A current audited financial statement is required to be on file for each financial institution and broker/dealer in which or with which the City invests.

H. Certificates of deposit will not be placed with an institution once it has received a Cease and Desist Order from any bank regulatory agency.

XIV. ETHICS AND CONFLICT OF INTEREST:

A. All officials, staff members and consultants, involved in the investment functions will refrain from personal business activity that could conflict with execution of the investment function or which may impair their ability to make impartial investment decisions. Officials, staff members, and consultants, will disclose to the City Manager any financial interests with a financial institution, provider, dealer or broker that conducts business with the City.

B. Officials, staff members and consultants will further disclose any personal financial positions that could be related to the City's cash investment portfolio.

C. All bond issue participants, including but not limited to, underwriters, bond counsel, financial advisors, brokers, and dealers will disclose any fee sharing arrangements or fee splitting to the City Manager prior to the execution of any transactions. The providers must disclose the percentage share and approximate dollar amount share to the City prior to the execution of any transactions.