DRAFT

NORTH HEMET SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

SCH NO. **2011101031**

VOLUME I OF II

prepared for:

CITY OF HEMET

Contact:
Deanna Elliano
Community
Development Director

prepared by:

THE PLANNING CENTER|DC&E

Contact:
Nicole Vermilion
Senior Planner

OCTOBER 2012

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445 East Florida Avenue
Hemet, CA 92543
951.765.2375

Contact:
Deanna Elliano
Community Development Director

prepared by:

THE PLANNING CENTER|DC&E

3 MacArthur Place, Suite 1100
Santa Ana, CA 92707
Tel: 714.966.9220 • Fax: 714.966.9221
E-mail: information@planningcenter.com
Website: www.planningcenter.com

Contact:
Nicole Vermilion
Senior Planner

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Table of Contents

Section **Page**

1. EXECUTIVE SUMMARY 1-1

1.1 INTRODUCTION 1-1
1.2 ENVIRONMENTAL PROCEDURES 1-1
1.2.1 EIR Format 1-2
1.2.2 Type and Purpose of This DEIR 1-3
1.3 PROJECT LOCATION 1-4
1.4 PROJECT SUMMARY 1-4
1.5 SUMMARY OF PROJECT ALTERNATIVES 1-7
1.5.1 No Project Alternative 1-9
1.5.2 Mid-to-Low Density Residential Alternative 1-9
1.5.3 Reduced Mixed-Use Intensity Alternative 1-10
1.6 ISSUES TO BE RESOLVED 1-10
1.7 AREAS OF CONTROVERSY 1-11
1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION 1-11

2. INTRODUCTION 2-1

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT 2-1
2.2 NOTICE OF PREPARATION AND INITIAL STUDY 2-1
2.3 DEIR SCOPING MEETING 2-4
2.4 SCOPE OF THIS DEIR 2-5
2.4.1 Impacts Considered Less Than Significant 2-5
2.4.2 Potentially Significant Adverse Impacts 2-5
2.4.3 Unavoidable Significant Adverse Impacts 2-5
2.5 INCORPORATION BY REFERENCE 2-7
2.6 FINAL EIR CERTIFICATION 2-7
2.7 MITIGATION MONITORING 2-8

3. PROJECT DESCRIPTION 3-1

3.1 PROJECT LOCATION 3-1
3.2 STATEMENT OF OBJECTIVES 3-1
3.3 PROJECT CHARACTERISTICS 3-2
3.3.1 Description of the Project 3-2
3.4 INTENDED USES OF THE EIR 3-15

4. ENVIRONMENTAL SETTING 4-1

4.1 INTRODUCTION 4-1
4.2 REGIONAL ENVIRONMENTAL SETTING 4-1
4.2.1 Regional Location 4-1
4.2.2 Regional Planning Considerations 4-1
4.3 LOCAL ENVIRONMENTAL SETTING 4-4
4.3.1 Location and Land Use 4-4
4.3.2 Public Services and Utilities 4-17
4.3.3 General Plan and Zoning 4-17
4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS 4-17
4.5 DETAILED DESCRIPTIONS OF THE ENVIRONMENTAL SETTING 4-20

Table of Contents

Section		Page
5.	**ENVIRONMENTAL ANALYSIS**	**5-1**
5.1	AESTHETICS	5.1-1
5.1.1	Environmental Setting	5.1-1
5.1.2	Thresholds of Significance	5.1-3
5.1.3	Environmental Impacts	5.1-3
5.1.4	Cumulative Impacts	5.1-11
5.1.5	Existing Regulations and Standard Conditions	5.1-11
5.1.6	Level of Significance Before Mitigation	5.1-11
5.1.7	Mitigation Measures	5.1-12
5.1.8	Level of Significance After Mitigation	5.1-12
5.2	AIR QUALITY	5.2-1
5.2.1	Environmental Setting	5.2-1
5.2.2	Thresholds of Significance	5.2-10
5.2.3	Environmental Impacts	5.2-12
5.2.4	Cumulative Impacts	5.2-19
5.2.5	Existing Regulations and Standard Conditions	5.2-20
5.2.6	Level of Significance Before Mitigation	5.2-21
5.2.7	Mitigation Measures	5.2-21
5.2.8	Level of Significance After Mitigation	5.2-23
5.3	CULTURAL RESOURCES	5.3-1
5.3.1	Environmental Setting	5.3-1
5.3.2	Thresholds of Significance	5.3-5
5.3.3	Environmental Impacts	5.3-6
5.3.4	Cumulative Impacts	5.3-7
5.3.5	Existing Regulations	5.3-7
5.3.6	Level of Significance Before Mitigation	5.3-8
5.3.7	Mitigation Measures	5.3-8
5.3.8	Level of Significance After Mitigation	5.3-9
5.4	GEOLOGY AND SOILS	5.4-1
5.4.1	Environmental Setting	5.4-1
5.4.2	Thresholds of Significance	5.4-7
5.4.3	Environmental Impacts	5.4-8
5.4.4	Cumulative Impacts	5.4-11
5.4.5	Existing Regulations and Standard Conditions	5.4-11
5.4.6	Level of Significance Before Mitigation	5.4-11
5.4.7	Mitigation Measures	5.4-11
5.4.8	Level of Significance After Mitigation	5.4-12
5.5	GREENHOUSE GAS EMISSIONS	5.5-1
5.5.1	Environmental Setting	5.5-1
5.5.2	Thresholds of Significance	5.5-10
5.5.3	Environmental Impacts	5.5-11
5.5.4	Cumulative Impacts	5.5-18
5.5.5	Existing Regulations and Standard Conditions	5.5-18
5.5.6	Level of Significance Before Mitigation	5.5-19
5.5.7	Mitigation Measures	5.5-19
5.5.8	Level of Significance After Mitigation	5.5-21

Section **Page**

5.6 HAZARDS AND HAZARDOUS MATERIALS 5.6-1
5.6.1 Environmental Setting 5.6-1
5.6.2 Thresholds of Significance 5.6-7
5.6.3 Environmental Impacts 5.6-8
5.6.4 Cumulative Impacts 5.6-9
5.6.5 Existing Regulations and Standard Conditions 5.6-9
5.6.6 Level of Significance Before Mitigation 5.6-10
5.6.7 Mitigation Measures 5.6-10
5.6.8 Level of Significance After Mitigation 5.6-11
5.7 HYDROLOGY AND WATER QUALITY 5.7-1
5.7.1 Environmental Setting 5.7-1
5.7.2 Thresholds of Significance 5.7-16
5.7.3 Environmental Impacts 5.7-19
5.7.4 Cumulative Impacts 5.7-32
5.7.5 Existing Regulations and Standard Conditions 5.7-32
5.7.6 Level of Significance Before Mitigation 5.7-33
5.7.7 Mitigation Measures 5.7-33
5.7.8 Level of Significance After Mitigation 5.7-33
5.8 LAND USE AND PLANNING 5.8-1
5.8.1 Environmental Setting 5.8-1
5.8.2 Thresholds of Significance 5.8-5
5.8.3 Environmental Impacts 5.8-6
5.8.4 Cumulative Impacts 5.8-52
5.8.5 Existing Regulations and Standard Conditions 5.8-52
5.8.6 Level of Significance Before Mitigation 5.8-52
5.8.7 Mitigation Measures 5.8-52
5.8.8 Level of Significance After Mitigation 5.8-52
5.9 NOISE 5.9-1
5.9.1 Environmental Setting 5.9-1
5.9.2 Regulatory Setting 5.9-9
5.9.3 Thresholds of Significance 5.9-12
5.9.4 Environmental Impacts 5.9-14
5.9.5 Cumulative Impacts 5.9-27
5.9.6 Applicable Regulations and Standard Conditions 5.9-30
5.9.7 Level of Significance Before Mitigation 5.9-30
5.9.8 Mitigation Measures 5.9-30
5.9.9 Level of Significance After Mitigation 5.9-32
5.10 POPULATION AND HOUSING 5.10-1
5.10.1 Environmental Setting 5.10-1
5.10.2 Thresholds of Significance 5.10-6
5.10.3 Environmental Impacts 5.10-6
5.10.4 Cumulative Impacts 5.10-9
5.10.5 Existing Regulations and Standard Conditions 5.10-10
5.10.6 Level of Significance Before Mitigation 5.10-11
5.10.7 Mitigation Measures 5.10-11
5.10.8 Level of Significance After Mitigation 5.10-11

Table of Contents

Section **Page**

5.11 PUBLIC SERVICES 5.11-1
5.11.1 Fire Protection and Emergency Medical Services 5.11-1
5.11.2 Police Protection 5.11-3
5.11.3 School Services 5.11-5
5.11.4 Library Services 5.11-10
5.12 RECREATION 5.12-1
5.12.1 Environmental Setting 5.12-1
5.12.2 Thresholds of Significance 5.12-5
5.12.3 Environmental Impacts 5.12-5
5.12.4 Cumulative Impacts 5.12-6
5.12.5 Existing Regulations and Standard Conditions 5.12-7
5.12.6 Level of Significance Before Mitigation 5.12-7
5.12.7 Mitigation Measures 5.12-7
5.12.8 Level of Significance After Mitigation 5.12-7
5.13 TRANSPORTATION AND TRAFFIC 5.13-1
5.13.1 Environmental Setting 5.13-1
5.13.2 Thresholds of Significance 5.13-9
5.13.3 Environmental Impacts 5.13-13
5.13.4 Cumulative Impacts 5.13-41
5.13.5 Existing Regulations and Standard Conditions 5.13-45
5.13.6 Level of Significance Before Mitigation 5.13-45
5.13.7 Mitigation Measures 5.13-45
5.13.8 Level of Significance After Mitigation 5.13-49
5.14 UTILITIES AND SERVICE SYSTEMS 5.14-1
5.14.1 Water Supply and Distribution Systems 5.14-1
5.14.2 Wastewater Collection and Treatment 5.14-14
5.14.3 Storm Drainage Systems 5.14-16
5.14.4 Solid Waste 5.14-18
5.14.5 Energy 5.14-21

6. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS 6-1

6.1 AIR QUALITY 6-1
6.2 GREENHOUSE GAS EMISSIONS 6-1
6.3 NOISE 6-2
6.4 TRANSPORTATION AND TRAFFIC 6-2

7. ALTERNATIVES TO THE PROPOSED PROJECT 7-1

7.1 INTRODUCTION 7-1
7.1.1 Purpose and Scope 7-1
7.1.2 Project Objectives 7-2
7.1.3 Significant Impacts 7-2
7.2 ALTERNATIVES CONSIDERED AND REJECTED 7-3
7.2.1 Alternative Sites 7-4
7.2.2 Alternative Site Access 7-4
7.2.3 Increased Density Alternative 7-5
7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS 7-5

Section **Page**

7.4 NO PROJECT ALTERNATIVE 7-6
7.4.1 Aesthetics 7-6
7.4.2 Air Quality 7-6
7.4.3 Cultural Resources 7-6
7.4.4 Geology and Soils 7-7
7.4.5 Greenhouse Gas Emissions 7-7
7.4.6 Hazards and Hazardous Materials 7-7
7.4.7 Hydrology and Water Quality 7-7
7.4.8 Land Use and Relevant Planning 7-7
7.4.9 Noise 7-7
7.4.10 Population and Housing 7-8
7.4.11 Public Services 7-8
7.4.12 Recreation 7-8
7.4.13 Transportation and Traffic 7-8
7.4.14 Utilities and Service Systems 7-8
7.4.15 Conclusion 7-8
7.5 MID-TO-LOW-DENSITY RESIDENTIAL MINIMAL COMMERCIAL ALTERNATIVE 7-9
7.5.1 Aesthetics 7-11
7.5.2 Air Quality 7-11
7.5.3 Cultural Resources 7-11
7.5.4 Geology and Soils 7-11
7.5.5 Greenhouse Gas Emissions 7-12
7.5.6 Hazards and Hazardous Materials 7-12
7.5.7 Hydrology and Water Quality 7-12
7.5.8 Land Use and Planning 7-12
7.5.9 Noise 7-13
7.5.10 Population and Housing 7-13
7.5.11 Public Services 7-13
7.5.12 Recreation 7-13
7.5.13 Transportation and Traffic 7-14
7.5.14 Utilities and Service Systems 7-14
7.5.15 Conclusion 7-16
7.6 REDUCED MIXED-USE INTENSITY ALTERNATIVE 7-16
7.6.1 Aesthetics 7-17
7.6.2 Air Quality 7-18
7.6.3 Cultural Resources 7-18
7.6.4 Geology and Soils 7-18
7.6.5 Greenhouse Gas Emissions 7-18
7.6.6 Hazards and Hazardous Materials 7-18
7.6.7 Hydrology and Water Quality 7-18
7.6.8 Land Use and Relevant Planning 7-19
7.6.9 Noise 7-19
7.6.10 Population and Housing 7-19
7.6.11 Public Services 7-19
7.6.12 Recreation 7-20
7.6.13 Transportation and Traffic 7-20
7.6.14 Utilities and Service Systems 7-20

Table of Contents

Section ***Page***

7.6.15 Conclusion 7-20
7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE 7-20

8. IMPACTS FOUND NOT TO BE SIGNIFICANT 8-1

8.1 ASSESSMENT IN THE INITIAL STUDY 8-1

9. SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROPOSED PROJECT 9-1

10. GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT 10-1

11. ORGANIZATIONS AND PERSONS CONSULTED 11-1

12. QUALIFICATIONS OF PERSONS PREPARING EIR 12-1

13. BIBLIOGRAPHY 13-1

13.1 REFERENCES 13-1
13.2 WEBSITES 13-3
13.3 PERSONAL COMMUNICATIONS 13-7

APPENDICES

A Initial Study/Notice of Preparation
B IS/NOP Comments
C Air Quality and Greenhouse Gas Emissions Modeling
D Historical Resources Survey Report
E Preliminary Geotechnical Investigation
F Modified Phase I Environmental Site Assessment
G Preliminary Hydrology Report
H Preliminary Water Quality Management Plan
I Noise Modeling
J Public Services Responses
K Traffic Impact Analysis
L Water Supply Assessment: Eastern Municipal Water District
M Water Supply Assessment: Lake Hemet Municipal Water District

Figure		Page
Figure 3-1	Regional Location	3-3
Figure 3-2	Local Vicinity	3-5
Figure 3-3	Assessor's Parcel Numbers	3-7
Figure 3-4	North Hemet Specific Plan	3-11
Figure 3-5	Vehicular Circulation Plan	3-17
Figure 3-6	Pedestrian, Bicycle, and Transit Network	3-19
Figure 3-7	Conceptual Drainage and Grading Plan	3-21
Figure 3-8	Phasing Plan	3-23
Figure 4-1	Property Ownership	4-5
Figure 4-2	Existing Land Use	4-7
Figure 4-3	Site Photographs	4-9
Figure 4-4	Site Photographs	4-11
Figure 4-5	Aerial Photograph	4-13
Figure 4-6	Surrounding Context	4-15
Figure 4-7	2030 Hemet General Plan Land Use Designations	4-21
Figure 4-8	Existing Zoning	4-23
Figure 4-9	Cumulative Projects	4-25
Figure 5.1-1	Greencourt Homes and Paired Homes	5.1-7
Figure 5.1-2	Live-Work Building and Commercial Building	5.1-9
Figure 5.4-1	Regional Fault Map	5.4-5
Figure 5.7-1	Santa Ana and San Jacinto River Watersheds	5.7-7
Figure 5.7-2	Hemet Subwatershed	5.7-9
Figure 5.7-3	Existing Site Drainage	5.7-11
Figure 5.7-4	Hemet/San Jacinto Management Area and Management Zones	5.7-13
Figure 5.7-5	Flood Zones Onsite	5.7-17
Figure 5.7-6	Drainage Facilities Map	5.7-21
Figure 5.9-1	Noise Monitoring Locations	5.9-5
Figure 5.12-1	Public Parks within One Mile of Project Site	5.12-3
Figure 5.13-1	Traffic Study Area Roadways and Intersections	5.13-3
Figure 5.13-2	Existing Number of Through Lanes and Intersection Controls	5.13-5
Figure 5.13-3	Existing Daily Traffic Volumes	5.13-11
Figure 5.13-4	Project Site Traffic Analysis Zones	5.13-15
Figure 5.13-5	Average Daily Trips Generated by Cumulative Projects: 2016 Without-Project Conditions	5.13-19
Figure 5.13-6	Average Daily Trips Generated by Cumulative Projects: 2020 Without-Project Conditions	5.13-21
Figure 5.13-7	Phase 1 Project Circulation Improvements	5.13-23
Figure 5.13-8	Average Daily Trips Generated by Specific Plan Phase 1	5.13-29
Figure 5.13-9	Phase 2 Project Circulation Improvements	5.13-33
Figure 5.13-10	Average Daily Trips Generated by Specific Plan Buildout	5.13-35
Figure 5.13-11	Pedestrian Improvements	5.13-43
Figure 5.13-12	Recommended Improvements at State Street and Menlo Avenue	5.13-51
Figure 5.13-13	Ultimate General Plan Right-of-Way at Menlo Avenue and State Street along the Project Frontage	5.13-53
Figure 5.14-1	Utilities Plan	5.14-11

List of Tables

Table		Page
Table 1-1	Land Use Plan Statistical Summary	1-5
Table 1-2	Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation	1-13
Table 2-1	NOP Written Comment Summary	2-2
Table 3-1	Assessor's Parcel Numbers (APNs) in the North Hemet Specific Plan	3-1
Table 3-2	Land Use Categories	3-9
Table 3-3	Land Use Plan Statistical Summary	3-10
Table 3-4	Approvals Required	3-15
Table 4-1	Public Service and Utility Providers for the Project Site	4-17
Table 4-2	Approved and Pending Cumulative Projects	4-18
Table 4-3	Summary of Related Projects by Land Use Type	4-20
Table 5.1-1	North Hemet Specific Plan Permitted Building Heights and Site Frontages	5.1-5
Table 5.2-1	Ambient Air Quality Standards for Criteria Pollutants	5.2-6
Table 5.2-2	Attainment Status of Criteria Pollutants in the South Coast Air Basin	5.2-8
Table 5.2-3	Ambient Air Quality Monitoring Summary	5.2-9
Table 5.2-4	SCAQMD Significance Thresholds	5.2-11
Table 5.2-5	SCAQMD Localized Significance Threshold	5.2-11
Table 5.2-6	Maximum Daily Construction Regional Emissions	5.2-13
Table 5.2-7	Maximum Daily Operational Phase Regional Emissions	5.2-15
Table 5.2-8	Maximum Daily Onsite Construction Localized Emissions	5.2-17
Table 5.2-9	CARB Recommendations for Siting New Sensitive Land Uses	5.2-19
Table 5.2-10	Maximum Daily Onsite Construction Localized Emissions with Mitigation	5.2-24
Table 5.3-1	Structures Onsite 45 Years or More Old	5.3-4
Table 5.4-1	Regional Faults	5.4-2
Table 5.4-2	Selected Earthquakes in and near Western Riverside County in the Last 50 Years	5.4-3
Table 5.5-1	Greenhouse Gases and Their Relative Global Warming Potential Compared to CO_2	5.5-2
Table 5.5-2	Summary of Global Climate Change Risks to California	5.5-5
Table 5.5-3	Scoping Plan Greenhouse Gas Reduction Measures and Reductions toward 2020 Target	5.5-8
Table 5.5-4	Annual Operational Phase GHG Emissions at Buildout	5.5-12
Table 5.5-5	Consistency with SCAG's Regional Transportation Plan / Sustainable Communities Strategy	5.5-13
Table 5.5-6	CAPCOA GHG Emissions Reduction Measures	5.5-16
Table 5.6-1	Environmental Database Listings	5.6-2
Table 5.7-1	Existing Stormwater Flow Rates and Volumes from Project Site	5.7-6
Table 5.7-2	Beneficial Uses of Receiving Waters for Urban Runoff	5.7-15
Table 5.7-3	Stormwater Flow Rates and Volumes from Project Site: Existing and Postproject	5.7-20
Table 5.7-4	Proposed Extended Detention Basins	5.7-23
Table 5.7-5	Pollutants of Concern	5.7-26
Table 5.7-6	Low-Impact Development BMPs	5.7-27
Table 5.7-7	Structural Source Control BMPs	5.7-29
Table 5.7-8	Nonstructural Source Control BMPs	5.7-30
Table 5.7-9	Detention Basin Water Quality Volumes: Required and Provided	5.7-31
Table 5.7-10	Treatment Effectiveness: Extended Detention Basins	5.7-31

Table **Page**

Table 5.8-1 General Plan Consistency Analysis 5.8-7
Table 5.8-2 Consistency with the Downtown Planning and Design Principles 5.8-39
Table 5.8-3 Consistency with SCAG's Regional Comprehensive Plan 5.8-42
Table 5.9-1 Change in Apparent Loudness 5.9-2
Table 5.9-2 Typical Noise Levels 5.9-3
Table 5.9-3 Existing Noise Levels 5.9-7
Table 5.9-4 Existing Conditions Traffic Noise Levels 5.9-8
Table 5.9-5 City of Hemet Municipal Code Noise Level Limits 5.9-9
Table 5.9-6 Land Use Compatibility for Community Noise Environments 5.9-10
Table 5.9-7 City of Hemet Noise Standards 5.9-11
Table 5.9-8 Groundborne Vibration Criteria: Human Annoyance 5.9-12
Table 5.9-9 Groundborne Vibration Criteria: Architectural Damage 5.9-12
Table 5.9-10 Phase 1 Project-Related Traffic Noise, Existing Conditions 5.9-15
Table 5.9-11 Phase 1 Project-Related Traffic Noise, 2016 Conditions 5.9-16
Table 5.9-12 Phase 2 Project-Related Traffic Noise, Existing Conditions 5.9-17
Table 5.9-13 Phase 2 Project-Related Traffic Noise, 2020 Conditions 5.9-18
Table 5.9-14 Noise Level Contours for Roads Adjacent to the Project 5.9-21
Table 5.9-15 Construction Equipment Vibration Levels 5.9-23
Table 5.9-16 Construction Equipment Vibration Levels by Distance 5.9-24
Table 5.9-17 Vibration by Distance (in/sec) 5.9-24
Table 5.9-18 Construction Equipment Noise Levels 5.9-26
Table 5.9-19 Cumulative Traffic Noise 5.9-29
Table 5.10-1 Riverside County and City of Hemet Population, 2010–2035 ..... 5.10-1
Table 5.10-2 Riverside County and City of Hemet Households, 2010–2035 ..... 5.10-2
Table 5.10-3 Riverside County and City of Hemet Employment, 2010–2035 ..... 5.10-3
Table 5.10-4 Riverside County Labor Force, Occupation, and Employment, 2010 ..... 5.10-3
Table 5.10-5 Estimated Employment by Operation of Built-out Specific Plan 5.10-7
Table 5.10-6 Forecast Jobs-Housing Balance for City of Hemet 5.10-8
Table 5.10-7 Cumulative Projects Summary: Housing Units and Residents 5.10-9
Table 5.10-8 Cumulative Projects Summary: Employment-Generating Land Uses 5.10-9
Table 5.10-9 Cumulative Population and Employment Generation 5.10-10
Table 5.11-1 Hemet Unified School District and San Jacinto Unified School District Schools Serving Project Site 5.11-6
Table 5.11-2 Estimated Student Generation in the Hemet Unified School District 5.11-8
Table 5.11-3 Estimated Student Generation in the San Jacinto Unified School District 5.11-9
Table 5.11-4 SB 50 School Impact Fees 5.11-9
Table 5.11-5 Library System Performance Objectives 5.11-11
Table 5.12-1 Parks within One Mile of the North Hemet Specific Plan 5.12-2
Table 5.12-2 Parkland Provided Compared to Parkland Standard 5.12-6
Table 5.13-1 Existing Study Area Roadways 5.13-1
Table 5.13-2 Existing Study Area Intersections 5.13-2
Table 5.13-3 Riverside Transit Agency Bus Routes Serving the Study Area 5.13-2
Table 5.13-4 Levels of Service 5.13-7
Table 5.13-5 Existing Trip Generation 5.13-8
Table 5.13-6 Existing Intersection Operation 5.13-9
Table 5.13-7 Project Trip Generation 5.13-13
Table 5.13-8 Baseline 2016 Intersection Level of Service 5.13-17
Table 5.13-9 Baseline 2020 Intersection Level of Service 5.13-18

List of Tables

Table		Page
Table 5.13-10	Intersection Level of Service: Existing plus Phase 1 Project Scenario	5.13-26
Table 5.13-11	2016 Intersection Level of Service: Existing plus Cumulative plus Phase 1 Project Scenario	5.13-27
Table 5.13-12	Roadway Segment Level of Service: Existing plus Phase 1	5.13-28
Table 5.13-13	2016 Roadway Segment Level of Service: 2016 Existing plus Cumulative plus Phase 1 Project Scenario	5.13-28
Table 5.13-14	Intersection Level of Service: Existing plus Project Buildout Scenario	5.13-32
Table 5.13-15	2020 Intersection Level of Service: Existing plus Cumulative plus Project Buildout Scenario	5.13-37
Table 5.13-16	Roadway Segments Level of Service: Existing plus Project Buildout Scenario	5.13-38
Table 5.13-17	2020 Roadway Segments Level of Service: Existing plus Cumulative plus Project Buildout Scenario	5.13-39
Table 5.13-18	Project Contribution to Total New Traffic	5.13-42
Table 5.13-19	2016 Intersection Level of Service with Mitigation Measures to Mitigate Project Impacts	5.13-50
Table 5.13-20	2016 Intersection Level of Service With Mitigation Measures to Mitigate Cumulative Impacts	5.13-55
Table 5.13-21	2020 Intersection Level of Service with Mitigation Measures	5.13-56
Table 5.13-22	2020 Intersection Level of Service With Mitigation Measures to Mitigate Cumulative Impacts	5.13-58
Table 5.14-1	Existing Water Supply Resources: Average Year Hydrology, 2015 to 2035	5.14-2
Table 5.14-2	Current and Planned LHMWD Water Supplies	5.14-3
Table 5.14-3	Actual and Projected LHMWD Water Deliveries, 2010–2030	5.14-4
Table 5.14-4	North Hemet Specific Plan Estimated Water Demand	5.14-10
Table 5.14-5	Growth Forecasts for Western Riverside County, 2010 through 2035	5.14-17
Table 5.14-6	Landfills Serving San Jacinto Valley	5.14-18
Table 5.14-7	Estimated Solid Waste Generation by Redevelopment Plan Buildout	5.14-19
Table 5.14-8	Estimated Energy Use	5.14-21
Table 7-1	Buildout Statistical Summary	7-6
Table 7-2	Permitted Land Uses: Mid-to-Low-Density Residential Minimal Commercial Alternative	7-9
Table 7-3	Estimated Residents, Jobs, and Trips: Mid-to-Low-Density Residential Minimal Commercial Alternative	7-10
Table 7-4	Estimated Residents, Jobs, and Trips: Mid-to-Low-Density Residential Minimal Commercial Alternative Compared to Proposed Project	7-10
Table 7-5	Student Generation: Mid-to-Low-Density Residential Minimal Commercial Alternative	7-13
Table 7-6	Estimated Water Demand: Mid-to-Low-Density Residential Minimal Commercial Alternative	7-15
Table 7-7	Estimated Solid Waste Generation: Mid-to-Low-Density Residential Minimal Commercial Alternative	7-15
Table 7-8	Permitted Land Uses and Intensities: Reduced Mixed-Use Intensity Alternative	7-17
Table 7-9	Estimated Residents, Jobs, and Trips: Reduced Mixed-Use Intensity Alternative Compared to Proposed Project	7-17

Table		Page
Table 7-10	Comparison of Environmental Impacts of the Proposed Project to Project Alternatives	7-21
Table 7-11	Ability of Each Alternative to Meet the Project Objectives	7-23
Table 8-1	Impacts Found Not to Be Significant	8-2

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
af	acre-feet
afy	acre-feet per year
amsl	above mean sea level
AQMP	air quality management plan
BAT	best available technology
BAU	business as usual
bcfd	billion cubic feet per day
BCT	best control technology
bgs	below ground surface
BMP	best management practices
BNSF	Burlington Northern Santa Fe Railroad
CAA	Clean Air Act
CalARP	California Accidental Release Prevention
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCRL	California Community Redevelopment Law
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CETAP	Community and Environmental Transportation Acceptability Process
CFD	Community Facilities District
CFR	Code of Federal Regulations
CGV	Compass Growth Vision

CLOMR	conditional letter of map revision
CMP	congestion management program
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon-dioxide equivalent
CRA	Colorado River Aqueduct
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
DAMP	drainage area management plan
dB	decibel
dBA	A-weighted decibel
DEH	Department of Environmental Health
DEIR	Draft Environmental Impact Report
DPM	diesel particulate matter
EMWD	Eastern Municipal Water District
EPA	Environmental Protection Agency (US)
ESA	environmental site assessment
FAR	floor area ratio
FEIR	final environmental impact report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FIS	flood insurance study
FTA	Federal Transit Administration
g	acceleration of gravity
GCP	general construction permit
GHG	greenhouse gases
GPA	general plan amendment
gWh	gigawatt hours
GWP	global warming potential
HACR	Housing Authority of the County of Riverside
HAP	hazardous air pollutant

HCD	California Housing and Community Development Department
HCOC	hydrologic condition of concern
HCM	Highway Capacity Manual
HCP	habitat conservation plan
HDR	High Density Residential
HFD	Hemet Fire Department
HMMD	Hazardous Materials Management Division (Riverside County)
HPD	Hemet Police Department
HQTA	high quality transit opportunity area
HSJ WMP	Hemet/San Jacinto Water Management Plan
HUSD	Hemet Unified School District
HVAC	Heating, Ventilating, and Air Conditioning System
IPCC	Intergovernmental Panel on Climate Change
IRRP	integrated recharge and recovery program
IWP	integrated watershed plan
kWh	kilowatt-hour
L_{dn}	day-night noise level
LBP	lead-based paint
LCFS	low carbon fuel standard
LEPC	local emergency planning committee
L_{eq}	equivalent continuous noise level
LHMWD	Lake Hemet Municipal Water District
LID	low impact development
LMDR	Low-Medium Density Residential
LOMR	letter of map revision
LOS	level of service
LST	localized significance thresholds
MDR	Medium Density Residential
MEP	Maximum Extent Practical
MGD	million gallons per day
mg/L	milligrams per liter
MMTons	million metric tons
MSHCP	multiple species habitat conservation plan
MTons	metric ton

MWD	Metropolitan Water District
mya	million years ago
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NRHP	National Register of Historic Places
NHPA	National Habitat Preservation Authority
NMMS	North Mountain Middle School
NMUN	Neighborhood Mixed-Use Node
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
O_3	ozone
OES	California Office of Emergency Services
OHP	Office of Historic Preservation
Pb	lead
PCB	polychlorinated biphenyl
PHES	Park Hill Elementary School
PM	particulate matter
POTW	publicly owned treatment works
ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
PVL	Perris Valley Line
PVRWRF	Perris Valley Regional Water Reclamation Facility
RCFC	Riverside County Flood Control and Water Conservation District
RCHCA	Riverside County Habitat Conservation Agency
RCIP	Riverside County Integrated Plan
RCP	regional comprehensive plan
RCRA	Resource Conservation and Recovery Act
RCRHL	Riverside County Register of Historic Landmarks
RCRPOSD	Riverside County Regional Parks and Open Space District
RCTC	Riverside County Transportation Commission

REC	recognized environmental condition
RHNA	regional housing needs assessment
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RTA	Riverside Transit Agency
RTP	regional transportation plan
RTP/SCS	regional transportation plan/sustainable communities strategy
RUWMP	regional urban water master plan
RVMS	Rancho Viejo Middle School
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SARWQCB	Santa Ana Regional Water Quality Control Board
SAWPA	Santa Ana Watershed Project Authority
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SCS	sustainable communities strategy
SERC	State Emergency Response Commission
SFHA	Special Flood Hazard Areas
SIP	state implementation plan
SJBL	San Jacinto Branch Line
SJUSD	San Jacinto Unified School District
SJHS	San Jacinto High School
SJVRWRF	San Jacinto Valley Regional Water Reclamation Facility
SKR	Stephens' kangaroo rat
SoCAB	South Coast Air Basin
SO_x	sulfur oxides
SRA	Source Receptor Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants

TAZ	traffic analysis zone
TDS	total dissolved solids
THS	Tahquitz High School
TIP	transportation improvement plan
TNM	Transportation Noise Model
TOD	transit-oriented development
TRI	Toxic Release Inventory
TTCP	Traditional Tribal Cultural Places
TPP	transit priority project
TUMF	transportation uniform mitigation fee
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	Volatile Organic Compounds
VWRPD	Valley Wide Recreation and Park District
WQMP	water quality management plan
WRCOG	Western Riverside Council of Governments
WMA	water management area

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1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed North Hemet Specific Plan. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An environmental impact report (EIR) is a public document designed to provide the public and local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision making. This document focuses on those impacts determined to be potentially significant in the Initial Study completed for this project (see Appendix A).

This DEIR was prepared pursuant to the requirements of CEQA and the City of Hemet's CEQA procedures. The City of Hemet, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR were obtained from onsite field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature; and specialized environmental assessments (air quality, cultural resources, geological resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation and traffic, and water supply).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

1) To disclose to decision makers and the public the significant environmental effects of proposed activities.

2) To identify ways to avoid or reduce environmental damage.

3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

4) To disclose to the public reasons for agency approval of projects with significant environmental effects.

5) To foster interagency coordination in the review of projects.

6) To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Section 1, Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2, Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3, Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 4, Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5, Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated; and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Section 6, Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Section 7, Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the no project alternative and a reduced intensity alternative.

Section 8, Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant in the initial study and were therefore not discussed in detail in this EIR.

Section 9, Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10, Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11, Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12, Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Section 13, Bibliography: A bibliography of the technical reports and other sources used in the preparation of this EIR for the proposed project.

Appendices. The appendices for this document (in PDF format on a CD attached to the back cover) contain the following supporting documents:

- Appendix A Initial Study/Notice of Preparation
- Appendix B IS/NOP Comments
- Appendix C Air Quality and Greenhouse Gas Emissions Modeling
- Appendix D Historical Resources Survey Report
- Appendix E Preliminary Geotechnical Investigation
- Appendix F Modified Phase I Environmental Site Assessment
- Appendix G Preliminary Hydrology Report
- Appendix H Preliminary Water Quality Management Plan
- Appendix I Noise Modeling
- Appendix J Public Services Responses
- Appendix K Traffic Impact Analysis
- Appendix L Water Supply Assessment: Eastern Municipal Water District
- Appendix M Water Supply Assessment: Lake Hemet Municipal Water District

1.2.2 Type and Purpose of This DEIR

This DEIR has been prepared as a Program EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA. In accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3):

> An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

As provided in Section 15168 of the State CEQA Guidelines, a program EIR may be prepared on a series of actions that may be characterized as one large project and are related either 1) geographically; 2) as logical parts of a chain of contemplated events; 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same authorizing statutory or regulatory authority and have generally similar environmental effects that can be mitigated in similar ways. The CEQA Guidelines (Section 15168[b]) encourages the use of program EIRs, citing five advantages:

1. Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR or an individual action.

2. Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis.

3. Avoid duplicative reconsideration of basic policy considerations.

4. Allow the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.

5. Allow reduction in paperwork.

Although the legally required contents of a program EIR are the same as for a project EIR, program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a project EIR. Once a program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be within the program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the program EIR into the subsequent activities (Guidelines Section 15168[c][1]). If a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared, leading to either an EIR or a negative declaration. In this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis.

1.3 PROJECT LOCATION

The North Hemet Specific Plan is within the northwestern portion of the City of Hemet, Riverside County, California. The site is in the City of Hemet's Greater Downtown Land Use District designated by the City of Hemet General Plan 2030 and is immediately north of downtown Hemet. More specifically, the project site is bounded on the north and northwest by existing residential land uses, on the west by Alessandro Street, on the south by Oakland Avenue, and on the east by State Street.

The project site comprises 37 parcels totaling 28.6 acres. Regional access to the site is via State Route 74 (SR-74 or Florida Avenue), approximately 0.5 mile south of the site, and State Route 79 (SR-79 or San Jacinto Street), approximately 0.75 mile to the east. Local access to the site is via State Street, Alessandro Street, Oakland Avenue, and Menlo Avenue.

1.4 PROJECT SUMMARY

The proposed project involves the development of a specific plan on an approximately 28.6-acre site in the City of Hemet. A specific plan is a tool to guide development or revitalization of a particular area and a bridge between the general plan and individual development proposals.[1] It combines development standards and design guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. Jurisdictions may adopt specific plans by resolution or ordinance. The North Hemet Specific Plan would be adopted as ordinance and would serve as the zoning for properties in the project area. It would establish the necessary plans, development standards, design

[1] The California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457), allows for the preparation of specific plans, as may be required, for the systematic implementation of the general plan.

guidelines, infrastructure requirements, and implementation programs for subsequent project-related development activities. Local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the project area must be consistent with the specific plan.

Land Use Strategy

The Housing Authority of the County of Riverside—as successor in interest to the Redevelopment Agency for the County of Riverside—is the project proponent. However, the North Hemet Specific Plan would be developed by a number of landowners over time within the framework established by the North Hemet Specific Plan. The plan contains three land use designations. The Medium Density Residential (MDR) and High Density Residential (HDR) designations provide for residential land use. The Neighborhood Mixed-Use Node (NMUN) allows for a range of uses in a mixed-use setting. The specific plan calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. In addition, detention basins in the planning areas would double as passive parks with drainage and detention uses, including drainage swales.

Land Use Plan

The land use plan for the North Hemet Specific Plan area has been divided into seven planning areas, as described in Table 1-1. The land use plan allows for development of a maximum of 525 homes and up to 135,254 square feet of supporting retail and office designations. The project would allow transfer of units (or development potential) between planning areas.

Table 1-1
Land Use Plan Statistical Summary

Planning Area	*Land Use*		*Gross Acres*[1]	*Maximum Residential Density*	*Floor-Area Ratio (FAR)*[2]	*Maximum Buildout Potential*	
						Residential Units[3]	*Square Feet, Nonresidential*
1	HDR[4]	Residential	6.4	30.0		192	
2	NMUN	Commercial	4.0		0.35		38,115 – Retail
		Office			0.25		16,335 – Office
3	MDR	Residential	2.2	18.0		40	
4	NMUN	Residential	3.5	30.0	0.35	40	53,361 – Retail
		Commercial					
5	HDR	Residential	5.0	30.0		150	
6	NMUN	Residential	3.8	30.0	0.35	60	27,443 – Retail
		Commercial					
7	MDR	Residential	2.4	18.0		43	
Public Street Right-of-Way (ROW)			1.3				
		Total	**28.6**			**525**	**135,254**

[1] Gross site area includes local roads and any area devoted to detention areas. It does not include any existing public right-of-way. Includes section of existing public street (Menlo Avenue) within the specific plan boundary.
[2] FAR, or Floor Area Ratio, is the ratio of the total floor area of buildings to the gross acres of the specified land use within a planning area.
[3] Units are based on gross acres multiplied by density.
[4] Planning Area 1 is intended for senior housing, including assisted living and nonassisted senior apartments or condominiums.

- ***Planning Area 1*** is designated HDR and would be bounded by Menlo Avenue on the south, Planning Area 2 on the east, existing multifamily apartments on the north, and existing single-family residences on the west. This planning area would comprise 6.4 gross acres intended for senior housing, which may include nonassisted senior apartments/condominiums or assisted living. Planning Area 1 could develop a maximum of 192 dwelling units at 30.0 units per acre. In addition, a 0.29-acre detention basin is conceptually identified to handle the storm drainage needs of Planning Areas 1 and 2.

- ***Planning Area 2*** is designated NMUN and would be bounded by Menlo Avenue on the south, State Street on the east, existing multifamily apartments on the north, and Planning Area 1 on the west. This planning area would comprise 1.5 acres of office use and 2.5 acres of commercial use (4.0 acres total). It could develop a maximum of 16,335 square feet of office use at a floor area ratio (FAR)[2] of 0.25 and a maximum of 38,115 square feet of commercial uses at an FAR of 0.35. Pursuant to the design guidelines, development would be oriented to State Street and Menlo Avenue, and pedestrian access would be provided to/from the senior complex in Planning Area 1.

- ***Planning Area 3*** is designated MDR and would be bounded by Planning Area 5 on the south, Planning Area 4 on the east, Menlo Avenue on the north, and Alessandro Street on the west. This planning area would comprise 2.2 gross acres and includes a 0.24-acre retention basin to handle the storm drainage needs of Planning Areas 3, 4, and a portion of Planning Area 5. It could develop a maximum of 40 residential dwelling units at 18.0 units per acre.

- ***Planning Area 4*** is designated NMUN and would be bounded by Planning Area 6 on the south, State Street on the east, Menlo Avenue on the north, and Planning Areas 3 and 5 on the west. This planning area would comprise 3.5 gross acres. It could develop a maximum of 53,361 square feet of commercial uses at an FAR of 0.35 and a maximum of 40 residential dwelling units at 30.0 units per acre. Pursuant to the design guidelines, buildings are intended to front State Street but be accessible to residents within the remainder of the project area.

- ***Planning Area 5*** is designated HDR and would be bounded by Planning Area 7 on the south, Planning Areas 4 and 6 on the east, Planning Area 3 on the north, and Alessandro Street on the west. This planning area would comprise 5.0 gross acres. It could develop a maximum of 150 residential dwelling units at 30.0 units per acre. Pursuant to the design guidelines, buildings should front internal roadways to frame the street and create a pedestrian-friendly environment.

- ***Planning Area 6*** is designated NMUN and would be bounded by Oakland Avenue on the south, State Street on the east, Planning Area 4 on the north, and Planning Areas 5 and 7 on the west. This planning area would comprise 3.8 gross acres. It could develop a maximum of 60 residential dwelling units at 30.0 units per acre and a maximum 27,443 square feet of commercial uses at an FAR of 0.35.

- ***Planning Area 7*** is designated MDR and would be bounded by Oakland Avenue on the south, Planning Area 6 on the east, Planning Area 5 on the north, and Alessandro Street on the west. This planning area would comprise 2.4 gross acres, which includes a 0.24-acre detention basin to handle the storm drainage needs of Planning Areas 6 and 7 and a portion of Planning Area 5. It could develop a maximum of 43 residential dwelling units at 18.0 units per acre.

[2] The ratio of the total floor area of buildings (i.e., building square footage) to the gross acreage of the site.

Project Phasing

The project would be constructed in two phases beginning in 2013 and would be built out by 2020. Phase 1 includes Planning Areas 1 and 2 north of Menlo Avenue. Phase 1 would commence in 2013 and be complete by 2016. Phase 2 would commence in 2017 and would be complete by 2020 and would involve Planning Areas 3 through 7 south of Menlo Avenue.

1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126[a]) state that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives were based, in part, on their potential ability to reduce or eliminate the following impacts determined to be significant and unavoidable for the proposed project:

- Impact 5.2-1. The project is a regionally significant project, and criteria air pollutants generated during operation of the proposed project would exceed South Coast Air Quality Management District's regional significance thresholds. As a result, the proposed project could potentially exceed the assumptions in the air quality management plan and would not be considered consistent with the AQMP. No additional feasible mitigation measures are available to reduce long-term air pollutant emissions below the SCAQMD regional thresholds so that the project would not significantly contribute to the nonattainment designation of the South Coast Air Basin and would be consistent with the AQMP. Consequently, Impact 5.2-1 would remain significant and unavoidable.

- Impact 5.2-3. Operation of the project would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for nitrogen oxides (NO_X) at buildout. Emissions of NO_X that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and nitrogen dioxide (NO_2) nonattainment designations of the South Coast Air Basin. The majority of air pollutants are generated by transportation sources. However, emissions would continue to exceed SCAQMD's regional operational significance thresholds. Consequently, Impact 5.2-3 would remain significant.

- Impact 5.5-1. The North Hemet Specific Plan is a mixed-used project that would increase residential densities within the downtown area of Hemet. Although the project would be consistent with local and regional strategies to reduce vehicle miles traveled and greenhouse gas (GHG) emissions, emissions generated at buildout of the North Hemet Specific Plan would exceed SCAQMD's proposed significance threshold and are considered to cumulatively contribute to GHG emissions. Though all feasible mitigation measures have been incorporated into the project, the total increase in GHG emissions onsite from the project would still exceed the proposed thresholds and be considered substantial. Consequently, Impact 5.5-1 would remain significant and unavoidable.

- Impact 5.9-5. Construction activities associated with individual developments may occur in close proximity to noise-sensitive receptors, and noise disturbances may occur for prolonged periods of time. Project-related construction activities would occur during the least noise-sensitive portion of the day and mitigation measures would reduce noise, but due to the length of construction activities and level of noise from the possible overlap of construction projects, Impact 5.9-5 would remain significant. However, it should be noted that while the total duration of construction activities is six years total for Phase 1 and Phase 2 construction activities, impacts of construction activities at any one particular location within the project site would be for a much shorter duration (e.g., months at

any one location). Furthermore, construction of new residential and nonresidential land uses would depend on market conditions, resulting in intermittent construction activities within the specific plan area. Construction noise impacts would depend on the distance from the receptor to the location where individual construction activities (construction subphases) would occur and would also depend on the presence of intervening structures,

- Impact 5.13-1. Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). The project is required to participate in the funding and/or construction of offsite improvements, including traffic signals that are needed to mitigate cumulative impacts through the payment of the City of Hemet development impact fees or through a fair share contribution, as directed by the City. These fees are collected by the City to fund improvements. The City of Hemet considers payment of development impact fees sufficient to comply with the City's 1988 Measure C (Ordinance 1293), which requires that projects mitigate their fair share of impacts to ensure LOS D or better. However, under *Anderson First Coalition v. City of Anderson* in 2005 (130 Cal. App.4th 1173, 30 Cal.Rptr.3d 738)(Anderson First), when future traffic congestion will result from the cumulative impact of several projects, cumulative traffic mitigation measures for a single project (that is, one of the several projects) may be deemed sufficient if those measures are based on a reasonable plan of actual mitigation that the relevant agency commits itself to implementing. Therefore, until these improvements are identified in the City's congestion management plan, the proposed project would cumulatively contribute to traffic impacts at these intersections. Although the proposed improvements would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured; therefore (pursuant to *Anderson First*), a temporary unmitigated cumulative impact would occur. Consequently, Impact 5.13-1 would remain significant and unavoidable.

- Impact 5.13-2. Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (both peak hours), Menlo Avenue at State Street (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Table 5.13-22 identifies LOS with implementation of the Phase 2 Mitigation Measures 13-16 through 13-20 for cumulative impacts. The project is required to participate in the funding and/or construction of offsite improvements—including traffic signals to mitigate cumulative impacts—through the payment of the City of Hemet development impact fees or through a fair share contribution, as directed by the City. These fees are collected by the City to fund improvements. The City of Hemet considers payment of development impact fees sufficient to comply with the City's 1988 Measure C, which requires projects to mitigate their fair share of impacts to ensure LOS D or better. However, until these improvements are identified in the City's congestion management plan, the proposed project would cumulatively contribute to traffic impacts at these intersections. Although the proposed improvements would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured, and pursuant to *Anderson First*, a temporary unmitigated cumulative impact would occur. Consequently, Impact 5.13-2 would remain significant and unavoidable, and a statement of overriding considerations would be required.

As described in Chapter 7 of this DEIR, three project alternatives were identified and analyzed for relative impacts to the proposed project:

- No Project Alternative
- Mid-to-Low-Density Residential Alternative
- Reduced Mixed-Use Intensity Alternative

Please refer to Chapter 7 of this DEIR for a complete discussion of how the alternatives were selected and the relative impacts associated with each. The following presents a summary of each of the alternatives analyzed in the DEIR.

1.5.1 No Project Alternative

In the No Project Alternative, the project would not be developed, and conditions onsite would remain as they are presently. The majority of the project site would remain undeveloped. Existing structures onsite would remain, and no additional residences or businesses would be displaced.

The No Project Alternative would reduce impacts associated with air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems. Impacts to aesthetics, hydrology and water quality, and population and housing would be similar for this alternative as for the proposed project. This alternative would eliminate significant and unavoidable impacts to air quality (AQMP consistency and operational emissions), construction noise, and cumulative transportation and traffic. However, this alternative would have greater impacts to land use and planning.

None of the objectives of the proposed project would be met by this alternative. New mixed-use developments would not be built within the Greater Downtown District Plan area, and therefore this alternative would not be as effective in meeting local and regional planning policies. In addition, the existing site would remain unimproved.

1.5.2 Mid-to-Low Density Residential Alternative

This alternative was devised for its potential to reduce significant impacts related to air quality, greenhouse gas emissions, noise, and traffic. The Mid-to-Low Density Alternative would result in reduced residential and commercial densities onsite, with a total of 281 residential units, 23,784 square feet of retail, and 3,267 square feet of office. This alternative would have similar phasing to the proposed project. The area north of Menlo Avenue (Phase 1) would have medium-density residential (MDR), or 14 dwelling units (DU) per gross acre. Phase 2—south of Menlo Avenue—would be Low Medium Density residential (LMDR), or 5.1 to 8 DU per gross acre. This alternative would have very limited commercial and office land uses, which would be reduced by 80 percent compared to the proposed project. Under the Mid-to-Low Density Residential Alternative, existing land uses onsite would be removed, and the entire site would be redeveloped.

The Mid-to-Low-Density Residential Alternative would reduce impacts associated with air quality, geology and soils, hazards and hazardous materials, operational noise, public services, recreation, cumulative transportation, and utilities and service systems. This alternative would eliminate the significant and unavoidable AQMP consistency and operational phase air quality impacts of the proposed project. Impacts of this alternative to aesthetics, cultural resources, greenhouse gas emissions, construction noise, population and housing, and other transportation and traffic impacts would be similar to those of the proposed project; however, this alternative would develop less housing than the proposed project. Transportation and traffic impacts, construction noise, and GHG emissions impacts of this alternative would remain significant and unavoidable. This alternative would not be as effective in achieving the land use and planning policies as the proposed project.

This alternative would not meet some of the objectives for the proposed project. It would provide far less shopping opportunities than the proposed project (objective 5), because commercial intensity is reduced 80 percent in comparison to the proposed project. While the housing units to be developed in Phase 2 of this alternative have not been designed, the residential density—5.1 to 8 DU per acre—is typical of single-family

detached housing. Thus, this alternative would not develop attached housing on Phase 2 (objective 1). The residential density in Phase 2 in this alternative is also lower than what is usually classified as transit-oriented development (objective 8). This alternative would meet the remaining five project objectives.

1.5.3 Reduced Mixed-Use Intensity Alternative

This alternative was devised for its potential to reduce significant impacts related to air quality, greenhouse gas emissions, noise, and traffic. In the Reduced Mixed-Use Intensity Alternative all land uses on the project site would be reduced in intensity and density by 20 percent compared to the proposed North Hemet Specific Plan, resulting in 420 dwelling units, 95,135 square feet of commercial retail uses, and 13,068 square feet of office uses. All existing land uses onsite would be removed, and the entire site would be redeveloped. This alternative would be developed in two phases, as would the proposed project. Proportions of residential and of commercial uses by phase would be the same in this alternative as for the proposed project.[3] Average permitted residential densities in this alternative would be 14.8 dwelling units per acre (DU/ac) in Phase 1 and 15.7 DU/ac in Phase 2. Residential uses at the densities permitted in this alternative could be all medium-density units—the medium-density residential designation permits up to 18 DU/ac—or could be a mix of medium-density and high-density units, as in the proposed project, but with the balance of unit types shifted somewhat toward medium-density units.

The Reduced Mixed-Use Intensity Alternative would reduce impacts to air quality (operational emissions), greenhouse gas emissions, hydrology and water quality, noise (operational noise), public services, recreation, transportation and traffic, and utilities, compared to the proposed project. One significant and unavoidable impact of the proposed project would be eliminated by this alternative—operational air emissions. However, this alternative would not eliminate the significant and unavoidable transportation and traffic impact. Impacts of this alternative to aesthetics, construction air emissions, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, construction noise, and population and housing would be similar to those of the proposed project. No impacts would be increased by this alternative.

The Reduced Mixed-Use Intensity Alternative would meet all of the objectives for the proposed project; however, it would meet objective 8 to a slightly lower degree than the proposed project would, as the slightly higher density of the proposed project would provide more potential transit riders near the planned Metrolink station.

CEQA requires a lead agency to identify the "environmentally superior alternative," and in cases where the No Project Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. Based on the analysis in Chapter 7, *Alternatives to the Proposed Project*, the Reduced Mixed-Use Intensity Alternative has been identified as environmentally superior to the proposed project.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

[3] That is, for residential uses, 192 of 525 (36.6 percent) of permitted units in the proposed project are in Phase 1. For total commercial uses, 54,450 square feet (40.3 percent) of permitted uses in the proposed project are in Phase 1. Proportions of residential and commercial land uses per phase would be the same in this alternative.

1. Whether this DEIR adequately describes the environmental impacts of the project.

2. Whether the benefits of the project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.

3. Whether the proposed land use changes are compatible with the character of the existing area.

4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.

5. Whether there are other mitigation measures that should be applied to the project besides the mitigation measures identified in the DEIR.

6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the DEIR is to identify areas of controversy known to the lead agency, including issues raised by agencies and the public. The areas of known controversy concerning the proposed project are: air quality and greenhouse gas emissions, traffic, noise, hazards and hazardous materials, and hydrology and water quality. This DEIR has taken these into consideration and the comments received from the public, various agencies, and jurisdictions in response to the notice of preparation (NOP). Written comments were received during the NOP period, which extended from October 12, 2011, through November 11, 2011. A summary of the NOP responses is provided in Section 2.2, *Notice of Preparation and Initial Study*, of this DEIR. These environmental issues are fully addressed in Chapter 5 of this DEIR. Prior to preparation of the DEIR, a public scoping meeting was held at the City of Hemet on October 20, 2011, to determine the concerns of responsible and trustee agencies, stakeholders, and the community regarding the proposed project. However, no public agencies or interested parties attended. Issues raised by utilities and service providers/systems in response to information requests transmitted were documented (see Appendix J) and have been fully addressed in Chapter 5 of this DEIR. These issues related primarily to school capacities, the need for additional police personnel, and other general needs and services.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

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Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
5.1-1 Implementation of the North Hemet Specific Plan would alter the visual character of the site but would ensure that individual projects are of high quality through adherence to the development standards and design guidelines.	Less than Significant	No mitigation measures are required.	Less than Significant
5.1-2 New sources of light within the project site would be regulated by the North Hemet Specific Plan development standards and design guidelines.	Less than Significant	No mitigation measures are required.	Less than Significant
5.2 AIR QUALITY			
5.2-1 The North Hemet Specific Plan is a regionally significant project whose operational phase emissions would substantially contribute to air pollutant emissions in the South Coast Air Basin and potentially conflict with the assumptions in the 2007 Air Quality Management Plan.	Significant	Implementation of Mitigation Measures 2-1 through 2-4 would assist in reducing impacts.	Significant and Unavoidable
5.2-2 Short-term construction emissions generated by development within the North Hemet Specific Plan would not result in emissions that exceed South Coast Air Quality Management District's Regional Significance Thresholds or cumulatively contribute to the nonattainment designations of the SoCAB.	Less than Significant	No mitigation measures are required.	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.2-3 Land uses associated with buildout of the North Hemet Specific Plan would generate criteria air pollutant emissions that exceed South Coast Air Quality Management District's regional significance thresholds for NO_x and would significantly contribute to the ozone, particulate matter, and nitrogen dioxide nonattainment designations of the SoCAB.	Significant	2-1 Applicants for development projects within the North Hemet Specific Plan shall construct buildings to achieve the voluntary Tier 1 California Green Building Code (CALGreen) energy standards. In accordance with the current Tier 1 standards, project buildings shall exceed the 2008 Building and Energy Standards by 15 percent. Architectural plans identifying proposed improvements to achieve the Tier 2 standards shall be submitted to the City of Hemet Building Department for review and approval. 2-2 If garages are not proposed for multifamily residential developments, long-term bicycle parking shall be provided onsite and shall include one or more of the following: • A bicycle locker • A locked room with standard racks with access to limited bicyclists • A standard rack in a location that is staffed and/or monitored by video surveillance 24 hours per day The location of common and/or private bicycle facilities shall be shown on site plans. 2-3 Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of these electrical outlets shall be specified on building plans. 2-4 Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy-Star appliances shall be verified by the City during plan check.	Significant and Unavoidable
5.2-4 Construction activities associated with Phase 1 of the North Hemet Specific Plan could expose sensitive receptors to substantial pollutant concentrations of fine particulate matter.		2-5 Applicants for new developments within Phase 1 of the North Hemet Specific Plan shall implement one of the following measures to reduce construction exhaust emissions during ground-disturbing activities: • The construction contractors shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 100 horsepower. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite.	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Or • The construction contractors shall install Level 2 Verified Diesel Emission Control Strategies (VDECS) diesel particulate filters (DPF) on large off-road equipment that has an engine of 100 horsepower or greater. A list of construction equipment by type and model year and type of DPF shall be maintained by the construction contractor onsite. • Prior to construction, the City Engineer shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 100 horsepower during ground-disturbing activities. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. 2-6 Construction contractors shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control pursuant to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The City Engineer shall verify compliance that these measures have been implemented during normal construction site inspections. • During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. • During all construction activities, the construction contractor shall sweep streets with Rule 1186–compliant, PM_{10}-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp materials with a fabric cover or other cover that achieves the same amount of protection.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every four hours on the construction site and a minimum of two times per day. Recycled water should be used, if available. • During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.	
5.2-5 Operation of the proposed project would not expose offsite sensitive receptors to substantial concentrations of air pollutants.	Less than Significant	No mitigation measures are required.	Less than Significant
5.2-6 The project would not place sensitive land uses near major sources of air pollution.	Less than Significant	No mitigation measures are required.	Less than Significant
5.3 CULTURAL RESOURCES			
5.3-1 Ground-disturbing activities associated with future development of the North Hemet Specific Plan have the potential to uncover buried historical resources.	Significant	3-1 Applicants for new development projects within the North Hemet Specific Plan shall retain a qualified archaeologist to periodically monitor ground-disturbing activities. The qualified archaeologist shall meet the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738–39). The archaeologist must have knowledge of both prehistoric and historical archaeology. The methods of archaeological monitoring, including timing, location, types of artifacts anticipated, and procedures for additional analysis, if necessary, shall be described in an archaeological monitoring plan. The archaeologist shall determine the required duration and extent of monitoring at a preconstruction meeting. The construction manager shall adhere to the stipulations of the archaeological monitoring plan. The archaeologist shall have the authority to halt any project-related activities in the event cultural resources are uncovered. If archaeological resources are uncovered they must be recovered, analyzed in accordance with CEQA Guidelines, and curated with the facilities at either the University of California, Riverside, or the Western Science Center at the Diamond Valley Reservoir in Hemet. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the archaeological	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		monitor has evaluated discoveries to assess whether they are classified as historical resources or unique archaeological sites, pursuant to CEQA.	
5.3-2 Ground-disturbing activities associated with future development of the North Hemet Specific Plan have the potential to uncover archeological resources.	Significant	Implementation of Mitigation Measure 3-1.	Less than Significant
5.3-3 Ground-disturbing activities associated with future development of the North Hemet Specific Plan have the potential to uncover buried fossils.	Significant	3-2 Applicants for new development projects within the North Hemet Specific Plan shall retain a qualified paleontologist to periodically monitor ground-disturbing activities. The paleontologist shall determine the minimum depth of excavations requiring monitoring, and the frequency and duration of monitoring, at a preconstruction meeting. The paleontologist shall have the authority to halt any project-related activities in the event paleontological resources are uncovered. If paleontological resources are uncovered they must be recovered, analyzed in accordance with CEQA Guidelines, and curated with the facilities at the University of California at Riverside, the Western Center at the Diamond Valley Reservoir in Hemet, or another accredited and permanent scientific institution. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the paleontologist has evaluated discoveries to assess whether they are classified as unique paleontological resources pursuant to CEQA.	Less than Significant
5.4 GEOLOGY AND SOILS			
5.4-1 People and structures onsite would not be at substantial risk from surface rupture of a known fault or from substantial ground shaking with adherence to the seismic standards of California Building Code.	Less than Significant	No mitigation measures are required.	Less than Significant
5.4-2 The North Hemet Specific Plan is in an area known to contain geologic hazards; however, site-specific field investigation prior to grading activities would ensure hazards are minimized.	Less than Significant	No mitigation measures are required.	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4-3 Soil conditions in the project area have very low expansion potential but are moderately corrosive to corrosive to buried metals.	Significant	4-1 Applicants for new development in North Hemet Specific Plan shall submit a soils and engineering geology report(s) prepared by a registered professional engineer or professional geologist that evaluates geologic and seismic-related geologic hazards. The report shall be prepared in compliance with the City of Hemet Municipal Code to the satisfaction of the City Engineer, and incorporate the recommendations of the Preliminary Geotechnical Evaluation for North Hemet Revitalization Project. Recommendations within the final soils and engineering geology report(s) shall be identified on the future development project's grading plan. The construction contractor shall implement all recommendations in the final soils and engineering geology report(s). The report shall contain the following: • If the Eastern Municipal Water District sewer line in the west-central portion of the site is within the planning area and remains onsite, the soils and engineering geology report shall conduct additional field investigation, to the satisfaction of the City Engineer, to evaluate conditions of backfill soils. • If corrosive soils are identified onsite, the soils and engineering geology report shall include recommendations from a corrosion engineer certified by the National Association of Corrosion Engineers regarding methods of protecting buried metal.	Less than Significant
5.5 GREENHOUSE GAS EMISSIONS			
5.5-1 The North Hemet Specific Plan would result in a substantial increase in GHG emissions.	Significant	2-1 Applicants for development projects within the North Hemet Specific Plan shall construct buildings to achieve the voluntary Tier 1 California Green Building Code (CALGreen) standards. In accordance with the current Tier 1 energy standards, project buildings shall exceed the 2008 Building and Energy Standards by 15 percent. Architectural plans identifying proposed improvements to achieve the Tier 1 standards shall be submitted to the City of Hemet Building Department for review and approval. 2-2 If garages are not proposed for multifamily residential developments, long-term bicycle parking shall be provided onsite and shall include one or more of the following:	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• A bicycle locker • A locked room with standard racks with access to limited bicyclists only • A standard rack in a location that is staffed and/or monitored by video surveillance 24 hours per day. The location of common and/or private bicycle facilities shall be shown on site plans. 2-3 Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of these electrical outlets shall be specified on building plans. 2-4 Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, cloth-washers and dryers). Installation of Energy Star appliances shall be verified by the City during plan check. 5-1 Construction contractor(s) shall recycle or salvage nonhazardous construction and demolition debris (goal of at least 75 percent by weight). A construction and demolition plan identifying the types of material to be recycled or salvaged shall be submitted to the City of Hemet Building Department for review and approval. 5-2 Construction contractor(s) shall use alternative fuels (i.e., electric, natural gas, propane, solar) for electricity generators and welders. 5-3 Construction contractor(s) shall provide carpools, shuttle vans, transit passes, or secured bicycle parking for construction workers. 5-4 Construction contractor(s) shall reduce electricity use in the construction office onsite by using compact fluorescent bulbs. 5-5 Large shipments of construction materials and/or equipment requiring use of heavy-heavy duty tractor trailers (e.g., 53-foot truck) shall use EPA-certified SmartWay trucks.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.5-2 The proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions.	Less than Significant	No mitigation measures are required.	Less than Significant
5.6 HAZARDS AND HAZARDOUS MATERIALS			
5.6-1 Operation of commercial, office, and residential properties within the North Hemet Specific Plan would not create a significant hazard to the public or to the environment through accidental release of hazardous materials.	Less than Significant	No mitigation measures are required.	Less than Significant
5.6-2 No recognized environmental conditions are present onsite; however, isolated portions of the site may contain lead-based paint, asbestos-containing materials, or polychlorinated biphenyls.	Significant	6-1 Applicants for future development projects shall follow standard ASTM protocols for abating lead-based paint and asbestos-containing materials and decommissioning transformers (PCBs) and septic tanks: • During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code. • During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code. • If hazardous materials are encountered onsite during construction activities, the appropriate response/remedial measures shall be implemented in accordance with the directives of the Hazardous Materials Management Division (HMMD) and/or the Regional Water Quality Control Board (RWQCB), as appropriate. If soils are	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		encountered during site development that are suspected of being impacted by hazardous materials, work will be halted and site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to HMMD and/or RWQCB, and the appropriate response/remedial measures will be implemented, as directed by HMMD and/or RWQCB, or other applicable oversight agencies, until all specified requirements of the oversight agencies are satisfied and a no-further-action status is attained.	
5.7 HYDROLOGY AND WATER QUALITY			
5.7-1 Development of the proposed project would increase the amount of impervious surfaces on the site and would increase surface water flows. Extended detention basins would be installed to accommodate the increase in stormwater flows.	Less than Significant	No mitigation measures are required.	Less than Significant
5.7-2 Portions of the project site proposed for development are located within a 100-year flood hazard area; however, proposed onsite drainage improvements would reduce flood hazards.	Less than Significant	No mitigation measures are required.	Less than Significant
5.7-3 Construction of future development within the North Hemet Specific Plan has the potential to generate stormwater pollutants that could impact the beneficial uses of downstream, receiving water bodies or cause erosion/siltation offsite. Preparation and implementation of the stormwater management plan and integration of best management practices during construction activities would minimize impacts to the maximum extent practicable.	Less than Significant	No mitigation measures are required.	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.7-4 Future development within the North Hemet Specific Plan has the potential to generate urban runoff that could impact the beneficial uses of downstream, receiving water bodies or cause erosion/siltation offsite. Preparation and implementation of project-specific water quality management and integration of best management practices into the design of future projects would minimize impacts to the maximum extent practicable.	Less than Significant	No mitigation measures are required.	Less than Significant
5.8 LAND USE AND PLANNING			
5.8-1 Project implementation would be consistent with local and regional planning efforts.	Less than Significant	No mitigation measures are required.	Less than Significant
5.9 NOISE			
5.9-1 Mobile-source noise would not expose noise-sensitive receptors to levels in excess of standards established in existing regulations.	Less than Significant	No mitigation measures are required.	Less than Significant
5.9-2 Stationary-source noise would not expose noise-sensitive receptors to levels in excess of standards established in existing regulations.	Less than Significant	No mitigation measures are required.	Less than Significant
5.9-3 Future residential uses may be exposed to noise levels that exceed the City's land use compatibility criteria.	Significant	9-1 Prior to issuance of a building permit, applicants for new residential development in the North Hemet Specific Plan to be constructed within 98 feet of the centerline of State Street shall submit an acoustic report prepared to the satisfaction of the City of Hemet Community Development Director or Building Department to ensure that all habitable rooms would meet the 45 dBA CNEL interior noise standard. These noise studies would need to be submitted after the precise grading and architectural plans are prepared, but prior to issuance of building permits. The study reports shall	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			demonstrate that interior noise levels in habitable rooms shall not exceed 45 dBA CNEL, as defined by the California Building Code. The required reduction can be accomplished with enhanced construction design or materials such as upgraded dual-glazed windows and/or upgraded exterior wall assemblies. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations.	
		9-2	Any siting of residential outdoor living areas and recreational areas—such as backyards, playgrounds, swimming pools, and ball fields—within 97 feet of the centerline of Menlo Avenue, 41 feet from the centerline of Oakland Avenue, 212 feet of the centerline of State Street north of Menlo Avenue, and 196 feet of the centerline of State Street south of Menlo Avenue would be required to submit an acoustical report prepared to the satisfaction of the City of Hemet Community Development Director prior to issuance of a building permit. The report shall demonstrate that noise at these noise-sensitive areas shall not exceed the City's 65 dBA CNEL exterior standard for residential and passive recreational outdoor areas or 70 dBA CNEL for playground and active recreational areas. Acoustical design features may be incorporated into the project design to reduce exterior noise, such as berms/walls. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report.	
5.9-4 Construction activities would generate significant levels of vibration.	Significant	9-3	Projects that involve high-vibration construction activities, such as pile driving or vibratory rolling/compacting, shall be evaluated for potential vibration impacts to nearby sensitive receptors. The project developer shall retain a vibration expert to assess vibration levels prior to the start of construction. If construction-related vibration is determined to exceed the Federal Transit Administration's vibration-annoyance criteria of 78 VdB during the daytime or FTA vibration-induced architectural damage criteria of 0.2 peak particle velocity (PPV) for wood-framed structures, the construction contractor shall require the use of lower-vibration-producing equipment and techniques. Examples of lower vibration equipment and techniques include smaller equipment, such as small bulldozers, which generate substantially less vibration than large bulldozers; avoid the use of	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		vibratory rollers near sensitive areas; and use drilled piles, sonic pile driving, or vibratory pile driving as opposed to impact pile driving.	
5.9-5 Construction activities would temporarily increase ambient noise.	Significant	9-4 Prior to issuance of grading permits, the project applicant shall ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities. • Properly maintain and tune all construction equipment to minimize noise. • Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. • Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible. • Material delivery, soil haul trucks, and equipment servicing shall be restricted to the hours of 6:00 AM to 6:00 PM during June through September, and to the hours of 7:00 AM and 6:00 PM during October through May. These activities are permitted between the hours of 7:00 AM and 6:00 PM on Saturdays and not at all on Sundays.	Significant and Unavoidable
5.10 POPULATION AND HOUSING			
5.10-1 The North Hemet Specific Plan would result in 1,370 additional people and 94 employees within the City of Hemet.	Less than Significant	No mitigation measures are required.	Less than Significant
5.10-2 Residents and businesses displaced by the North Hemet Specific Plan would be relocated in accordance with the relocation plans prepared by the Housing Authority of the County of Riverside.	Significant	10-1 The City of Hemet shall require that the applicant for redevelopment of the Town & Country Mobile Home Park prepare a Relocation Plan that is consistent with the standard relocation requirements of the City of Hemet. The Relocation Plan shall be approved by the Community Development Director prior to the approval of the Final Map and shall address the relocation of families and persons to be temporarily or permanently displaced from the site. The Relocation Plan shall: • Document current residents and their housing needs six months prior to the proposed evacuation of the mobile home park. The Plan shall	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		detail how the residents will be accommodated based on specific information on residents needs and the available housing resources. Fit all equipment with properly operating mufflers, air intake silencers, • Relocation housing units shall be identified which are decent, safe and sanitary, as well as comparable to residents' existing housing in size, quality and affordability. If strictly comparable units are not available in the market at the time of relocations, the applicant shall relocate residents to larger or better quality units according market standards. • The applicant shall ensure that the relocation-housing unit was affordable for 42 months after relocation (e.g., buy a mobile home in a different mobile home park and pay the difference in space rent between Town & Country and the new park for 42 months). • Relocated households shall be provided with a $500 moving allowance.	
5.11 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
5.11-1 The proposed project would introduce new structures, residents, and workers into the Hemet Fire Department's service boundaries, thereby increasing demand for fire protection facilities and personnel. Projects within the North Hemet Specific Plan would be required to pay fire suppression facilities development impact fees.	Less than Significant	No mitigation measures are required.	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
POLICE PROTECTION			
5.11-2 Development of the North Hemet Specific Plan would introduce new structures, residents, and workers into the Hemet Police Department's service boundaries, thereby increasing the requirement for police protection facilities and personnel, requiring reassessment of budget allocations for police services in Hemet.	Less than Significant	No mitigation measures are required.	Less than Significant
SCHOOL SERVICES			
5.11-3 Buildout of the North Hemet Specific Plan would generate approximately 531 new students who would impact the capacities of area schools in the Hemet Unified School District and San Jacinto Unified School District. Projects within the North Hemet Specific Plan would be required to pay SB 50 school fees.	Less than Significant	No mitigation measures are required.	Less than Significant
LIBRARY SERVICES			
5.11-4 The North Hemet Specific Plan would generate 1,370 people, resulting in an increased demand for library services. Projects within the North Hemet Specific Plan would be required to pay library expansion facility development impact fees.	Less than Significant	No mitigation measures are required.	Less than Significant
5.12 RECREATION			
5.12-1 The proposed project would generate 1,370 residents, who would increase the use of existing parks and recreational facilities, necessitating	Less than Significant	No mitigation measures are required.	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
construction of parks onsite and payment of in-lieu fees for offsite park facilities to satisfy demand.			
5.13 TRANSPORTATION/TRAFFIC			
5.13-1 Phase 1 project-related traffic would contribute to cumulative and/or project impacts to four intersections: Menlo Avenue at Lyon Avenue, Palm Avenue, State Street, and Buena Vista Street.	Significant	**Project Impacts** 13-1 Prior to issuance of the first occupancy permit for project(s) in Phase 1 of the North Hemet Specific Plan, the project applicant shall provide an exclusive left turn lane on the eastbound leg of the intersection of Menlo Avenue and State Street. The eastbound right turn lane shall be striped along Menlo Avenue and shall extend the full length of the segment along the North Hemet Specific Plan boundary. The westbound direction shall be improved to provide two travel lanes west of the intersection along the North Hemet Specific Plan frontage. ***Site Access Improvements*** 13-2 The following roadway improvements necessary to provide site access and onsite circulation during Phase 1 shall be constructed in conjunction with site development. These improvements shall be in place prior to occupancy: a) Driveway 3 and Menlo Avenue: Install a stop control on the north leg and construct the intersection with the following geometrics: • One southbound shared left-right turn lane • One eastbound left turn lane • Two eastbound through lanes • One westbound through lane • One westbound shared through-right turn lane b) Driveway 5 and State Street: Install a stop control on the eastbound approach and construct the intersection with the following geometrics: • Two northbound through lanes • One southbound through lane • One southbound shared through-right turn lane	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• One eastbound right turn lane c) Driveway 6 and State Street: Install a stop control on the eastbound approach and construct the intersection with the following geometrics: • Two northbound through lanes • One southbound through lane • One southbound shared through-right turn lane • One eastbound right turn lane ***Onsite Roadway Improvements*** 13-3 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, the project applicant(s) shall construct the western half-width of the segment of State Street between the northern site boundary and Menlo Avenue to its ultimate half-section width as a Divided Secondary (94-foot right-of-way, as specified in Figure 5.13-13). 13-4 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Menlo Avenue between the western site boundary and State Street to its ultimate full-section width as a Secondary Roadway (94-foot right-of-way, as specified in Figure 5.13-13). 13-5 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, the project applicant(s) shall construct the internal project roadways (Driveway 3, Driveway 5, and Driveway 6, as applicable) to their ultimate full-section width as a local roadway (60-foot right-of-way) as specified in the City of Hemet General Plan. **Cumulative Impacts** 13-6 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of State Street and Menlo Avenue:	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Addition of an exclusive left turn lane on the eastbound and westbound legs of the intersection 13-7 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue at Palm Avenue: • Installation of a traffic signal • Addition of exclusive left turn lanes on the northbound and southbound approaches on Palm Avenue 13-8 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue at Lyon Avenue: • Installation of a traffic signal • Addition of exclusive left turn lanes for all four approaches to the intersection 13-9 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue and Buena Vista Avenue: • Installation of a traffic signal • Addition of exclusive left turn lanes for all four approaches to the intersection	
5.13-2 Buildout of the North Hemet Specific Plan (Phase 1 and Phase 2) would contribute to cumulative and/or project traffic impacts to four intersections: Menlo Avenue at Lyon Avenue, Palm Avenue, State Street, and Buena Vista Street.		**Project Impacts** 13-10 Prior to issuance of the first occupancy permit for project(s) in Phase 2 of the North Hemet Specific Plan, the project applicant shall install a traffic signal at the intersection of Menlo Avenue and Palm Avenue.	Significant and Unavoidable

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Site Access Improvements	
		13-11 The following roadway improvements necessary to provide site access and onsite circulation during Phase 2 shall be constructed in conjunction with site development. These improvements shall be in place prior to occupancy: a) Driveway 1 and Alessandro Street: Install a stop control on the westbound approach and construct the intersection with the following geometrics: • One northbound shared through-right turn lane • One southbound shared through-left turn lane • One westbound shared through left-right turn lane b) Driveway 2 and Alessandro Street: Install a stop control on the westbound approach and construct the intersection with the following geometrics: • One northbound shared through-right turn lane • One southbound shared through-left turn lane • One westbound shared through left-right turn lane c) Driveway 3 and Menlo Avenue: Install a stop control on the south leg and construct the intersection with the following geometrics: • One northbound shared through left-right turn lane • One southbound shared through left-right turn lane • One eastbound left turn lane • One eastbound through lane • One eastbound shared through-right turn lane • One westbound left turn lane • One west bound through lane • One westbound shared through-right turn lane d) Driveway 4 and Oakland Avenue: Install a stop control on the southbound approach and construct the intersection with the following geometrics: • One southbound shared left-right turn lane • One eastbound shared through-left turn lane • One westbound shared through-right turn lane	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		e) Driveway 7 and State Street: Install a traffic signal and construct the intersection with the following geometrics: • One northbound left turn lane • Two northbound through lanes • One southbound through lane • One southbound shared through-right turn lane • One eastbound shared left-right turn lane ***Site Roadway Improvements*** 13-12 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the western half-width of the segment of State Street between Menlo Avenue and Oakland Avenue to its ultimate half-section width as a Divided Secondary (94-foot right-of-way, as specified in Figure 5.13-13). 13-13 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Menlo Avenue between the western site boundary and State Street to its ultimate half-section width as a Secondary Roadway (94-foot right-of-way, as specified in Figure 5.13-13). 13-14 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Alessandro Street to its ultimate half-section width as a local roadway (60-foot right-of-way) between Menlo Avenue and Oakland Avenue, consistent with the roadway cross-section specified in the City of Hemet General Plan. 13-15 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Oakland Avenue to its ultimate half-section width as a collector roadway (74-foot right-of-way) between Alessandro and State Street, consistent with the roadway cross-section specified in the City of Hemet General Plan.	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		13-16 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the internal project roadways (Driveway 1, Driveway 2, Driveway 3, Driveway 4, and Driveway 7, as applicable) to their ultimate full-section width as a local roadway (60-foot right-of-way), as specified in the City of Hemet General Plan. **Cumulative Impacts** 13-17 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of State Street and Menlo Avenue: • Addition of an exclusive left turn lane on the eastbound and westbound legs of the intersection • Addition of one shared through-right turn lane to the eastbound leg of the intersection 13-18 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Palm Avenue and Menlo Avenue: • Installation of a traffic signal • Addition of exclusive left turn lanes on the northbound and southbound approaches on Palm Avenue 13-19 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the specific plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue at Lyon Avenue: • Installation of a traffic signal • Addition of exclusive left turn lanes for all four approaches to the intersection	

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		13-20 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the specific plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue and Buena Vista Avenue: • Installation of a traffic signal • Addition of exclusive left turn lanes for all four approaches to the intersection	
5.13-3 Traffic generated by the specific plan would not cause substantial traffic impacts to any congestion management plan roadway.	Less than Significant	No mitigation measures are required.	Less than Significant
5.13-4 Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.	Less than Significant	No mitigation measures are required.	Less than Significant
5.13-5 The proposed project complies with adopted policies, plans, and programs for alternative transportation.	Less than Significant	No mitigation measures are required.	Less than Significant
5.14 UTILITIES AND SERVICE SYSTEMS			
5.14-1 Water supply and delivery systems are adequate to meet project requirements.	Less than Significant	No mitigation measures are required.	Less than Significant
5.14-2 Project-generated wastewater could be adequately treated by the wastewater service provider for the project.	Less than Significant	No mitigation measures are required.	Less than Significant
5.14-3 Existing and/or proposed storm drainage systems would be adequate to serve the drainage requirements of the proposed project.	Less than Significant	No mitigation measures are required.	Less than Significant

Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14-4 Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less than Significant	No mitigation measures are required.	Less than Significant
5.14-5 Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	Less than Significant	No mitigation measures are required.	Less than Significant

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The Environmental Impact Report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

Pursuant to CEQA Section 21067, the lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." The City of Hemet has the principal responsibility for approval of the North Hemet Specific Plan project. For this reason, the City of Hemet is the CEQA lead agency for this project.

The intent of this Draft EIR is to provide sufficient information on the potential environmental impacts of the proposed North Hemet Specific Plan to allow the City of Hemet to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described later in Section 4.3.3 (Project Approvals).

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Sections 21000 et seq.)

- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public of the environmental effects of the development and operation of the proposed North Hemet Specific Plan project. This DEIR addresses the potential environmental effects of the project, including effects that may be significant and adverse; evaluates a number of alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Hemet determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on October 12, 2011 (see Appendix A). Comments received during the public review period, which extended from October 12, 2011, to November 11, 2011, are contained in Appendix B.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the initial study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are

addressed in this DEIR. Issues identified as Less Than Significant or No Impact are not addressed beyond the discussion in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations have been made.

A total of nine agencies/interested parties responded to the NOP. Copies of the written comments received during the public review period are in Appendix B. This DEIR has taken into consideration all these comments. Table 2-1 summarizes the issues identified by the commenting agencies, along with a reference to the section(s) of this DEIR where the issues are addressed.

Table 2-1
NOP Written Comment Summary

Commenting Agency	*Comment Summary*	*Issue Addressed In:*
Department of Toxic Substances Control (DTSC)	The EIR should: • Evaluate whether conditions in the project area may pose a threat to human health or the environment. • Identify mechanisms to initiate required investigation or remediation for sites that could be contaminated. • Findings of environmental investigations should be summarized. • Asbestos-containing materials or other chemical (lead-based-paints) from demolished structures should be remediated in compliance with existing regulations. • Contaminated soil should be properly disposed if present onsite. • If hazardous materials are present, a health risk assessment may be warranted. • Hazardous wastes generated must be managed in accordance with existing regulations. • Cleanup oversight can be provided by DTSC.	A modified Phase 0 Environmental Site Assessment was conducted to evaluate potential environmental conditions onsite. The results of this analysis are included in Section 5.6, *Hazards and Hazardous Materials*.
Native American Heritage Commission (NAHC)	Consultation with tribes is required pursuant to Senate Bill 18 (SB 18).	The City of Hemet consulted with tribes on the NAHC list pursuant to SB 18. Mitigation measures to prevent harm to archeological resources are included in Section 5.3, *Cultural Resources*.

Table 2-1
NOP Written Comment Summary

Commenting Agency	Comment Summary	Issue Addressed In:
Public Utilities Commission (PUC)	Consider safety factors such as grade separations for major thoroughfares, improvements to existing at-grade crossing, and appropriate fencing to limit access to trespassers onto the railroad right-of-way. Traffic studies should address vehicular and pedestrian volumes that increase impacts over affected crossings.	The project area is near planned transit service. The existing rail right-of-way is not currently used for transit service and is intermittently used for freight service in the project area. The project would be required to pay development impact fees and transportation uniform mitigation fees for regional transportation improvements so that infrastructure could be built in accordance with the ultimate cross-sections to ensure adequate pedestrian, bicycle, and vehicle mobility in accordance with the 2030 General Plan. These fees and levels of service along major transportation routes that may traverse rail crossings are included in Section 5.13, *Traffic and Transportation*.
Riverside County Flood Control and Water Conservation District (RCFC)	The RCFC letter identifies that the project would not be impacted by the District Master Drainage Plan nor are there other facilities of regional interest proposed. The project is within the San Jacinto Regional Area Drainage Plan, for which regional drainage fees are adopted.	Fees imposed by the San Jacinto Regional Area Drainage Plan would be applicable for future developments within the North Hemet Specific Plan. A discussion of hydrology and water quality impacts of the project are included in Section 5.7, *Hydrology and Water Quality*.
Riverside County Waste Management Department (RCWMD)	• The EIR should evaluate the quantity of construction and demolition materials if a large quantity of waste would be generated. • Solid waste generation should be calculated for the project. • Solid waste would be sent to the Badlands Landfill or the El Sobrante Landfill. • The EIR should incorporate measures to: o reduce the amount of construction and demolition debris o encourage greenwaste recycling o comply with regulations regarding recycling areas	A discussion regarding the project's impacts to waste disposal services is included in Section 5.14, *Utilities and Service Systems*. In addition, consistency with waste reduction measures is included in Section 5.8, *Land Use and Planning*. In addition, Section 5.5, *Greenhouse Gas Emissions*, also includes mitigation to recycle construction and demolition debris.

Table 2-1
NOP Written Comment Summary

Commenting Agency	Comment Summary	Issue Addressed In:
Riverside Transit Agency (RTA)	RTA requests that transit improvements, including the current bus stop, be enhanced, including: • Compliance with Americans with Disabilities Act (ADA) standards • Bus turnout • Pedestrian pathways • Transit amenities (e.g., bench, trash receptacle, shelter)	Chapter 3, *Project Description*, identifies improvements in the local circulation system to enhance vehicle, bicycle, pedestrian, and transit mobility. The North Hemet Specific Plan is designed to be transit ready. The pedestrian and bicycle system would link the residential neighborhoods to existing and proposed transit routes. Section 5.13, *Transportation and Traffic*, evaluates potential impacts to the circulation system, including transit accessibility. Pursuant to the development plan, the existing bus stop may be improved to comply with the ADA standards, with transit amenities and convenient access from the project site by way of complete sidewalks to enhance pedestrian mobility, particularly for seniors and disabled persons who may reside in the project area.
South Coast Air Quality Management District (SCAQMD)	SCAQMD requests all modeling files during the review period of the EIR. Impacts to regional and local air quality should be identified during for project construction and operational phases. Toxic air contaminants should be evaluated if generated by the project. In addition, siting of the project near to major sources of toxic air contaminants should be reviewed. Mitigation measures to reduce potential impacts should be incorporated.	Project-related criteria air pollutant impacts are evaluated in Section 5.2, *Air Quality*. Project-related greenhouse gas emissions (GHG) impacts are evaluated in Section 5.5, *Greenhouse Gas Emissions*. The air quality and GHG analysis is consistent with methodology outlined by SCAQMD for evaluating construction and operational impacts. The project would not generate a substantial amount of toxic air contaminants nor locate sensitive uses near major sources of toxic air contaminants.
Southern California Edison (SCE)	SCE identifies that construction of SCE facilities, if required, could delay a project. Applicants for future development projects should consider the need to construct or relocate SCE facilities as part of project-level review. SCE also refers developers to the Savings by Design program to reduce energy demand.	Energy demand is evaluated in Section 5.14, *Utilities and Service Systems*, and in Section 5.5, *Greenhouse Gas Emissions*.
State Clearinghouse	This letter identifies that the project has complied with the noticing requirements of CEQA and identifies the 30-day public review period for state agencies.	The State Clearinghouse number is identified on the project cover.

2.3 DEIR SCOPING MEETING

The City of Hemet held a public scoping meeting for the Draft EIR on October 20, 2011. However, no public comments were received during this public meeting.

2.4 SCOPE OF THIS DEIR

Based upon the initial study and environmental checklist form, the City of Hemet staff determined that a DEIR should be prepared for the proposed project. The scope of the DEIR was determined based upon the City's initial study and comments received in response to the NOP. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce these impacts to levels of insignificance or eliminate them.

The information in the project description establishes the basis for analyzing future project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

2.4.1 Impacts Considered Less Than Significant

In preparation of the Initial Study, the City of Hemet determined that Agricultural and Forestry Resources, Biological Resources, and Mineral Resources would not significantly affect or be affected by the proposed North Hemet Specific project, and therefore are not discussed in detail in this DEIR. This determination was made by the City of Hemet in its preparation of the initial study.

2.4.2 Potentially Significant Adverse Impacts

The Initial Study identified 14 environmental factors with potentially significant impacts if the proposed project is implemented.

- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

2.4.3 Unavoidable Significant Adverse Impacts

This DEIR identifies six significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City of Hemet, as the lead agency, determines that unavoidable significant adverse impacts will result from the project, it must prepare a "statement of overriding considerations" before it can approve the project. A statement of overriding considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects, and therefore the adverse effects are considered to be acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- Impact 5.2-1. The project is a regionally significant project, and criteria air pollutants generated during operation of the proposed project would exceed South Coast Air Quality Management District's regional significance thresholds. As a result, the proposed project could potentially exceed the assumptions in the air quality management plan and would not be considered consistent with the AQMP. Integration of Mitigation Measures 2-1 through 2-4 in future development projects would reduce regional operational emissions. No additional feasible mitigation measures are available to reduce long-term air pollutant emissions below the SCAQMD regional thresholds so that the project

would not significantly contribute to the nonattainment designation of the South Coast Air Basin and would be consistent with the AQMP. Consequently, Impact 5.2-1 would remain significant and unavoidable and a statement of overriding considerations would be required.

- Impact 5.2-3. Operation of the project would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for nitrogen oxides (NO_X) at buildout. Emissions of NO_X that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and nitrogen dioxide (NO_2) nonattainment designations of the South Coast Air Basin. The majority of air pollutants are generated by transportation sources. Mitigation Measures 2-1 through 2-4 would reduce criteria and greenhouse gas (GHG) emissions generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance thresholds. Consequently, Impact 5.2-3 would remain significant and unavoidable and a statement of overriding considerations would be required.

- Impact 5.5-1. The North Hemet Specific Plan is a mixed-used project that would increase residential densities within the downtown area of Hemet. While the project would be consistent with local and regional strategies to reduce vehicle miles traveled and GHG emissions, emissions generated at buildout of the North Hemet Specific Plan would exceed SCAQMD's proposed significance threshold and are considered to cumulatively contribute to GHG emissions. Mitigation Measures 2-1 through 2-4 and 5-1 through 5-5 would assist in reducing project-related GHG emissions. Though all feasible mitigation measures have been incorporated into the project, the total increase in GHG emissions onsite from the project would still exceed the proposed thresholds and be considered substantial. Consequently, Impact 5.5-1 would remain significant and unavoidable and a statement of overriding considerations would be required.

- Impact 5.9-5. Construction activities associated with individual developments may occur in close proximity to noise-sensitive receptors, and noise disturbances may occur for prolonged periods of time. Mitigation Measure 9-3 would reduce noise generated by construction activities associated with the project to the extent feasible. Project-related construction activities would occur during the least noise-sensitive portion of the day and mitigation measures would reduce noise, but due to the length of construction activities and level of noise from the possible overlap of construction projects, Impact 5.9-5 would remain significant and unavoidable and a statement of overriding considerations would be required.

- Impact 5.13-1. Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Table 5.13-20 identifies levels of service (LOS) with implementation of the Phase 1 Mitigation Measures 13-6 through 13-9 for cumulative impacts. The project is required to participate in the funding and/or construction of offsite improvements, including traffic signals that are needed to mitigate cumulative impacts, through the payment of the City of Hemet development impact fees or through a fair-share contribution, as directed by the City. These fees are collected by the City to fund improvements. Although the proposed improvements would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured; therefore, a temporary unmitigated cumulative impact would occur. Consequently, Impact 5.13-1 would remain significant and unavoidable and a statement of overriding considerations would be required.

- Impact 5.13-2. Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (both peak hours), Menlo Avenue at State Street (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Table 5.13-22 identifies LOS with implementation of the Phase 2 Mitigation Measures 13-16 through 13-20 for cumulative impacts. The project is required to participate in the funding and/or construction of offsite improvements—

including traffic signals to mitigate cumulative impacts—through the payment of the City of Hemet development impact fees or through a fair-share contribution, as directed by the City. These fees are collected by the City to fund improvements. Although the proposed improvements would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured; therefore, a temporary unmitigated cumulative impact would occur. Consequently, Impact 5.13-2 would remain significant and unavoidable and a statement of overriding considerations would be required.

2.5 INCORPORATION BY REFERENCE

The following documents are incorporated by reference in this DEIR, consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the City of Hemet.

- *North Hemet Revitalization Plan*, prepared by Redevelopment Agency for the County of Riverside, 2008.

In 2008, the Redevelopment Agency for the County of Riverside[1] undertook the preparation of the North Hemet Revitalization Plan to develop a strategy to eliminate physical and economic blight within the North Hemet Subarea of the Mid-County Redevelopment Project Area. The revitalization plan was the foundation for the North Hemet Specific Plan. The planning effort was conducted in close coordination with the City of Hemet, particularly the City's Housing Authority. The plan included a market analysis to determine the most feasible uses for the area, a Phase I site assessment, a land use/circulation framework for future development, and design guidelines for the types of residential and nonresidential uses envisioned. The revitalization plan was presented to the Board of Supervisors as well as the Hemet City Council and Housing Authority for review and comment during the process. Following completion of the revitalization plan, the County Board of Supervisors authorized the preparation of this specific plan and EIR to provide the necessary zoning and environmental clearances to enable and encourage development proposals to move forward.

This DEIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis, such as the City's General Plan and Municipal Code, the SCAQMD Air Quality Management Plan, and SCAQMD's *CEQA Air Quality Handbook*. Whenever existing environmental documentation or previously prepared documents and studies are used in the preparation of this DEIR, the information is summarized for the convenience of the reader and incorporated by reference. In addition, each section that relies on previously adopted plans, programs, environmental documentation, and background studies notes how it specifically relates to the proposed project and that the information has been reconfirmed. These documents and other referenced source material in this DEIR will be made available to the public for inspection at the City upon request, at the City of Hemet, 445 East Florida Avenue, Hemet, CA 92543.

2.6 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Hemet will review all written comments received and prepare written responses for each comment. A Final EIR (FEIR) will then be prepared incorporating all of the comments received, responses to the comments, and any changes to the DEIR that result from the comments received. This FEIR will be presented to the City of Hemet for potential

[1] Pursuant to Assembly Bill 1x26 (2011), the Riverside County Board of Supervisors designated the Housing Authority of the County of Riverside successor in interest to the Redevelopment Agency for the County of Riverside.

certification as the environmental document for the project. All persons who commented on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR is available to the general public for review at the following locations:

- City of Hemet, 445 East Florida Avenue, Hemet, CA 92543
- City of Hemet Public Library, 300 East Latham Avenue, Hemet, CA 92543

2.7 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that an agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a negative declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or negative declaration.

The mitigation monitoring program for the North Hemet Specific Plan will be completed as part of the FEIR and prior to consideration of the project by the City of Hemet City Council.

3. Project Description

3.1 PROJECT LOCATION

The North Hemet Specific Plan is within the northwestern portion of the City of Hemet, Riverside County, California. The site is situated within the City of Hemet's Greater Downtown Land Use District designated by the City of Hemet General Plan 2030 and is immediately north of downtown Hemet. The location of the project in Riverside County is shown in Figure 3-1, *Regional Location*. More specifically, the project site is bounded on the north and northwest by existing residential land uses, on the west by Alessandro Street, on the south by Oakland Avenue, and on the east by State Street. Figure 3-2, *Local Vicinity*, show the location of the project site within Hemet.

The project site comprises 37 parcels totaling 28.6 acres. Figure 3-3, *Assessor's Parcel Numbers*, shows the parcel map for the North Hemet Specific Plan. Regional access to the site is via State Route 74 (SR-74 or Florida Avenue), approximately 0.5 mile south of the site, and State Route 79 (SR-79 or San Jacinto Street), approximately 0.75 mile to the east. Local access to the site is via State Street, Alessandro Street, Oakland Avenue, and Menlo Avenue.

Table 3-1
Assessor's Parcel Numbers (APNs) in the North Hemet Specific Plan

439-060-009	443-050-001	443-050-018	443-050-029
439-060-010	443-050-002	443-050-020	443-050-030
439-060-011	443-050-003	443-050-021	443-050-031
439-060-013	443-050-004	443-050-022	443-050-033
439-060-014	443-050-006	443-050-023	443-050-036
439-060-015	443-050-007	443-050-024	443-050-039
439-060-016	443-050-012	443-050-025	443-050-040
439-060-024	443-050-013	443-050-026	
439-060-025	443-050-016	443-050-027	
439-281-035	443-050-017	443-050-028	

3.2 STATEMENT OF OBJECTIVES

The overall purpose of the North Hemet Specific Plan is to provide comprehensive direction for the development of the project site while implementing the goals and policies of the recently adopted City of Hemet General Plan. The proposed project is guided by the following objectives, which will aid decision makers in their review of the project and associated environmental impacts:

1. Increase the supply of new attached housing in the downtown area.
2. Remove economic impediments to land assembly and infill development through the adoption of a Specific Plan for the project area.
3. Establish plans for the improvement and/or development of new public infrastructure to serve the project area.
4. Eliminate nonconforming and blighted uses as appropriate.

5. Provide neighborhood shopping opportunities within a mixed-use setting that promotes a walking environment.
6. Provide for new residential, commercial, open space, and office development that is integrated with existing or planned development surrounding the project area, in terms of vehicular and pedestrian connectivity, architectural style, and compatibility of uses.
7. Provide for new development that is oriented to State Street and creates a gateway to Hemet's downtown.
8. Provide for new development that is transit ready for the potential extension of Metrolink service to downtown Hemet, with a preferred station location immediately east of the project site. The station would be multimodal—also encompassing local, regional, and express bus service.

3.3 PROJECT CHARACTERISTICS

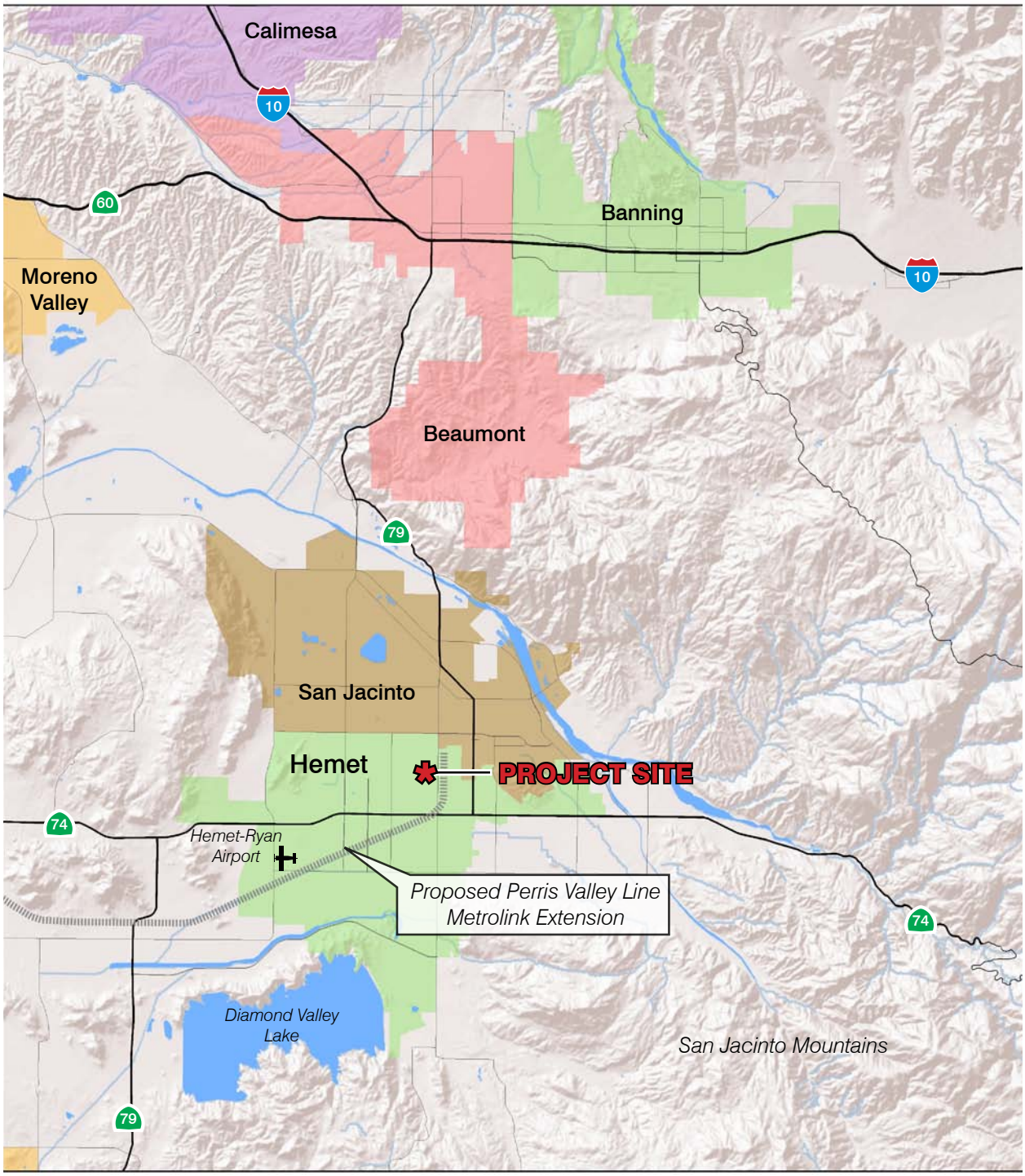
"Project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) An activity undertaken by any public agency included but not limited to…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700…" (14 California Code of Regulations 15378[a]). This DEIR compares the buildout potential for the proposed land use plan with the existing baseline condition (see Chapter 4, *Environmental Setting*).

3.3.1 Description of the Project

The proposed project involves the development of a specific plan on an approximately 28.6-acre site in the City of Hemet. A specific plan is a tool to guide development or revitalization of a particular area and a bridge between the general plan and individual development proposals.[1] It combines development standards and design guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. Jurisdictions may adopt specific plans by resolution or ordinance. The North Hemet Specific Plan would be adopted as ordinance and would serve as the zoning for properties in the project area. It would establish the necessary plans, development standards, design guidelines, infrastructure requirements, and implementation programs for subsequent project-related development activities. Local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the project area must be consistent with the specific plan.

[1] The California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457) allows for the preparation of specific plans, as may be required, for the systematic implementation of the general plan.

Regional Location



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Scale (Miles)

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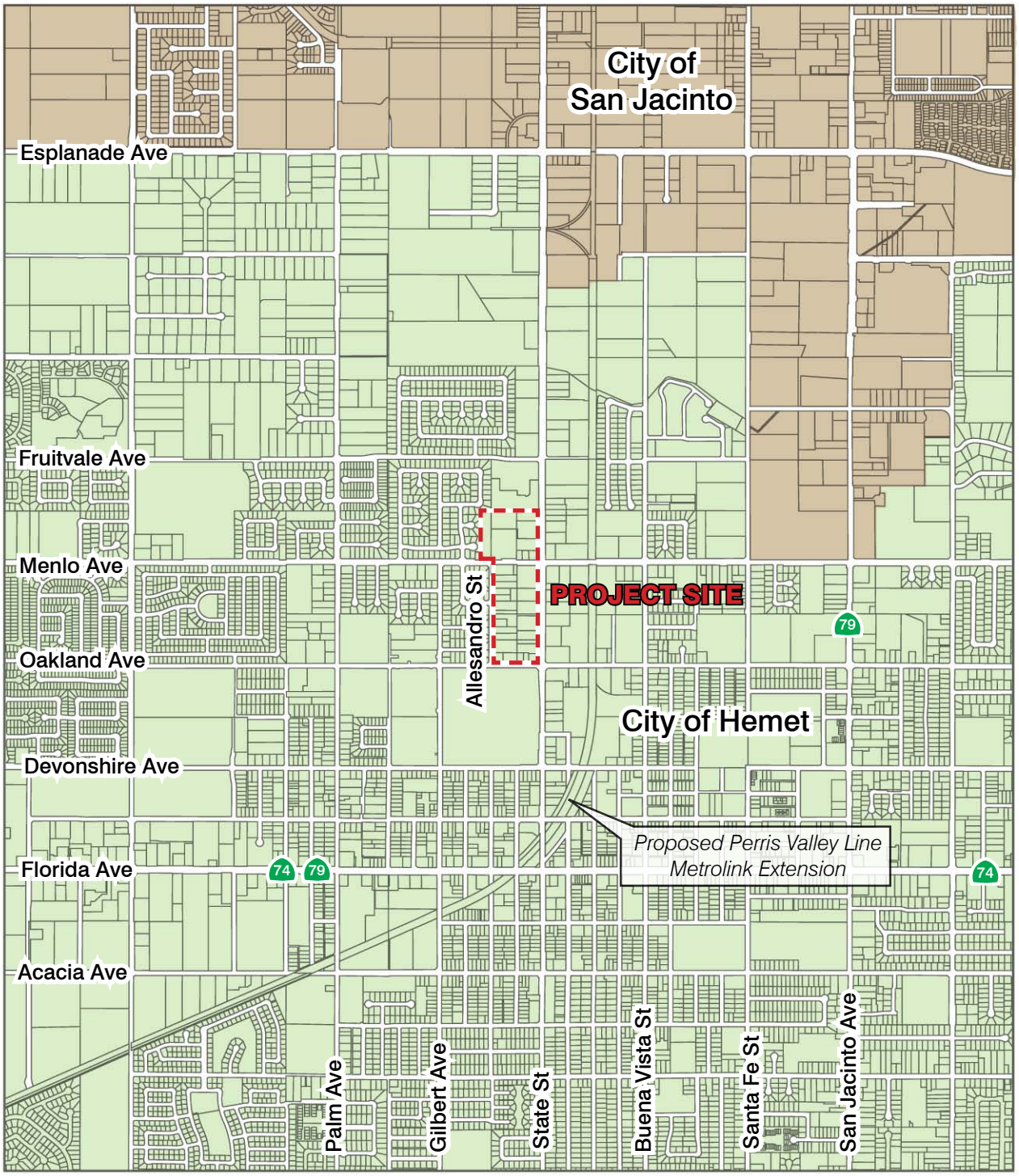
Local Vicinity



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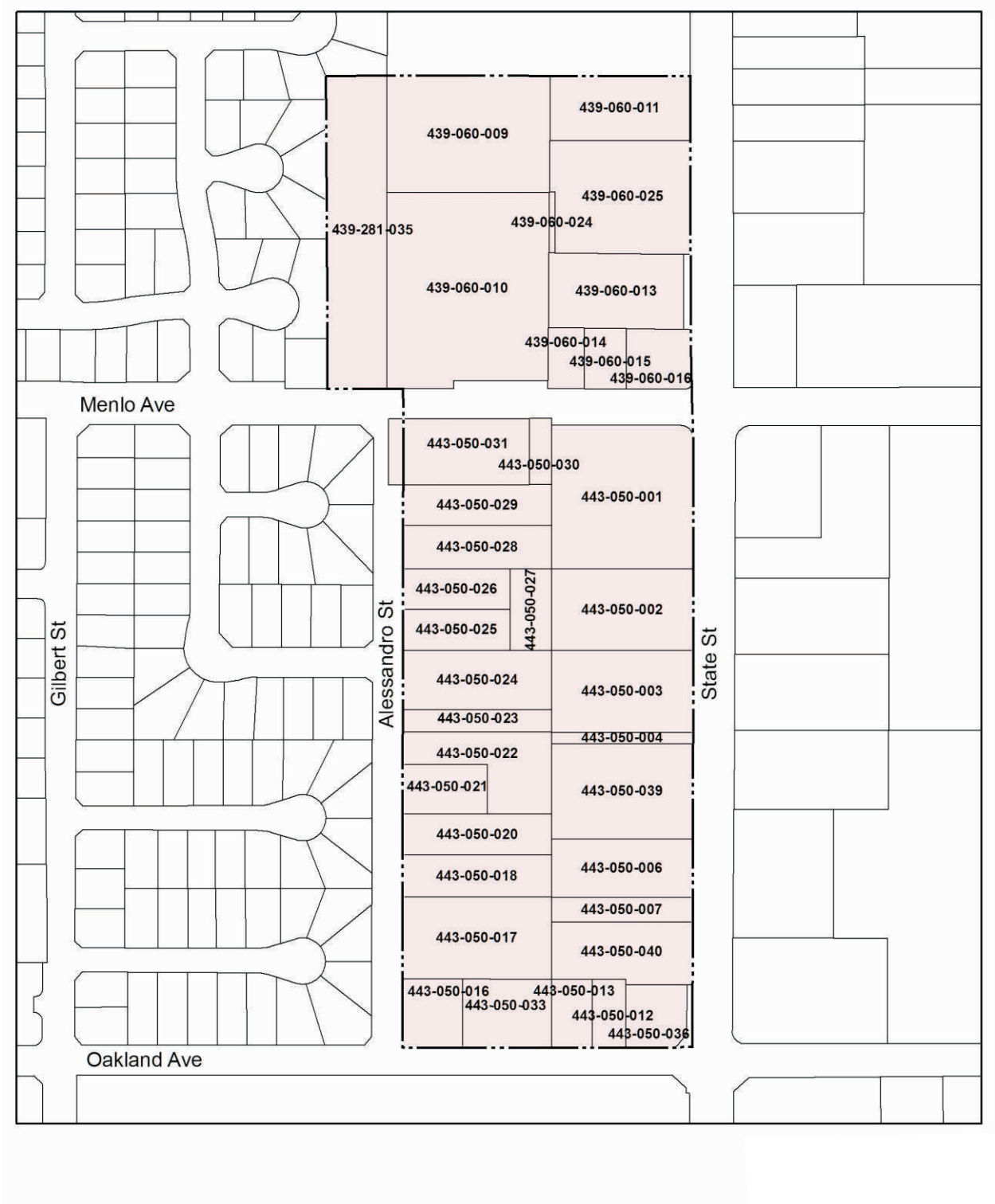
Assessor's Parcel Numbers



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Land Use Strategy

The Housing Authority of the County of Riverside (HACR)[2] is the project proponent. However, the North Hemet Specific Plan would be developed by a number of landowners over time within the framework established by the North Hemet Specific Plan. The plan contains three land use designations. The Medium Density Residential (MDR) and High Density Residential (HDR) designations provide for residential land use. The Neighborhood Mixed-Use Node (NMUN) allows for a range of uses in a mixed-use setting. The specific plan calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. Table 3-2 describes the land use categories in the North Hemet Specific Plan. In addition, detention basins in the planning areas would provide for dual use as passive parks with drainage and detention uses, including drainage swales.

Table 3-2
Land Use Categories

Designation	*Land Use*	*Description*
Medium Density Residential (MDR)	8.0–18.0 units per acre	Provides for medium-density residential use (such as detached greencourt homes, paired homes, cottage clusters, rowtowns, garden apartments, assisted living, and live-work).
High Density Residential (HDR)	18.1–30.0 units per acre	Provides for high-density multifamily residential uses (such as motorcourt, garden and family apartments, cottage clusters, rowtowns, assisted living, and live-work).
Neighborhood Mixed-Use Node (NMUD)	Office	Provides for a mix of professional office and related support services uses.
	Commercial	Provides for neighborhood retail and service uses
	Residential: 18.1–30.0 units per acre	Provides for high-density multifamily residential uses adjacent to or above nonresidential uses.
Street Right-of-Way (ROW)		Accommodates local roads within the project. Does not include private drives or alleys.

Land Use Plan

The land use plan for the North Hemet Specific Plan area has been divided into seven planning areas, as described in Table 3-3 and shown on Figure 3-4, *North Hemet Specific Plan*. The land use plan allows for development of a maximum of 525 homes and up to 135,254 square feet of supporting retail and office designations. The project would allow transfer of units (or development potential) between planning areas.

[2] Pursuant to Assembly Bill 1x26 (2011), the Riverside County Board of Supervisors designated HACR as successor in interest to the Redevelopment Agency for the County of Riverside.

Table 3-3
Land Use Plan Statistical Summary

Planning Area	Land Use		Gross Acres[1]	Max. Residential Density	Floor-Area Ratio (FAR)[2]	Maximum Buildout Potential	
						Residential Units[3]	Square Feet, Nonresidential
1	HDR[4]	Residential	6.4	30.0		192	
2	NMUN	Commercial	4.0		0.35		38,115 – Retail
		Office			0.25		16,335 – Office
3	MDR	Residential	2.2	18.0		40	
4	NMUN	Residential	3.5	30.0	0.35	40	53,361 – Retail
		Commercial					
5	HDR	Residential	5.0	30.0		150	
6	NMUN	Residential	3.8	30.0	0.35	60	27,443 – Retail
		Commercial					
7	MDR	Residential	2.4	18.0		43	
Public Street Right-of-Way (ROW)			1.3				
		Total	**28.6**			**525**	**135,254**

[1] Gross site area includes local roads and any area devoted to detention areas. It does not include any existing public right-of-way. Includes section of existing public street (Menlo Avenue) within the specific plan boundary.
[2] FAR, or Floor Area Ratio, is the ratio of the total floor area of buildings to the gross acres of the specified land use within a planning area.
[3] Units are based on gross acres multiplied by density.
[4] Planning Area 1 is intended for senior housing, including assisted living and nonassisted senior apartments or condominiums.

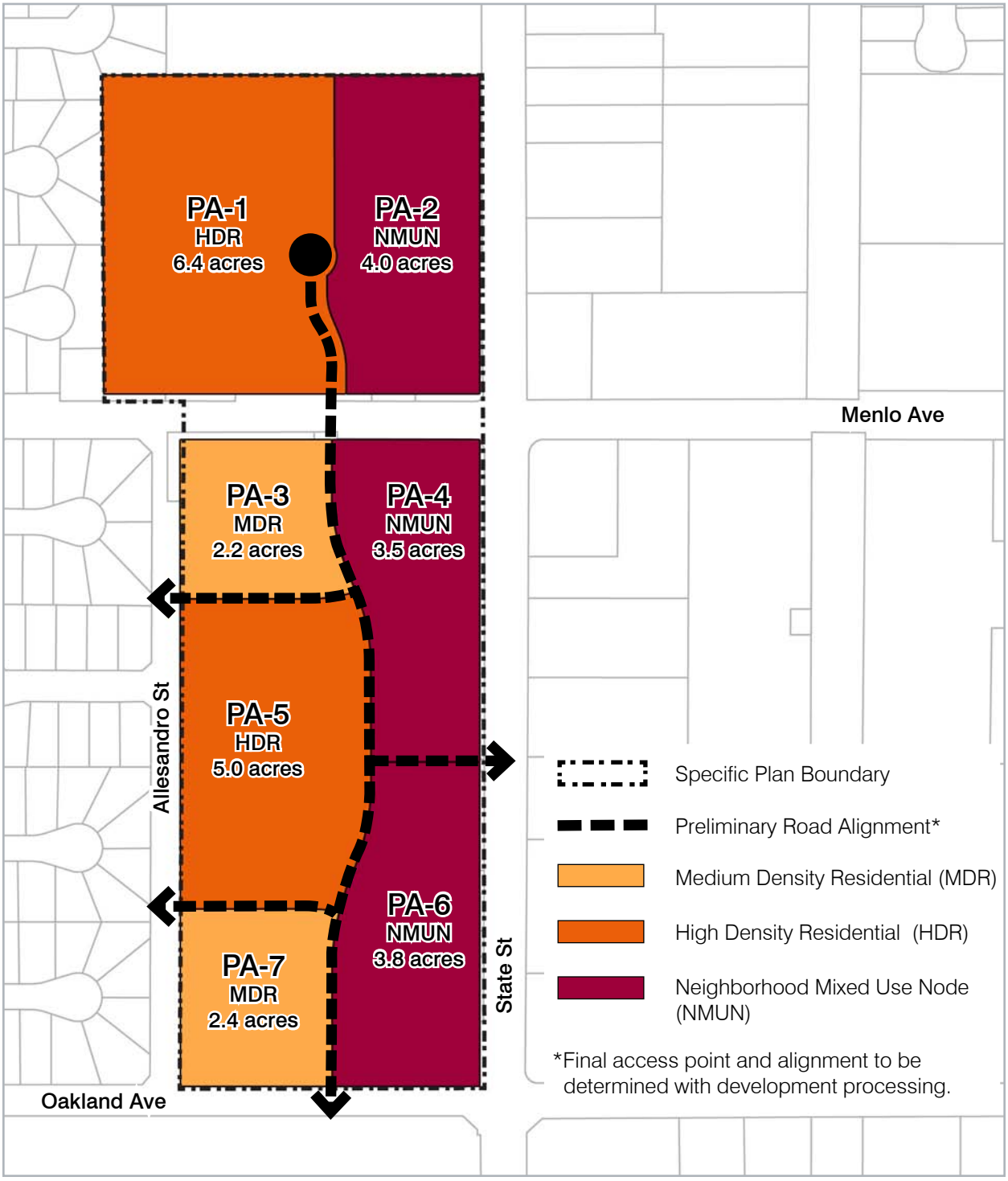
- **Planning Area 1** is designated HDR and would be bounded by Menlo Avenue on the south, Planning Area 2 on the east, existing multifamily apartments on the north, and existing single-family residences on the west. This planning area would comprise 6.4 gross acres intended for senior housing, which may include nonassisted senior apartments/condominiums or assisted living. Planning Area 1 could develop a maximum of 192 dwelling units at 30.0 units per acre. In addition, a 0.29-acre detention basin is conceptually identified to handle the storm drainage needs of Planning Areas 1 and 2.

- **Planning Area 2** is designated NMUN and would be bounded by Menlo Avenue on the south, State Street on the east, existing multifamily apartments on the north, and Planning Area 1 on the west. This planning area would comprise 1.5 acres of office use and 2.5 acres of commercial use (4.0 acres total). It could develop a maximum of 16,335 square feet of office use at a floor area ratio (FAR)[3] of 0.25 and a maximum of 38,115 square feet of commercial uses at an FAR of 0.35. Pursuant to the design guidelines, development would be oriented to State Street and Menlo Avenue, and pedestrian access would be provided to/from the senior complex in Planning Area 1.

- **Planning Area 3** is designated MDR and would be bounded by Planning Area 5 on the south, Planning Area 4 on the east, Menlo Avenue on the north, and Alessandro Street on the west. This planning area would comprise 2.2 gross acres and includes a 0.24-acre retention basin to handle the storm drainage needs of Planning Areas 3, 4, and a portion of Planning Area 5. It could develop a maximum of 40 residential dwelling units at 18.0 units per acre.

[3] The ratio of the total floor area of buildings (i.e., building square footage) to the gross acreage of the site.

North Hemet Specific Plan



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- **Planning Area 4** is designated NMUN and would be bounded by Planning Area 6 on the south, State Street on the east, Menlo Avenue on the north, and Planning Areas 3 and 5 on the west. This planning area would comprise 3.5 gross acres. It could develop a maximum of 53,361 square feet of commercial uses at an FAR of 0.35 and a maximum of 40 residential dwelling units at 30.0 units per acre. Pursuant to the design guidelines, buildings are intended to front State Street but be accessible to residents in the project area.

- **Planning Area 5** is designated HDR and would be bounded by Planning Area 7 on the south, Planning Areas 4 and 6 on the east, Planning Area 3 on the north, and Alessandro Street on the west. This planning area would comprise 5.0 gross acres. It could develop a maximum of 150 residential dwelling units at 30.0 units per acre. Pursuant to the design guidelines, buildings should front internal roadways to frame the street and create a pedestrian-friendly environment.

- **Planning Area 6** is designated NMUN and would be bounded by Oakland Avenue on the south, State Street on the east, Planning Area 4 on the north, and Planning Areas 5 and 7 on the west. This planning area would comprise 3.8 gross acres. It could develop a maximum of 60 residential dwelling units at 30.0 units per acre and a maximum 27,443 square feet of commercial uses at an FAR of 0.35.

- **Planning Area 7** is designated MDR and would be bounded by Oakland Avenue on the south, Planning Area 6 on the east, Planning Area 5 on the north, and Alessandro Street on the west. This planning area would comprise 2.4 gross acres, which includes a 0.24-acre detention basin to handle the storm drainage needs of Planning Areas 6 and 7 and a portion of Planning Area 5. It could develop a maximum of 43 residential dwelling units at 18.0 units per acre.

Access and Circulation Plan

The North Hemet Specific Plan would be designed for all modes of transportation to provide mobility options and convenient access to the region and community. The circulation plan includes a network of roadways, multiuse trails, and paseos for vehicular, pedestrian, bicycle, and transit mobility.

Roadway Network

Figure 3-5, *Vehicular Circulation Plan*, identifies the internal and external circulation system for the proposed project. The roadway system consists of a hierarchy of streets including secondary roadways, collectors, local streets, and private streets. The characteristics of the internal streets vary from the standards of the Hemet General Plan in order to create a more walkable environment and higher connectivity to uses adjacent to the project area. Perimeter roadways include State Street, Menlo Avenue, Oakland Avenue, and Alessandro Street. These streets provide primary access to the North Hemet Specific Plan. Access points are provided along these perimeter roadways to provide ingress/egress to the project area. Signalized intersections are proposed at critical intersections along State Street, Menlo Avenue, and Oakland Avenue. Access with restricted turning movements and stop-controlled intersections are also provided at various roadway intersections.

Pedestrian Network

All commercial and mixed-use planning areas will be interconnected by perimeter walkways and internal walkways, as depicted in Figure 3-6, *Pedestrian, Bicycle, and Transit Network*. The pedestrian circulation system provides direct access to and from dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas. The sidewalk system would be developed adjacent to streets.

Bicycle Network

Class 2 bike lanes are proposed on either side of State Street, Menlo Avenue, Oakland Avenue, and some local streets depending on the function of the street. The North Hemet Specific Plan is intended to be bike friendly and provide for the daily use of bicycles separate from pedestrian and vehicular traffic.

Public Transit

The project area is currently served by the Riverside Transit Agency (RTA) with an existing RTA bus stop located southbound on State Street. The bus stop is currently served by Routes 31 and 33. Route 31 is a regional route that travels from Banning and Beaumont to San Jacinto and Hemet, and Route 33 is a local route within the Hemet area. With the development of the North Hemet Specific Plan, the existing bus stop would be improved to comply with the Americans with Disabilities Act, with transit amenities and convenient access from the project site by way of complete sidewalks, to enhance pedestrian mobility, particularly for seniors and disabled persons who may reside in the project area.

Parking

Parking, including surface parking, is required to be provided within the North Hemet Specific Plan area to serve the retail and office uses. In accordance with the design guidelines, parking is required to be screened from perimeter streets and adjacent future mixed-use areas, as possible. Projects that consolidate and combine individual parking lots into a shared parking facility are eligible to reduce the overall parking requirement by up to 10 percent or increase the allowable floor area ratio by 2 percent.

Wet and Dry Utilities

Water treatment facilities filter and/or disinfect water before it is delivered to customers. Water is provided to the project site by the Eastern Municipal Water District (EMWD) and the Lake Hemet Municipal Water District. Wastewater treatment services are provided to the project area by EMWD at the Hemet/San Jacinto Valley Regional Water Reclamation Facility. Future development would be served by connections to these existing lines, subject to the approval of the City Engineer. Southern California Gas Company would provide gas service to the project area. Existing wet (sewer and water) and dry (gas) utilities are located within the streets surrounding the project area (see Section 5.14, *Utilities and Service Systems*, Figure 5.14-1, *Utilities Plan*). Southern California Edison would provide electric service via existing distribution lines.

Joint Use Parks/Detention Areas

Local park needs would be met through a combination of several joint-use park / detention areas, as well as park in-lieu fees. The Drainage Facilities Map (see Section 5.7, *Hydrology and Water Quality*, Figure 5.7-6 identifies the need for a series of onsite detention basins to handle stormwater runoff.[4] Onsite stormwater flows would be collected through inlets and conveyed through subsurface storm drains that would discharge the flows into one of the three proposed extended detention basins. The flows would be treated for water quality purposes and mitigated for increased runoff. Given the existing topography and drainage conditions, these detention basins are generally in the residential areas of the project. They would be designed to not only handle annual storm runoff, but provide passive and active recreational uses, including fields, tot lots, and picnic areas. These park areas would be directly accessible to surrounding residential via pedestrian paths or sidewalks. Given their dual function, park/detention areas would be required to be designed by a registered landscape architect or civil engineer and approved by the City Engineer. A conceptual drainage

[4] If stormwater detention is designed to be handled underground, then each residential planning area would provide a small private park area as a focus of the neighborhood.

and grading plan is provided in Figure 3-7, *Conceptual Drainage and Grading Plan*. Private park areas would be required to be designed to meet the City's "Common Open Space Development Standards" in Article X111, Multiple-Family Zones, of the Hemet Municipal Code and the Parks and Open Space design guidelines. In addition, residential projects are subject to Article X, Public Parklands and/or Dedication, of the Hemet Municipal Code.

Project Phasing

The project would be constructed in two phases beginning in 2013 and would be built out by 2020. Phase 1 includes Planning Areas 1 and 2 north of Menlo Avenue. Phase 1 would commence in 2013 and be complete by 2016. Phase 2 would commence in 2017 and would be complete by 2020 and would involve Planning Areas 3 through 7 south of Menlo Avenue. Figure 3-8, *Phasing Plan*, shows the conceptual phasing for the proposed project.

Per the City of Hemet, construction activities would be limited to between 6:00 AM and 6:00 PM during the months of June through September and between 7:00 AM and 6:00 PM during the months of October through May and on Saturday between 7:00 AM and 6:00 PM.

3.4 INTENDED USES OF THE EIR

This is a program EIR that examines the potential environmental impacts of implementation of the North Hemet Specific Plan. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the North Hemet Specific Plan. It is the intent of the DEIR to enable the City of Hemet, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements, actions, and decisions. The anticipated approvals required for this project are listed in Table 3-4:

Table 3-4
Approvals Required

Lead Agency	***Action***
City of Hemet Planning Commission	• Recommendation to City Council to adopt the North Hemet Specific Plan. • Recommendation to City Council to adopt any ordinances, guidelines, programs, or other mechanisms that implement the North Hemet Specific Plan.
City of Hemet City Council	• Adoption of the North Hemet Specific Plan. • Adoption of any ordinances, guidelines, programs, or other mechanisms that implement the North Hemet Specific Plan.
Responsible Agencies	***Action***
Southern California Association of Governments/ Western Riverside Council of Governments	• Revision of regional models related to growth and development projections

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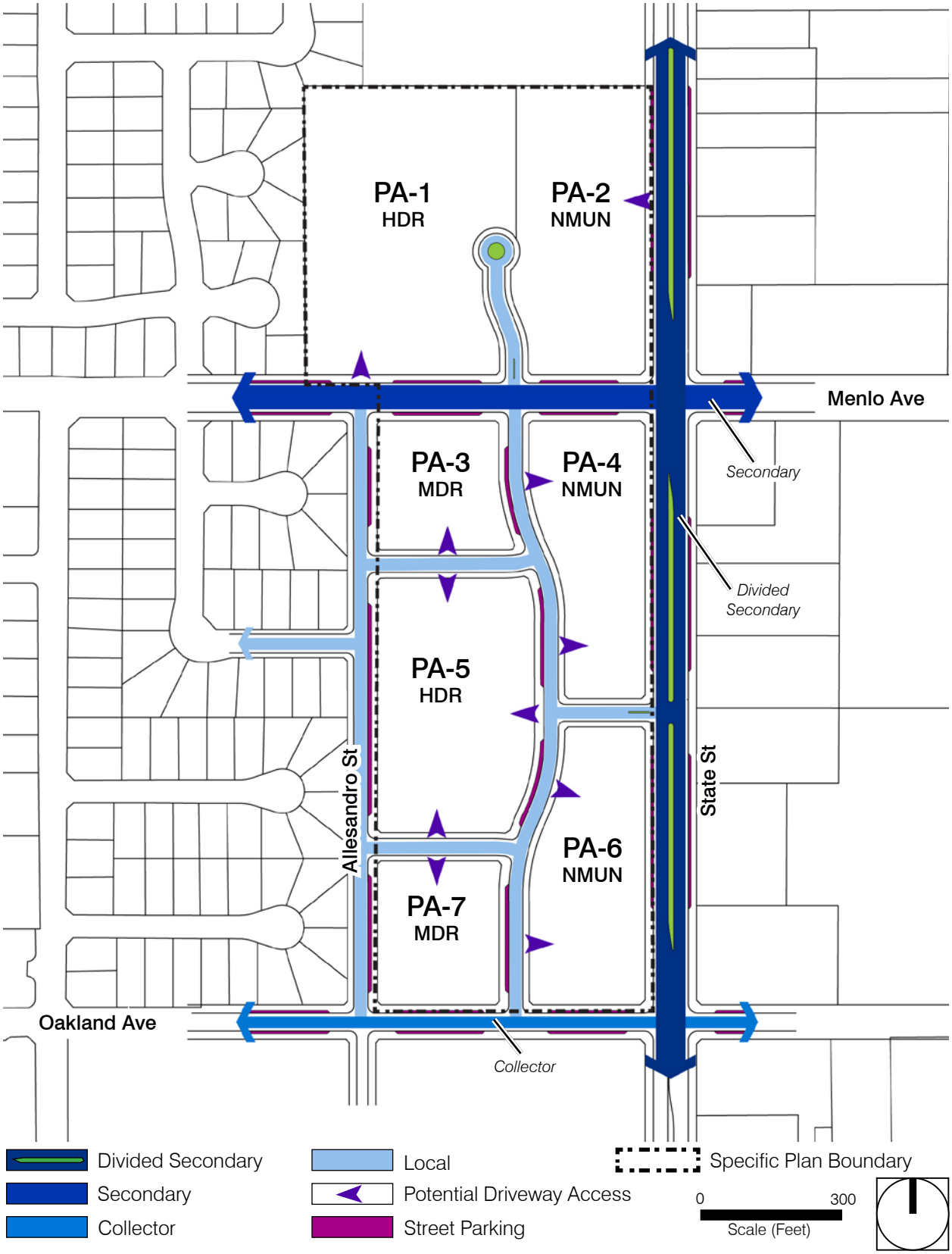
Vehicular Circulation Plan



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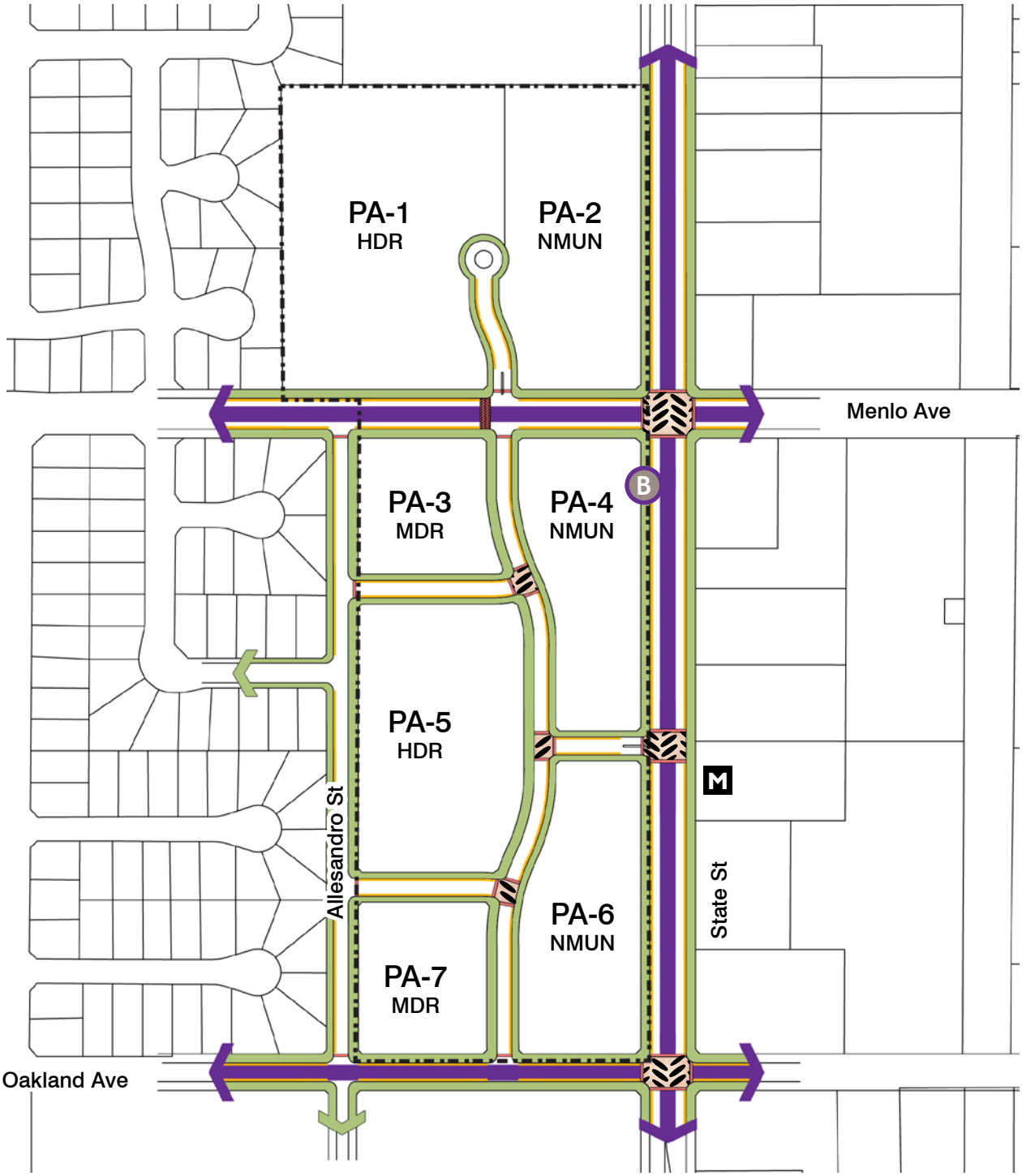
Pedestrian, Bicycle, and Transit Network



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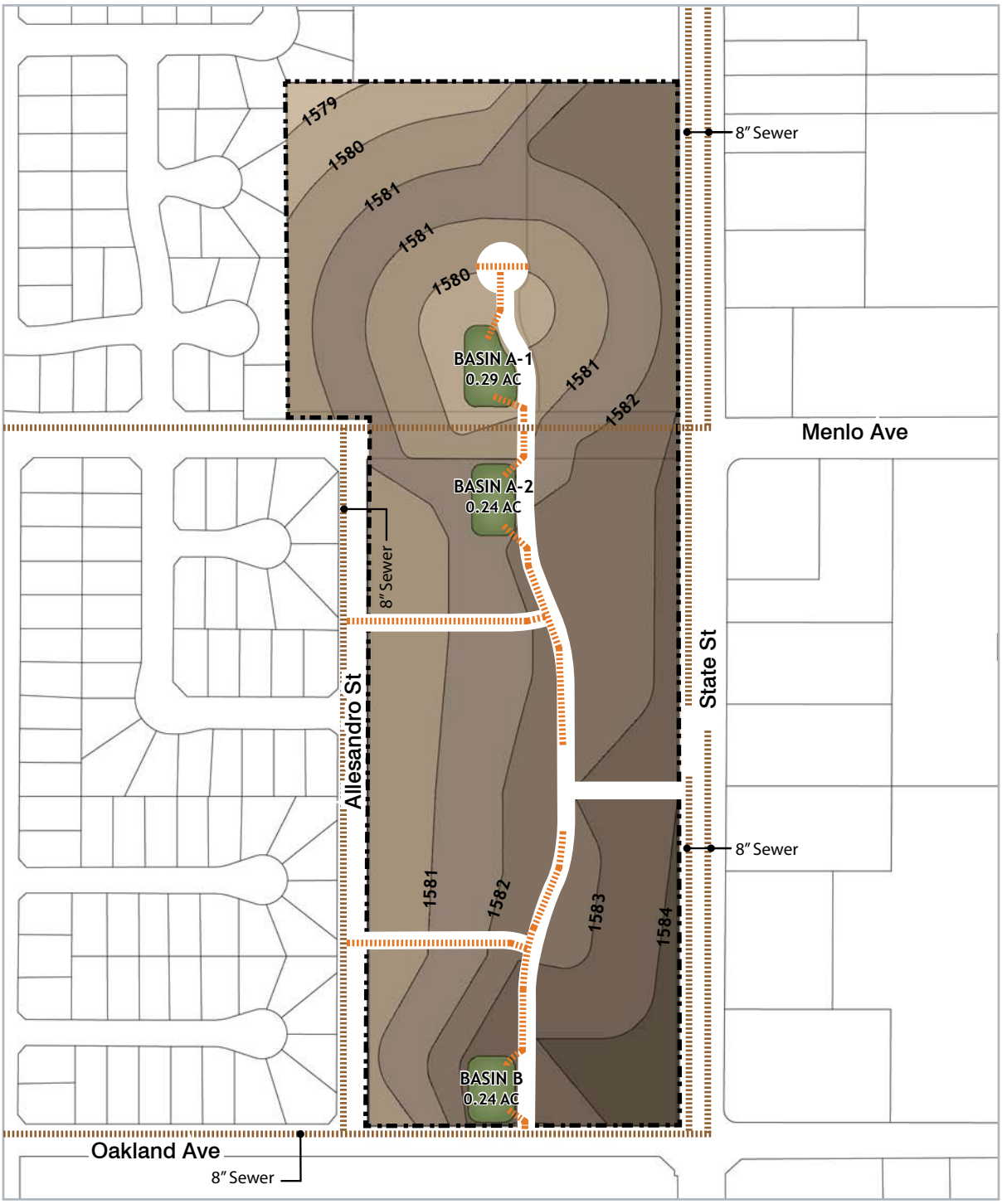
Conceptual Drainage and Grading Plan



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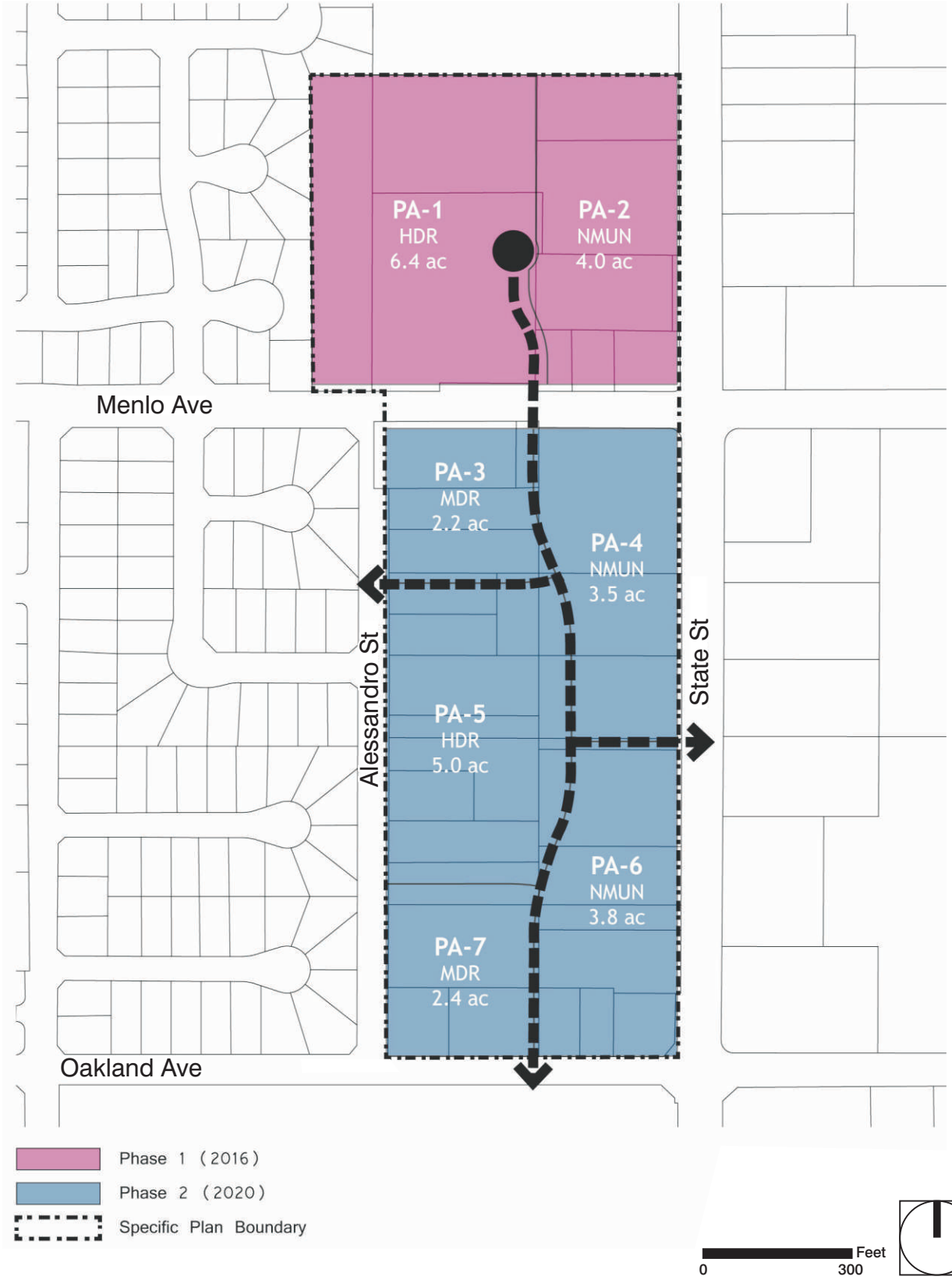
Phasing Plan



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4. Environmental Setting

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, …from both a local and a regional perspective" (§ 15125(a)). The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The project site is in the City of Hemet, western Riverside County. The City of Hemet is surrounded by the City of San Jacinto to the north and unincorporated Riverside County to the east, south, and west. Regional access to the site is via State Route 74 (SR74) (Florida Avenue) about 0.5 mile south of the site; and by SR-79 (San Jacinto Street) roughly 0.75 mile east of the site. The nearest freeways to the site are Interstate 10 (I-10) about 11 miles north of the site, and I-215 about 12 miles west of the site, as shown previously in Figure 3-1, *Regional Vicinity.*

The City of Hemet is in the San Jacinto Valley, an oval-shaped, northwest-trending valley. The San Jacinto Valley is bounded to the east and northeast by the San Jacinto Mountains, which rise up to 10,804 feet elevation, and to the south, west, and north by smaller mountains and hills: the Santa Rosa Hills to the south; the Lakeview Mountains to the west; and the San Timoteo Badlands to the north. The San Jacinto Valley at its northwest end is continuous with the Moreno Valley. The San Jacinto Valley is part of the San Jacinto Basin, a larger area consisting of valleys interspersed with hills that are bounded by the San Jacinto Mountains and San Timoteo Badlands to the east and northeast and the Santa Ana Mountains to the southwest. The Santa Rosa Hills and Lakeview Mountains are some of the features in the San Jacinto Basin.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. Advisory policies and programs adopted by SCAG to promote regional objectives are expressed in its regional comprehensive plan. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs such as the regional housing needs assessment and the regional transportation plan. The 2008 Regional Comprehensive Plan is advisory only and cannot be used by SCAG for intergovernmental review. The Western Riverside Council of Governments (WRCOG) is the council of governments and local transportation planning agency for the western Riverside subregion of SCAG.

In 2004, SCAG adopted a regional growth strategy known as the Compass Blueprint 2% Strategy. The Compass Blueprint 2% Strategy is a guideline for how and where the growth vision for southern California's future can be implemented toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. The strategy is the foundation of SCAG's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). SCAG adopted the 2012 RTP/SCS in April 2012. SCAG's SCS encourages transit providers to increase frequency and span-of-service in transit-oriented development (TOD) High Quality Transit Opportunity Areas (HQTA). A HQTA is a walkable transit village or corridor and meets the definition of a high quality transit corridor pursuant to SB 375. Under SB 375, projects within an HQTA that meet the definition of a transit priority project (TPP) may be exempt from CEQA or qualify for CEQA streamlining.[1]

Air Quality

The City of Hemet is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants for which ambient air quality standards (AAQS) have been adopted to protect health and welfare are known as criteria air pollutants and are: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). Volatile organic compounds (VOCs) and oxides of nitrogen (NO_X) are air pollutant precursors that go on to form O_3 through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet AAQS for that pollutant. The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10} and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS. [2]

Global Climate Change

Assembly Bill 32 (AB 32), the Global Warming Solutions Act, was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of greenhouse gas emissions. AB 32 requires the state's global warming emissions to be reduced to 1990 levels by the year 2020. Projected GHG emissions in California are estimated at 596 million metric tons of CO_2-equivalent (CO_2e) pollutants. The California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons (471 million tons) of CO_2e for the state. The 2020 target requires emissions reductions of 169 million metric tons, 28.5 percent of the projected emissions. Pursuant to the requirements of AB 32, the state's reduction in global warming emissions will be accomplished through an enforceable statewide cap on global warming emissions that will be phased in starting in 2012. In order to effectively implement the cap, CARB adopted the Scoping Plan, which identifies the greenhouse gas emissions reduction targets and reduction strategies for the various emission sectors within the state.

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[1] A transit priority project: 1) contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provides a minimum net density of at least 20 dwelling units per acre; and (3) is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop … also includes major transit stops that are included in the applicable regional transportation plan. High-quality transit corridor means a corridor of a high-quality transit area with a fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

[2] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. However, the EPA has not yet approved this request.

Santa Ana Regional Water Quality Control Board

The project site is in the San Jacinto River Subbasin of the larger Santa Ana River Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed covers approximately 2,800 square miles with about 700 miles of rivers and major tributaries. Water flow in the watershed starts in the upper erosion zone of the San Bernardino and San Gabriel mountains. This upper zone has the steepest gradients, which prevent large quantities of surface water from percolating into the ground. Primary slope direction is northeast to southwest. Flows in the upper zone consist mainly of snowmelt and storm runoff through mostly undeveloped San Bernardino National Forest lands (SAWPA 2006). The project site is in an area tributary to the San Jacinto River, which flows south and southwesterly to Lake Elsinore. Lake Elsinore is tributary to Temescal Creek, which flows northwestward and joins the Santa Ana River, which in turn flows southwestward to the Pacific Ocean. Diamond Valley Lake, approximately four miles directly south of the project site, is a water storage reservoir.

Regional Habitat Conservation Plans and Areas

Western Riverside County Multi-Species Habitat Conservation Plan

In June 1992, Riverside County Habitat Conservation Agency (RCHCA), Riverside County Regional Parks and Open Space District (RCRPOSD), and WRCOG initiated a program to develop a regional multiple-species plan for Western Riverside County. The MSHCP is a comprehensive, multi-jurisdictional HCP that focuses on the conservation of multiple species and their associated habitats in Western Riverside County. The MSHCP authorizes the "take" (as defined by the Federal Endangered Species Act and the California Endangered Species Act) of 146 identified plant and animal species for projects in compliance with all the agreements of the plan, including payment of the MSHCP fee. Some species are "covered species" with no additional requirements for take authorization, and other species are "conditionally covered" and are subject to additional conditions prior to take authorization being granted. The MSHCP includes five species map overlays—amphibians, burrowing owl, criteria area plants, mammals, and narrow endemic plants—and projects within these overlays are required to conduct additional surveys. The MSHCP area encompasses approximately 1.26 million acres, including all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, in addition to jurisdictional areas of the Cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The MSHCP plan area consists of 16 area plans. Each area plan is broken into subunits, and each subunit is broken into criteria area cells. Within the criteria area cells, the MSHCP has proposed land for inclusion in the MSHCP conservation area. The project site is not in an area designated for conservation under the MSHCP (RCA 2008).

Stephens' Kangaroo Rat HCP

The Stephens' Kangaroo Rat (SKR) HCP was initiated prior to the Riverside County Integrated Plan (RCIP) and is implemented independently of the MSHCP. The SKR HCP provides take authorization for this species within its boundaries through participation in the plan. The SKR HCP covers about 534,000 acres, much of western Riverside County, and is administered by the Riverside County Habitat Conservation Agency. The project site is within the SKR HCP area, and the City of Hemet is a member city in the SKR HCP. The SKR HCP has established seven core reserves totaling about 41,200 acres, including roughly 12,500 acres of SKR habitat (RCHCA 2009). The project site is not in a core reserve designated by the SKR HCP. In addition, there is no coastal sage scrub on or near the project site; thus, the potential for SKR to occur onsite is considered low.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The 28.6-acre project site is bounded by State Street on the east, Oakland Avenue on the south, Alessandro Street on the west, and a multifamily housing development on the north. Menlo Avenue crosses the central part of the site from east to west.

Onsite Land Uses

Figure 4-1, *Property Ownership*, identifies the ownership of the parcels as of September 2011. The major landowner within the North Hemet Specific Plan area is the County of Riverside, including the Housing Authority of the County of Riverside (HACR) and the Economic Development Agency for the County of Riverside.[3] All other parcels are privately owned. As shown in Figure 4-2, *Existing Land Use*, the majority of the North Hemet Specific Plan is vacant, undeveloped land. The developed parcels consist of some residential and commercial uses. There are 18 occupied residential structures and a 36-unit mobile home park within the boundaries of the North Hemet Specific Plan. Site photographs are shown in Figures 4-3 and 4-4, *Site Photographs*.

North of Menlo Avenue: There are two single-family units near the western site boundary and several more at the northeast corner of the site along State Street. Commercial/retail land uses north of Menlo Avenue include Entenmann's/Orowheat bakery store along State Street; two auto service businesses (Fuentes Tires and an auto glass business); and one vacant 12,000-square-foot commercial building along State Street formerly occupied by Smart & Final. The former Smart & Final building is currently being redesigned as a community service center operated by the county. The service center is anticipated to house programs for Hemet residents, including a career resource area/skills lab, offices for county employees overseeing senior programs, and general meeting space. An Alcoholics Anonymous rehabilitation center (Red Dog Hall) is at the northwest corner of North State Street and Menlo Avenue in a former single-family home. The northern and western portions of the area north of Menlo Avenue are vacant land with a few scattered trees and several freight containers.

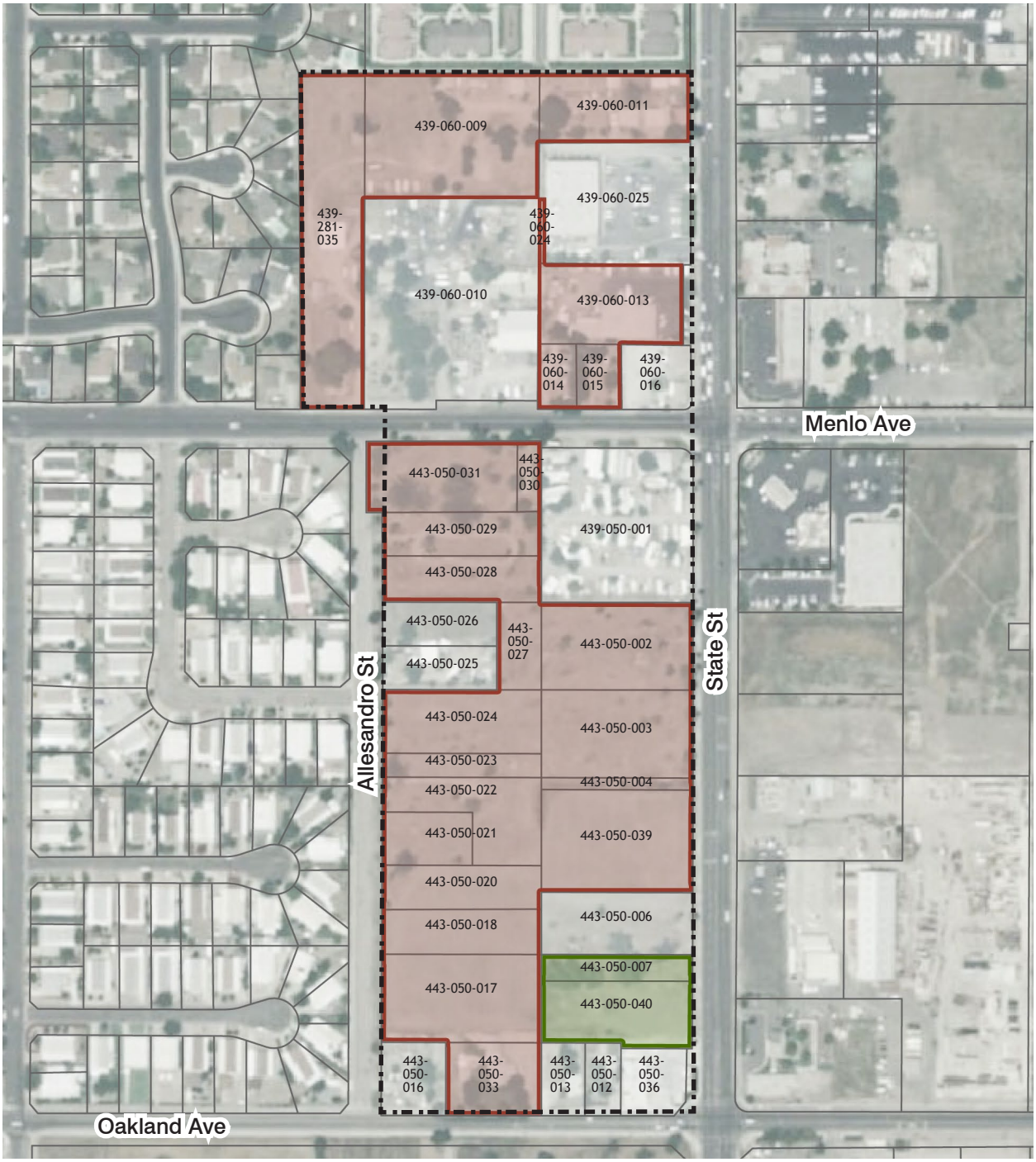
South of Menlo Avenue: Several single-family residences front Oakland Avenue, and one single-family unit fronts Alessandro Street on the site. The 36-unit Town and Country Mobile Home Park is at the southwest corner of Menlo Avenue and State Street. A liquor store and restaurant is at the southeast corner of the site near Oakland Avenue. The remainder, or roughly four-fifths, of the southern part of the site is vacant land vegetated with grasses and scattered shrubs and trees.

Surrounding Land Uses

The North Hemet Specific Plan is surrounded by multiple uses, as shown in Figure 4-5, *Aerial Photograph,* and Figure 4-6, *Surrounding Context.* East of the project site, across State Street, is a mix of commercial, industrial, institutional, and vacant land uses, including a convenience store, a construction company, warehouse and storage buildings, a gas station, Riverside County facilities, a daycare, and a church and homeless shelter. The historic Hemet Stock Farm is south of the project site across Oakland Avenue. West of the project site, across Alessandro Street, and to the northwest are residential uses, which consist of a mobile home park and single-family residences. The Hemet Vistas Apartments abut the project area to the north. In addition, the Burlington Northern-Santa Fe railroad tracks that extend from the Perris Valley Metrolink Line are approximately 700 feet east of the site and run north–south, parallel to the site. The Riverside County Transportation Commission is studying the potential extension of Metrolink transit service to the City of Hemet, with a transit station potentially located just east of the project site.

[3] Pursuant to Assembly Bill 1x26 (2011), the Riverside County Board of Supervisors designated HACR as the successor agency to the Redevelopment Agency for the County of Riverside.

Property Ownership



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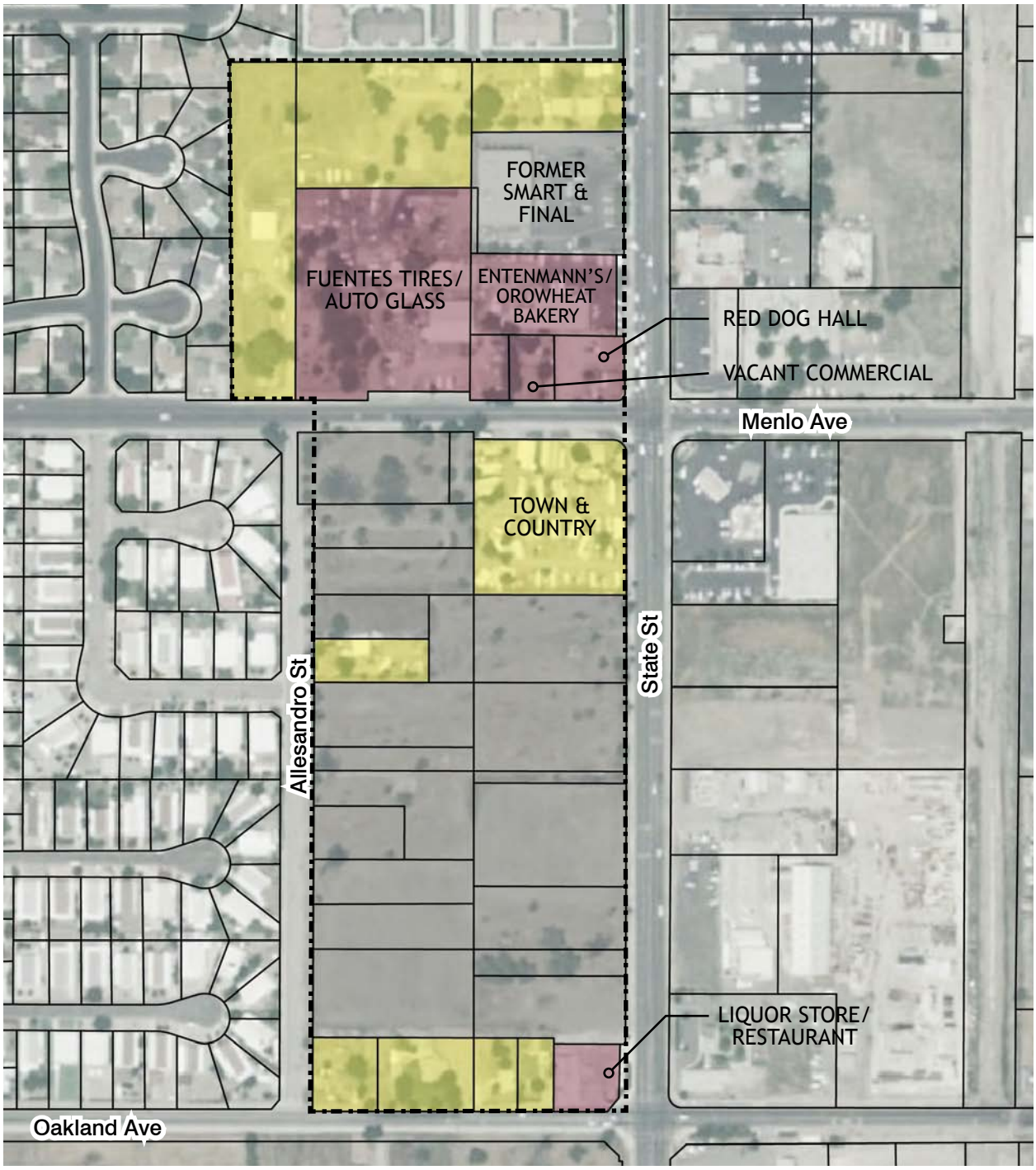
Existing Land Use



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Site Photographs

View looking southeast across the site from the central part of the site.

View looking southeast across the site from the western site boundary south of Menlo Avenue. Residences at the south end of the site along Oakland Avenue are in the middle and left background.

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Site Photographs

View looking north along the eastern site bounday from south of Menlo Avenue. State Street is on the right. The mobile home park onsite is in the background.

View looking west from the northeast part of the site of a bakery thrift store onsite on State Street north of Menlo Avenue.

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Aerial Photograph

Specific Plan Boundary

Source: Google Earth 2010

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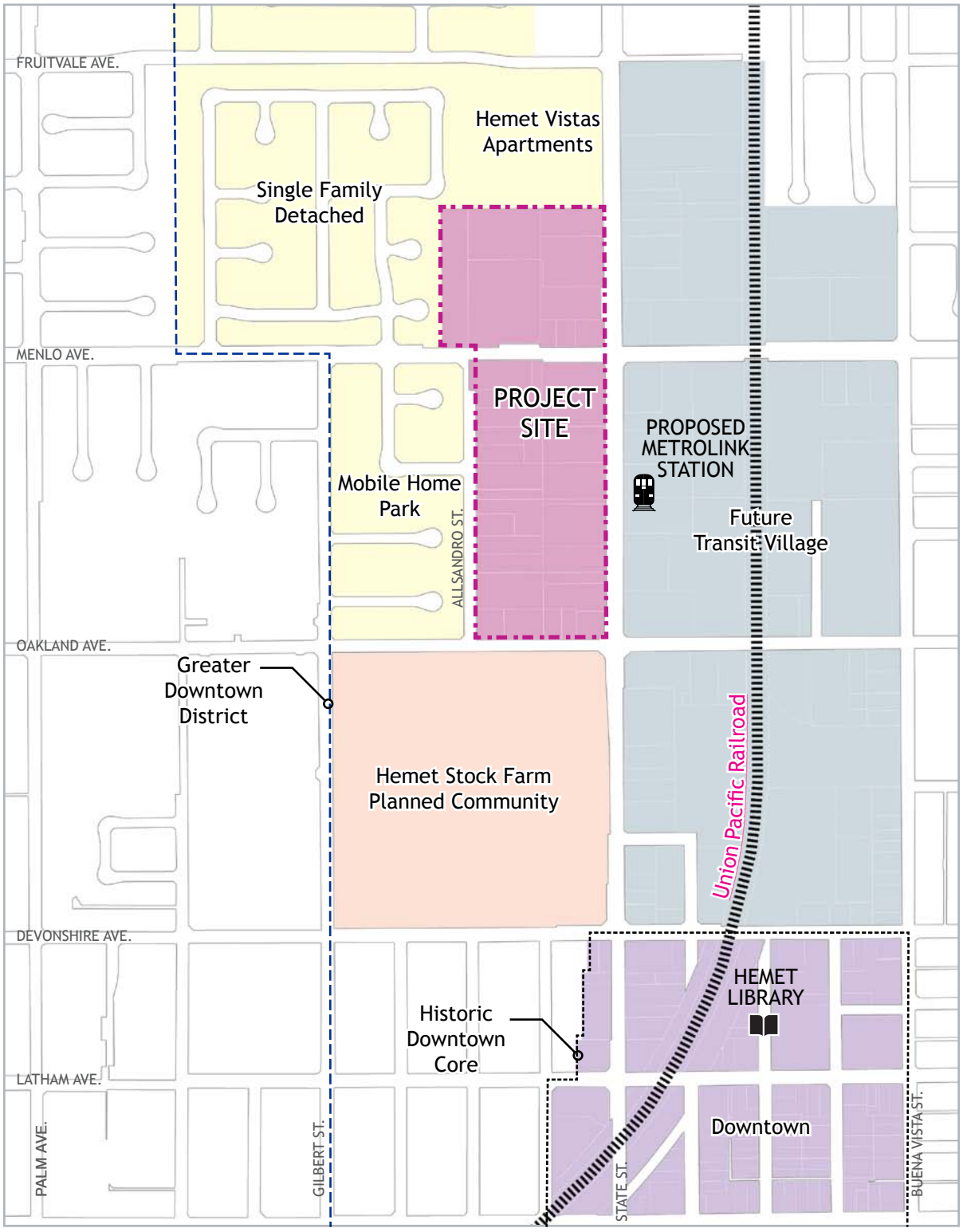
Surrounding Context



4.3.2 Public Services and Utilities

Public services and utilities are provided to the project site by providers listed in Table 4-1.

Table 4-1
Public Service and Utility Providers for the Project Site

Public Services		
Police		Hemet Police Department
Fire Protection and Emergency Medical Services		Hemet Fire Department
Public Schools	North of Menlo Avenue	San Jacinto Unified School District
	South of Menlo Avenue	Hemet Unified School District
Library		Hemet Public Library
Parks	Local	City of Hemet Public Works Department
	Regional	Valley-Wide Recreation and Park District
Utilities		
Water		Eastern Municipal Water District Lake Hemet Municipal Water District
Wastewater Treatment		Eastern Municipal Water District
Storm Drains		City of Hemet
Solid Waste Collection		City of Hemet Integrated Waste Management Division
Solid Waste Disposal (Landfills)		Riverside County Waste Management Department
Electricity		Southern California Edison
Natural Gas		Southern California Gas Company

4.3.3 General Plan and Zoning

Since the release of the notice of preparation, the City of Hemet has adopted the 2030 Hemet General Plan. The 2030 Hemet General Plan identifies the project area as located within the Greater Downtown Land Use District. The general plan designates the entire project area as Mixed Use, as shown in Figure 4-7, *2030 Hemet General Plan Land Use Designations*. The Mixed Use designation is intended to create environments of higher intensity and an integrated mix of residential, commercial, and/or office uses to provide greater opportunities for people to live, work, and shop within a compact area. The 2030 Hemet General Plan assumes the density and intensity of Mixed Use projects will vary. The existing zoning districts onsite are shown in Figure 4-8, *Existing Zoning*, and are R-1 (Single-Family Residential), R-3 (Multiple Family Residential), C-1 (Neighborhood Commercial), and C-2 (General Commercial) (Hemet 2007).

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when the project's incremental effect is considerable. It further states that this discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail

as is provided for the effects attributable to the project alone. The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

1) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis in this DEIR uses method No. 1, a list of approved and reasonably foreseeable projects compiled from information provided by the City of Hemet Planning Department (see Table 4-2). In addition, future traffic forecasts also account for ambient growth based on a 2 percent growth factor for area-wide growth not accounted for through trips generated by cumulative projects. The growth factor is compounded annually, so that the total factor for area-wide growth for 2010 to 2016 (six years) is 12.62 percent, and the total factor for 2010 to 2020 (ten years) is 21.9 percent. A map of cumulative project locations is shown in Figure 4-9, *Cumulative Projects*. The proposed project consists of development of the North Hemet Specific Plan. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this DEIR analyzes the environmental impacts of development in accordance with buildout of the North Hemet Specific Plan. As a result, this DEIR addresses the cumulative impacts of development within the specific plan boundaries and cumulative growth in the greater study area, including the cities of Hemet and San Jacinto. Please refer to Section 5 of this DEIR for a discussion of the cumulative impacts associated with development and growth within the City and region.

Table 4-2
Approved and Pending Cumulative Projects

No.	Project	Land Use	Quantity	Unit
1	TR 30597	SFDR	100	DU
	TR 32352	SFDR	94	DU
	TR 30814	SFDR	155	DU
	TR 31555	SFDR	99	DU
	TR 36071 (SP1-09)	SFDR	358	DU
	TR 33420A1	SFDR	161	DU
2	PM 33196	Commercial	14,700	SF
3	TTM 29581 (Covenant)	SFDR	71	DU
	TTM 31064 (Kolby)	SFDR	150	DU
	TR 31929	SFDR	78	DU
	TR 32250	SFDR	53	DU
	TR 32247	SFDR	150	DU
4	TTM 33707 (Devonshire Partners)	SFDR	37	DU
	CUP 05-02 (Terra West)	Senior Housing	240	DU
5	TTM 33858 BC Eaton LLC)	SFDR	73	DU
	TTM 31064 (Kolby)	Senior Housing	240	DU
	Tres Cerritos East (SPA 06-1)	SFDR	775	DU
6	Florida Promenade (SP 06-4)	Commercial	100,000	SF
	Marriott Towneplace Suites (SDR 09-03)	Hotel	105	Rooms
	CUP 04-17	Commercial	28,750	SF
	Carwston Plaza	Commercial	21,000	SF

Table 4-2
Approved and Pending Cumulative Projects

No.	Project	Land Use	Quantity	Unit
	Hemet Covenant	Commercial	6,700	SF
7	Hemet Medcity Complex	Medical Office	233,300	SF
		Hospital	49	Beds
	CUP 06-4	Commercial	74,000	SF
8	Amberwood Villas	Apartments	18	DU
	Acacia Gardens Expansion (CUP 06-5)	Apartments	50	DU
9	Stetson Crossing	Commercial	189,000	SF
	Brethren Square	Commercial	9,800	SF
	Hemet Medical	Medical Office	76,000	SF
10	Los Olivos TTM 34712 (SDR 0617)	Apartments	40	DU
	Seven Hills Expansion	Senior Housing	40	DU
11	TR 31097	SFDR	134	DU
	TR 31154	SFDR	58	DU
	TR 31293	SFDR	100	DU
	TR 31282	SFDR	274	DU
	TR 31900	SFDR	112	DU
	TR 33072	SFDR	140	DU
	TR 32574	SFDR	131	DU
12	TR 22665	SFDR	90	DU
	TR 32809	Condo/Townhome	272	DU
13	Noel TTM 34125	SFDR	5	DU
14	Salvation Army Church	Church	16,000	SF
15	PM 33340	Commercial	58,200 SF	SF
16	PM 30570	Industrial	84,600 SF	SF
17	Nelson (SDR 06-28)	Industrial	16,200 SF	SF
18	TTM 31796 (Centex)	SFDR	122 DU	DU
19	TR 33889	Industrial	13,950	SF
20	Meadowbrook Expansion	Assisted Living	60	Beds
21	Santa Fe Point	Apartments	237	DU
22	PM 34834	Commercial	8,900	SF
23	TR 32053	SFDR	170	DU
	TR 30379	SFDR	126	DU
	TR 32582	SFDR	192	DU
	TR 33862A1	SFDR	98	DU
	TR 34271	SFDR	147	DU
24	TR 28224	Senior Housing	183	DU
	TR 33644	Condos/Townhomes	62	DU
25	Scripps West (CUP 08-14)	Commercial	5,300	SF
26	VTTM 31165	Senior Housing	213	DU

Notes:
SFDR = Single-Family Detached Residential
C = Corner
DU = Dwelling Units
SF = Square Feet

As shown below in Table 4-3, cumulative projects would develop a total of 6,328 dwelling units of housing, 825,650 square feet of commercial uses, 105 hotel rooms, 114,750 square feet of industrial uses, a 16,000-square-foot church, and 109 hospital and assisted living beds.

Table 4-3
Summary of Related Projects by Land Use Type

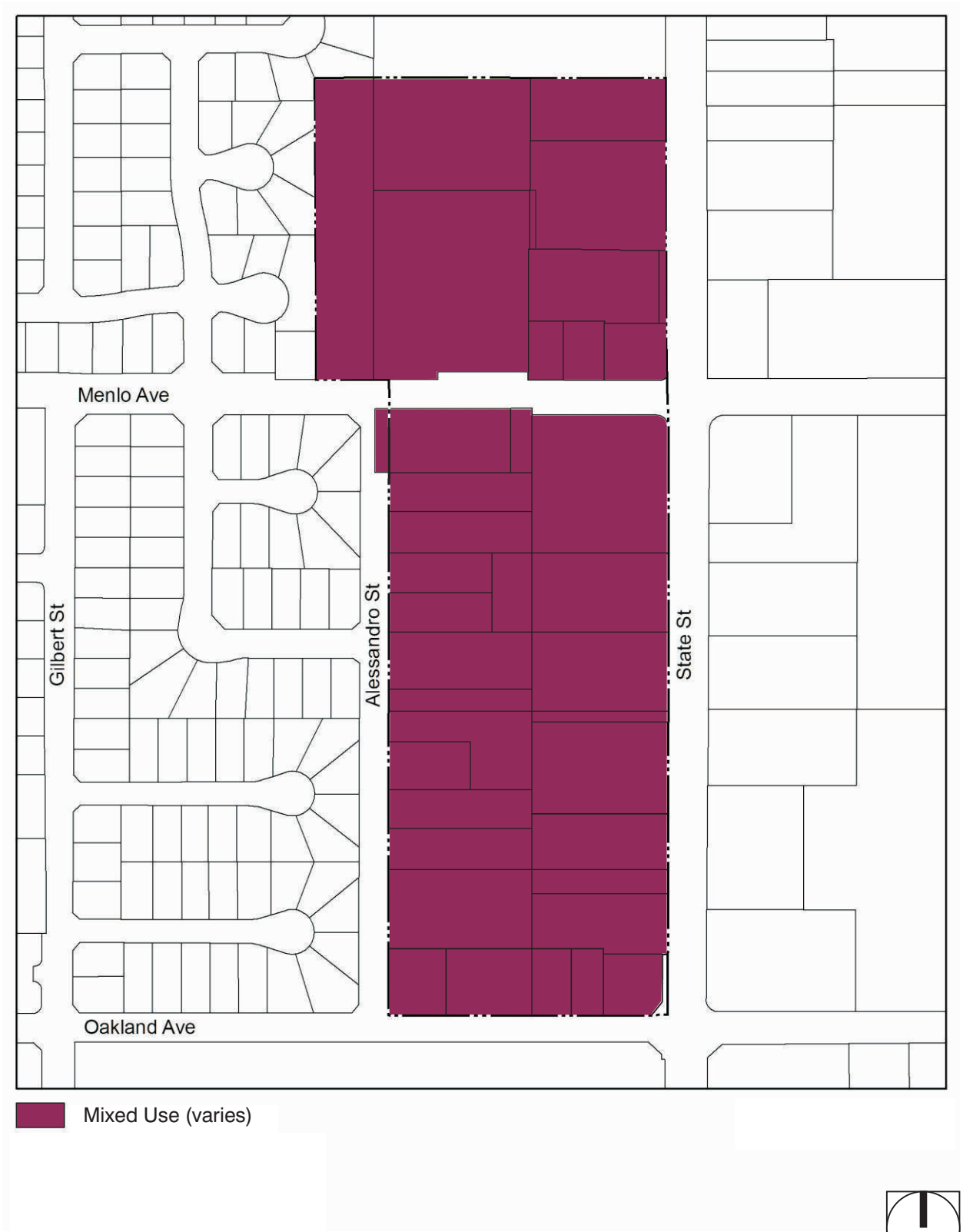
Land Use	Units	Quantity[1]		
		City of Hemet	City of San Jacinto	Total
Residential				
Single-Family Detached	DU	2.441	2,292	4,733
Apartments	DU	345	0	345
Senior Housing	DU	733	183	916
Condos/Townhomes	Du	0	334	334
Total Residential	**DU**	**3,516**	**2,809**	**6,328**
Commercial				
Commercial	SF	434,550	81,800	516,350
Medical Office	SF	309,300	0	309,300
Hotel	Beds	105	0	105
Total Commercial	**NA**	**743,850 SF and 105 hotel beds**	**81,800 SF**	**825,650 SF and 105 hotel beds**
Industrial				
Industrial	SF	16,200	98,550	114,750
Institutional				
Church	SF	16,000	0	16,000
Hospital	Beds	49	0	49
Assisted Living	Beds	60	0	60
Total Institutional	**NA**	**16,000 SF and 109 hospital/assisted living beds**	**0**	**16,000 SF and 109 hospital/assisted living beds**

DU = dwelling unit
SF = Square feet
NA = Not applicable
[1] Map numbers 1, 2, 3, 12, 15, 16, 19, 22, 23, and 24 in Table 4-1 are in the City of San Jacinto; all other cumulative projects are in the City of Hemet.

4.5 DETAILED DESCRIPTIONS OF THE ENVIRONMENTAL SETTING

More detailed descriptions of the environmental setting will be provided in each resource subsection in Chapter 5.

2030 Hemet General Plan Land Use Designations



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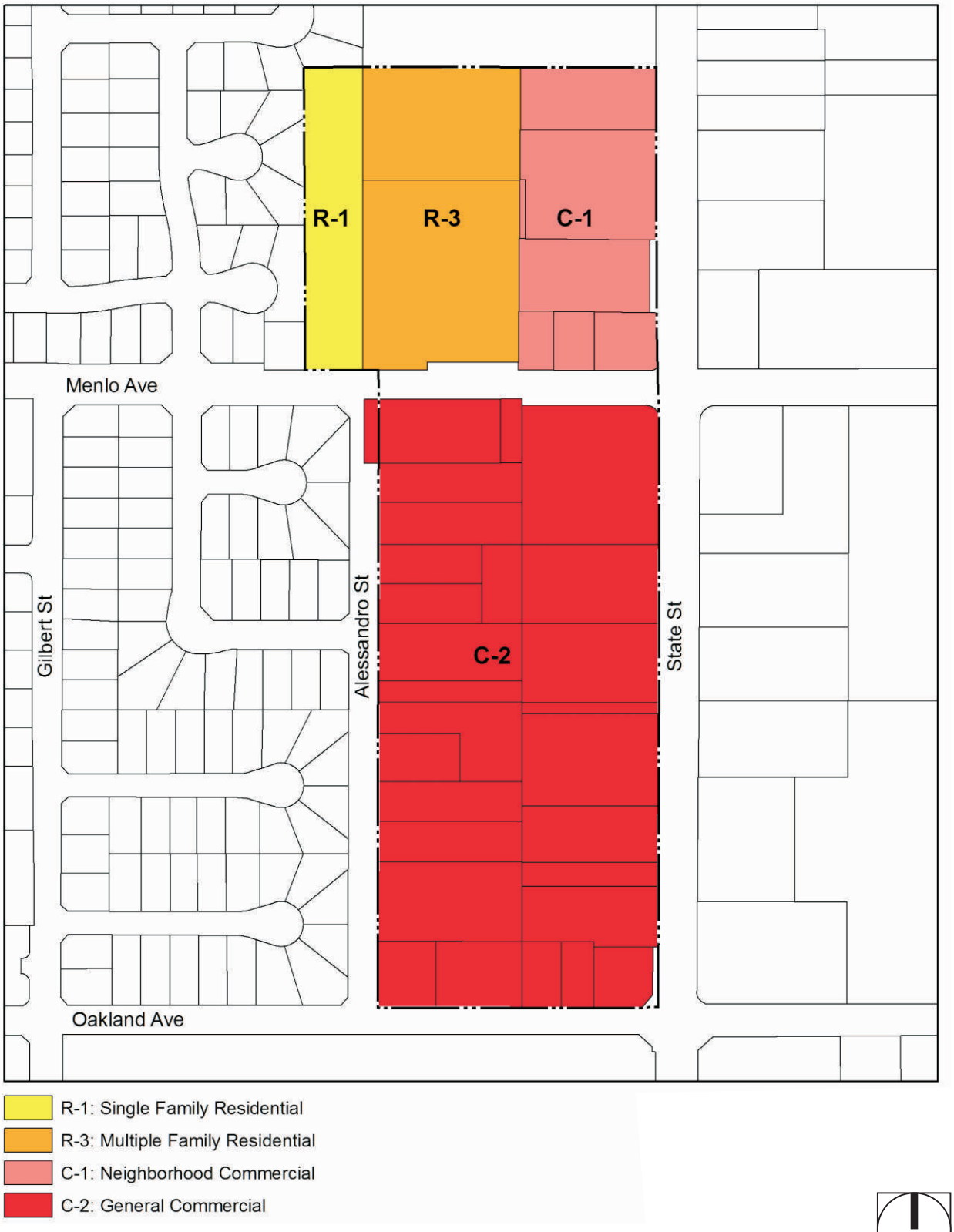
Existing Zoning



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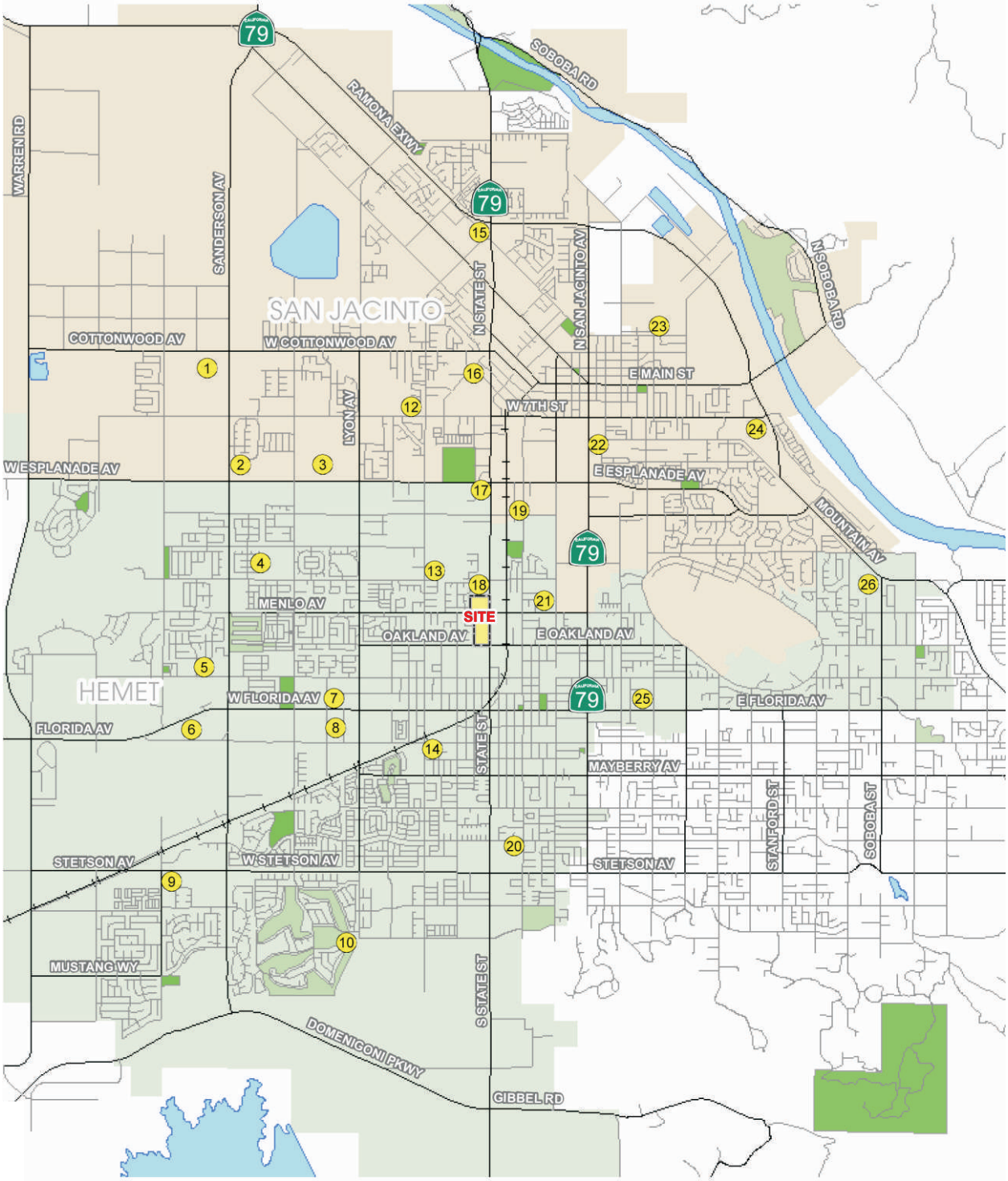
Cumulative Projects



Source: Urban Crossroads 2011

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5. Environmental Analysis

Chapter 5 examines the environmental setting, impacts, and mitigation measures associated with the proposed project. This chapter is divided into sections for respective environmental issue areas that were determined to need further study in the EIR as part of the scoping process.

The scope of the environmental analysis was determined using the Initial Study and Notice of Preparation (NOP) that was published October 2011, as well as incorporating public and agency comments received during the NOP comment period (October 12, 2011, through November 11, 2011; see Appendix B). Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Air Quality
- 5.3 Cultural Resources
- 5.4 Geology and Soils
- 5.5 Greenhouse Gas Emissions
- 5.6 Hazards and Hazardous Materials
- 5.7 Hydrology and Water Quality
- 5.8 Land Use and Planning
- 5.9 Noise
- 5.10 Population and Housing
- 5.11 Public Services
- 5.12 Recreation
- 5.13 Traffic and Circulation
- 5.14 Utilities and Service Systems

Sections 5.1 through 5.14 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

As presented in the initial study prepared for the proposed project (Appendix A), some specific issues under each of the environmental topics were determined not to be significantly affected by implementation of the project and therefore are not included for further discussion.

Organization of Environmental Analysis

To assist the reader in comparing information about the respective environmental issues, each section (Sections 5.1 to 5.14) is organized as follows:

- Environmental Setting
- Thresholds of Significance
- Environmental Impacts
- Cumulative Impacts
- Existing Regulations and Standard Conditions
- Level of Significance Before Mitigation

- Mitigation Measures
- Level of Significance After Mitigation

In addition, the Executive Summary includes a table summarizing all the impacts by environmental issue.

Terminology Used in This Draft SEIR

For each impact identified in this DEIR, a statement of the level of significance of the impact is provided. While criteria for determining significant impacts are unique to each issue area, the environmental analysis applies a uniform classification of the impacts based on the following definitions consistent with CEQA and the CEQA Guidelines:

- A designation of *no impact* is given when no changes in the environment would occur.

- A *less than significant impact* would cause no substantial adverse change in the environment.

- A *less than significant impact with mitigation incorporated* avoids substantial adverse impacts on the environment through mitigation measures.

- A *significant unavoidable impact* would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less than significant level.

5.1 AESTHETICS

This section of the draft environmental impact report (DEIR) describes the existing landform and aesthetic character of the project site and surrounding area and describes views of the project site from surrounding vantage points. The potential aesthetic and visual impacts resulting from implementation of the North Hemet Specific Plan (proposed project) are addressed in this section. The information presented in this section is based on field reconnaissance, review of the project area and aerial photographs, and photographs taken from on- and offsite vantage points.

5.1.1 Environmental Setting

Visual Character and Visual Resources

Existing land uses are also described in Chapter 4, *Environmental Setting*. Existing site photographs are in Figures 4-3 and 4-4.

Project Site

The North Hemet Specific Plan would be developed in two main phases (see Figure 3-8, *Phasing Plan*). Phase 1 includes Planning Areas 1 and 2 and is the area north of Menlo Avenue. Phase 2 includes Planning Areas 3, 4, 5, 6, and 7 and is generally between Menlo Avenue and Oakland Avenue.

Phase 1 (North of Menlo Avenue)

Phase 1 is developed with commercial and residential uses (see Figure 4-2, *Existing Land Use*, and Figure 4-5, *Aerial Photograph*). The eastern part of the site, fronting State Street, contains (from north to south) several single-family homes; a vacant commercial building (former Smart & Final); a bakery thrift store; and the Red Dog Hall which is used as a meeting hall. The land uses fronting Menlo Avenue include a tire/auto glass repair shop and single-family residential homes.

Phase 2 (South of Menlo Avenue)

The majority of the area within Phase 2 is undeveloped. Developed areas within Phase 2 include the Town and Country Mobile Home Park on the southwest corner of State Street and Menlo Avenue, which contains approximately 36 households. At the northwest corner of Oakland Avenue and State Street is a small commercial strip mall containing a liquor store and a restaurant. In addition, there are several single-family residential properties in the east-central part of the site along Alessandro Avenue and on the southern edge of the site along Oakland Avenue. Vegetation on the undeveloped portions of the site is mostly grasses and herbs (flowering plants without woody stems). There are several trees dispersed throughout the site and some areas where trees are found in a row. The types of trees onsite include palm, eucalyptus, and ornamental trees on the residential properties.

Surroundings

The land uses surrounding the North Hemet Specific Plan were shown previously in Figure 4-6, *Surrounding Context* (see also Figure 4-5, *Aerial Photograph*), and are described in more detail below.

- **South.** The historic 1899 Hemet Stock Farm and horse racing track is south of Oakland Avenue. The site was used for raising horses until the 1990s; however, many of the original structures still remain. These structures are in the north-central portion of the project site and include three large stables, a hub stable, a hay barn, utility sheds, outbuildings, a grandstand, a single-family residence, and other

miscellaneous wooden structures. The eastern portion of the area is occupied by abandoned grazing lands, which were used as corrals for livestock. The Hemet Stock Farm property also contains several pieces of historical farm equipment, such as tractors, and numerous historical farm implements.

- **West.** Residential uses border the site to the west and include detached single-family homes north of Menlo Avenue and a mobile home park south of Menlo Avenue.

- **East.** East of the project site, across State Street, is a mix of commercial, industrial, institutional, and vacant land uses, including a convenience store, a construction company, warehouse and storage buildings, gas station, Riverside County facilities, daycare, and a church and homeless shelter. In addition, the Burlington Northern-Santa Fe railroad tracks that extend from the Perris Valley Metrolink Line are approximately 700 feet east of the site and run north–south parallel to the site. The Riverside County Transportation Commission) is studying the potential extension of Metrolink transit service to the City of Hemet, with a transit station potentially located just east of the project site.

- **North.** To the north of the site is Hemet Vistas Apartments, a multifamily residential development consisting of two-story buildings.

Landform

Regional

The project site is in the San Jacinto Valley, an oval-shaped northwest-trending valley. The San Jacinto Valley is bounded to the east and northeast by the San Jacinto Mountains, which rise up to 10,804 feet elevation. On the south, west, and north it is bounded by smaller mountains and hills: the Santa Rosa Hills to the south, the Lakeview Mountains to the west, and the San Timoteo Badlands to the north. The San Jacinto Valley at its northwest end is continuous with the Moreno Valley.

The San Jacinto Valley is part of the San Jacinto Basin, an area of valleys interspersed with hills that is bounded by the San Jacinto Mountains and San Timoteo Badlands to the east and northeast, and the Santa Ana Mountains to the southwest. The Santa Rosa Hills and Lakeview Mountains are some of the features in the San Jacinto Basin.

Local

The site and surrounding land are very nearly flat, with an east-northeast slope of roughly 0.7 percent.

Scenic Vistas

Scenic vistas from the site are the San Jacinto Mountains to the east and north; the Santa Rosa Hills to the south; and the Lakeview Mountains to the west. The San Jacinto Mountains are visible from almost the entire site due to their height. The Santa Rosa Hills are visible from most of the site except for areas near the north sides of buildings; likewise, the Lakeview Mountains are visible from most of the site except for areas near the east sides of buildings.

Nighttime Lighting

Existing sources of lighting onsite are for safety and security purposes on commercial and residential properties. However, the bakery store on the northern part of the site and the two automotive service

businesses are not open in the late night hours. There are existing street lights onsite on Menlo Avenue, but not on State Street, Oakland Avenue, or Alessandro Street.

Regulatory Framework

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

City of Hemet Municipal Code

The City of Hemet limits excessive light and glare through specific requirements in its municipal code. The following sections are relevant to the proposed project:

- Section 90-1424(i): [Parking Lot Illumination]: All artificial illumination provided in connection with such facilities shall be low pressure sodium lights, installed and shielded to confine direct rays of artificial light within the boundaries of the parking lot. Light standards shall not exceed 25 feet in height and shall be located so as not to interfere with parking lot landscaping. Parking lot lighting may be required to be shut off after certain hours, depending upon the use and proximity to residential developments.

- Section 90-1455(4): requires that lights installed on development projects be located so as to reflect light away from adjoining properties.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Thresholds AE-1 and AE-2

These impacts will not be addressed in the following analysis.

5.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.1-1: IMPLEMENTATION OF THE NORTH HEMET SPECIFIC WOULD ALTER THE VISUAL CHARACTER OF THE SITE BUT WOULD ENSURE THAT INVIDIVIDUAL PROJECTS ARE OF HIGH QUALITY THROUGH ADHERENCE TO THE DEVELOPMENT STANDARDS AND DESIGN GUIDELINES. [THRESHOLD AE-3]

Impact Analysis: Implementation of the North Hemet Specific Plan would result in the removal and replacement of existing land uses onsite. At buildout, the project site would be developed with a mixture of residential and commercial/office uses, described in Chapter 3, *Project Description*. The project would intensify land uses on the project site. To ensure high visual quality, future residential and commercial/office projects within the project site would be guided by the development criteria and design guidelines of the North Hemet Specific Plan. Key design elements include:

- Development is intended to be oriented to State Street and Menlo Avenue, with building facades close to the streets.

- Public spaces, including sidewalks, plazas, parks, public buildings, and places of assembly shall be designed as places of enjoyment—allowing for informal gatherings and social interaction.

- Human-scaled building design shall be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. Key elements to consider are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, parks, and public buildings.

- Streets shall be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses.

- The design and arrangement of buildings shall include convenient pedestrian access to other buildings and a connecting system of streets and paths.

Development Standards

The North Hemet Specific Plan identifies permitted uses by planning area and the development standards for residential, commercial, and mixed-use development, including: pedestrian circulation; outdoor gathering spaces; landscaping; lighting (see Impact 5.1-1 below); signage; fences, walls, and hedges; service, trash, and utility areas; and parking. The development standards also outline the lot coverage, building setbacks, building frontage, and building height. The maximum building heights and minimum building frontages that would be allowed by the North Hemet Specific Plan are listed below in Table 5.1-1. The maximum allowable heights permitted would range from two to four stories. Commercial buildings would be restricted to two stories, while residential and mixed-use buildings would be permitted to be three or four stories. At buildout, structures would occupy over 60 percent of the site frontage on State Street and at least 50 percent of the site frontage on Menlo Avenue and on Oakland Avenue.[1] Diagrams showing the building massing for the types of development that could be permitted by the North Hemet Specific Plan are shown in Figure 5.1-1, *Greencourt Homes and Paired Homes*, and Figure 5.1-2, *Live-Work Building and Commercial Building*. Though the massing of the buildings would differ from that of the existing land uses, the visual character would be consistent with the vision for the greater downtown area in the 2030 Hemet General Plan.

[1] Site frontage refers to buildings near the street, not buildings set back behind substantial parking lots.

Table 5.1-1
North Hemet Specific Plan Permitted Building Heights and Site Frontages

	Maximum Building Height		Minimum Site Frontages		
Land Use	Stories	Feet	On State Street	On Menlo Avenue	On Oakland Avenue
Medium-High Density Residential	3	40	60%	50%	50%
High-Density Residential	4	60	60%	50%	50%
Commercial	2	35	80%	50%	50%
Mixed Use – Residential-Commercial	3	45	70%	50%	50%
Mixed Use – Live-Work	3	40	70%	50%	50%

Design Guidelines

The North Hemet Specific Plan defines the community character by directing the type, style, and design of development within the site, including site design, architecture, signage, and streetscape elements (walls and fences). General design guidelines for the site include:

- Neighborhoods should be designed to be walkable, with highly visible and well-lit connections to adjacent commercial, residential, and open space areas.
- Vehicular access to each site should be designed to ensure minimum conflict between pedestrians, automobiles, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs.
- Buildings should be located and oriented to positively define edges at streets, roads, and parks and to create a clear sense of enclosure. Structures should be designed to relate to each other and the surrounding area.
- The placement and design of structures should facilitate and encourage pedestrian activity and convey a physical and visual link to the adjacent residential developments, streets, and sidewalks.
- When possible, adjacent buildings should be designed with shared open spaces, plazas, and courtyards that can serve as outdoor eating and gathering places.
- In particular, the Senior Center should be strategically located within the North Hemet Specific Plan area for convenient pedestrian access from adjacent residential and commercial uses, as well as access to transit services.
- Parking should be dispersed into multiple smaller lots as opposed to one large lot, where feasible, and screened with berms and landscaping.
- Storage, loading areas, and service entrances should be located to the rear of the structure and oriented away from noise-sensitive uses. Landscaping, berms, and walls should be used to buffer adjacent uses from these areas.

Development within the North Hemet Specific Plan would include architectural styles that convey the historical character of Hemet, including Traditional Farmhouse, English Tudor/Victorian, California Craftsman, Spanish Revival, and Mediterranean (Italianate/Tuscan).

At buildout, views of the site from the surrounding area would be predominant of residential and commercial/office buildings. The project would also result in development of joint-use park/detention areas or private parks in residential portions of the project. The completed project would differ in visual character from the immediate surroundings on three sides (east, south, and west). Surrounding land uses east of the site are one-story commercial buildings and vacant land, while surrounding uses west of the site are one-story single-family residences, including mobile homes. The historic Hemet Stock Farm property is to the south. Buildings in the proposed North Hemet Specific Plan would have different massing than the surrounding developed areas, which are more suburban in character and have structures that are one to two stories. Buildings onsite at project completion would be higher and would front greater proportions of the length of the site than do buildings on opposite sides of State Street, Alessandro Street, and Oakland Avenue. Views of the site would therefore be altered from a rural residential environment to a suburban center setting.

Specific development projects in the project site would be of quality design in conformance with the development standards and design guidelines outlined in the North Hemet Specific Plan. Adherence to these standards would ensure a consistent standard design quality onsite. These design criteria and standards would regulate the features of buildings and streets that affect the public realm and would guide the physical development of any residential, commercial/office, or mixed-use project. Although the project would change the visual appearance of the site, the change would not be a substantial adverse impact.

IMPACT 5.1-2: NEW SOURCES OF LIGHT WITHIN THE PROJECT SITE WOULD BE REGULATED BY THE NORTH HEMET SPECIFIC PLAN DEVELOPMENT STANDARDS AND DESIGN GUIDELINES. [THRESHOLD AE-4]

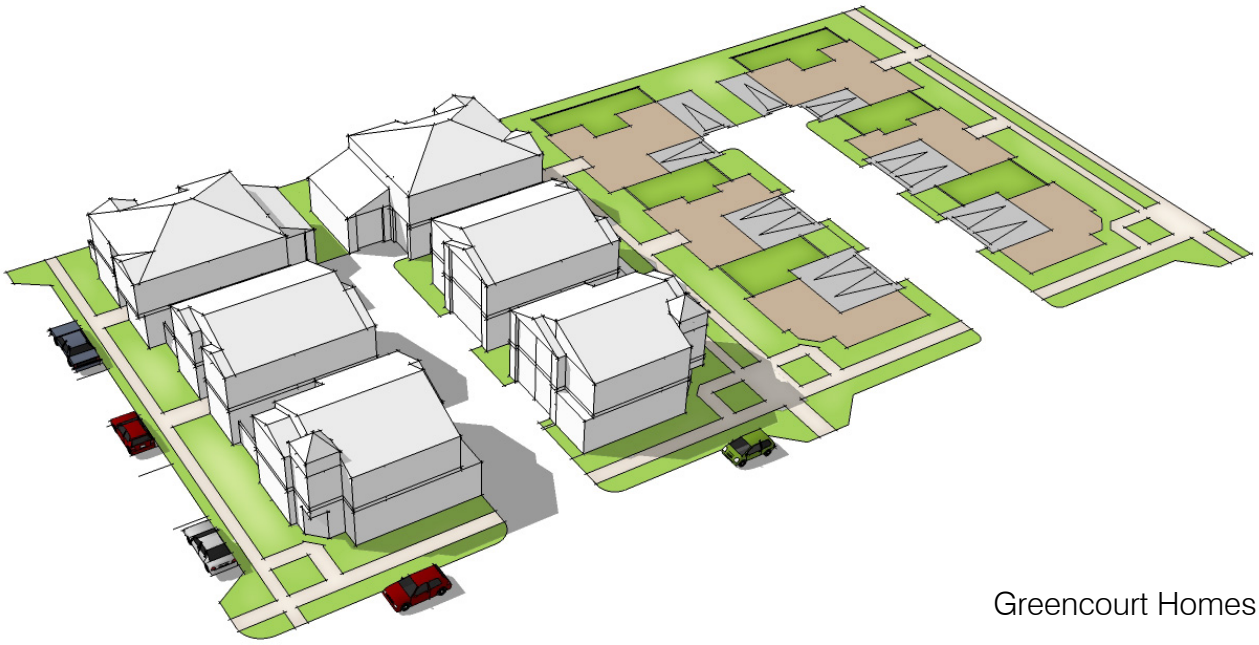
Impact Analysis: Existing lighting on the project site is from commercial signage and from safety and security lights at residential and commercial uses. The proposed project would increase the amount of nighttime lighting on the project site. The North Hemet Specific Plan requires safety and security lighting on vehicular access ways, paths and walkways, and in covered and enclosed parking areas. Other types of lighting onsite would also include business lighting and business signs. Adherence to the development standards and design guidelines would ensure no significant sources of light or glare are created.

Development Standards

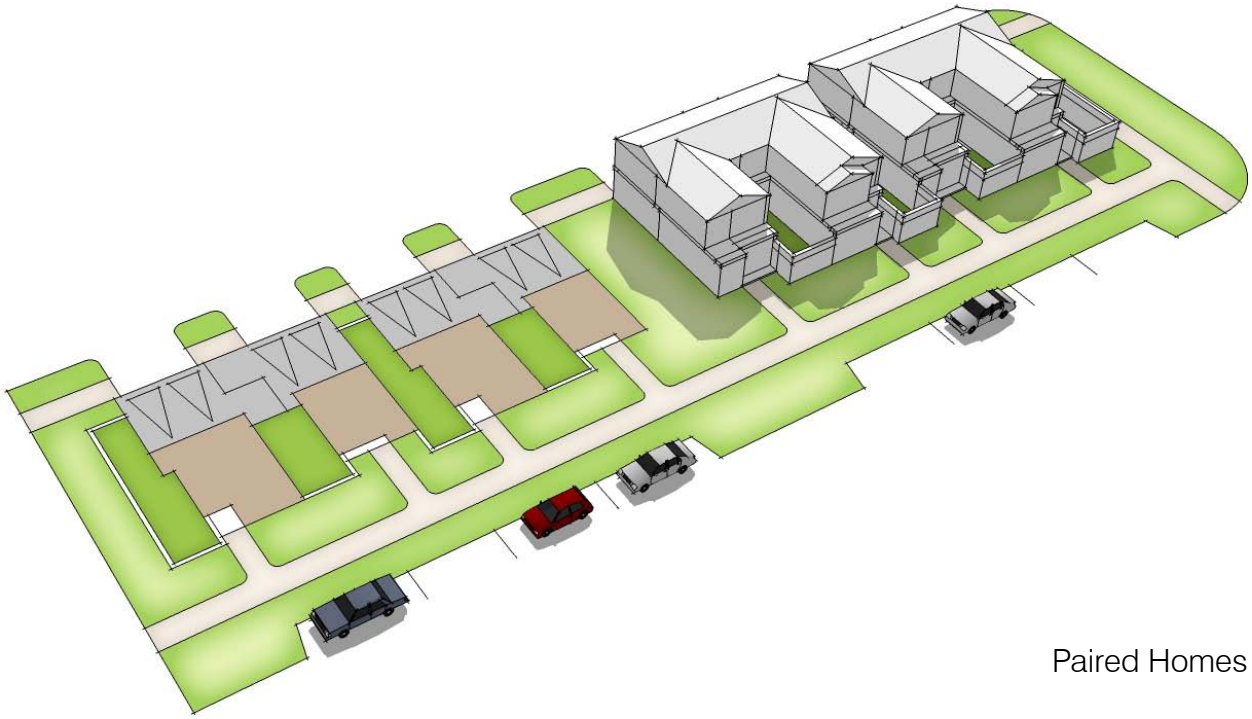
Development standards for the North Hemet Specific Plan include the following three standards for lighting that would limit adverse impacts from nighttime lighting as well as from nighttime glare.

- Security lighting fixtures shall not project above the fascia or roofline of the building.
- Outdoor lighting associated with commercial uses shall be shielded so as not to adversely impact surrounding residential uses, but shall provide sufficient illumination for access and security purposes.
- Outdoor lighting shall not blink, flash, oscillate, or be unusually bright or intense. Landscaping shall be used with other features to reduce potential light and glare impacts.

Greencourt Homes and Paired Homes



Greencourt Homes



Paired Homes

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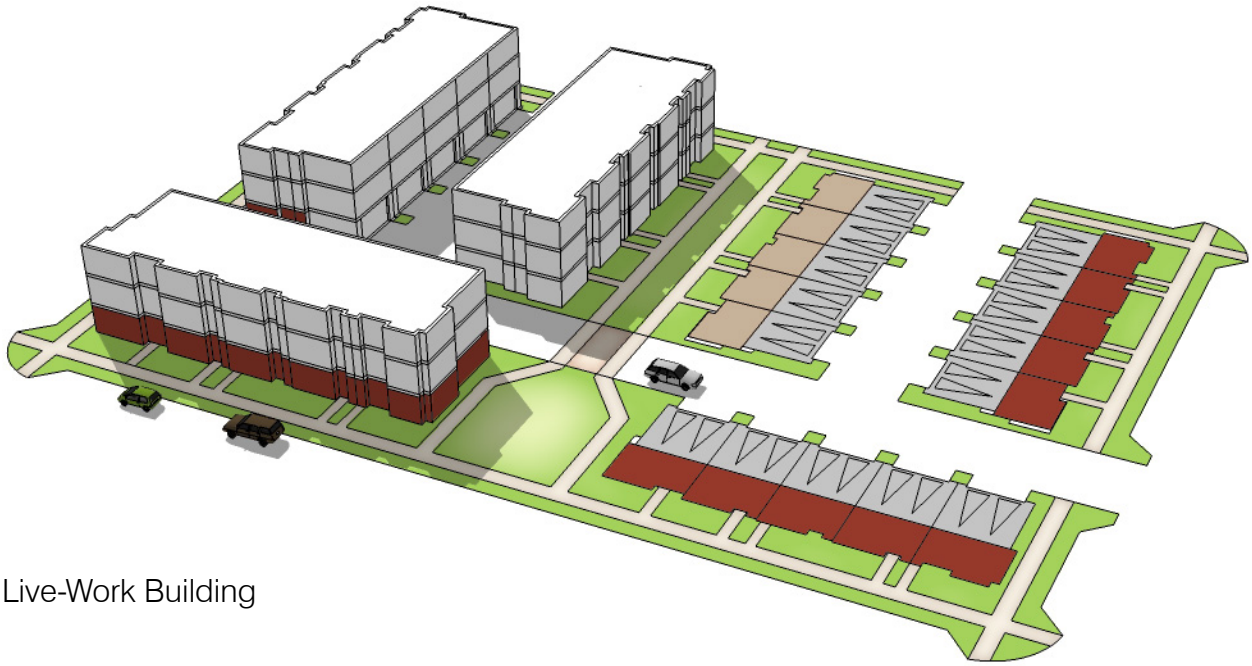
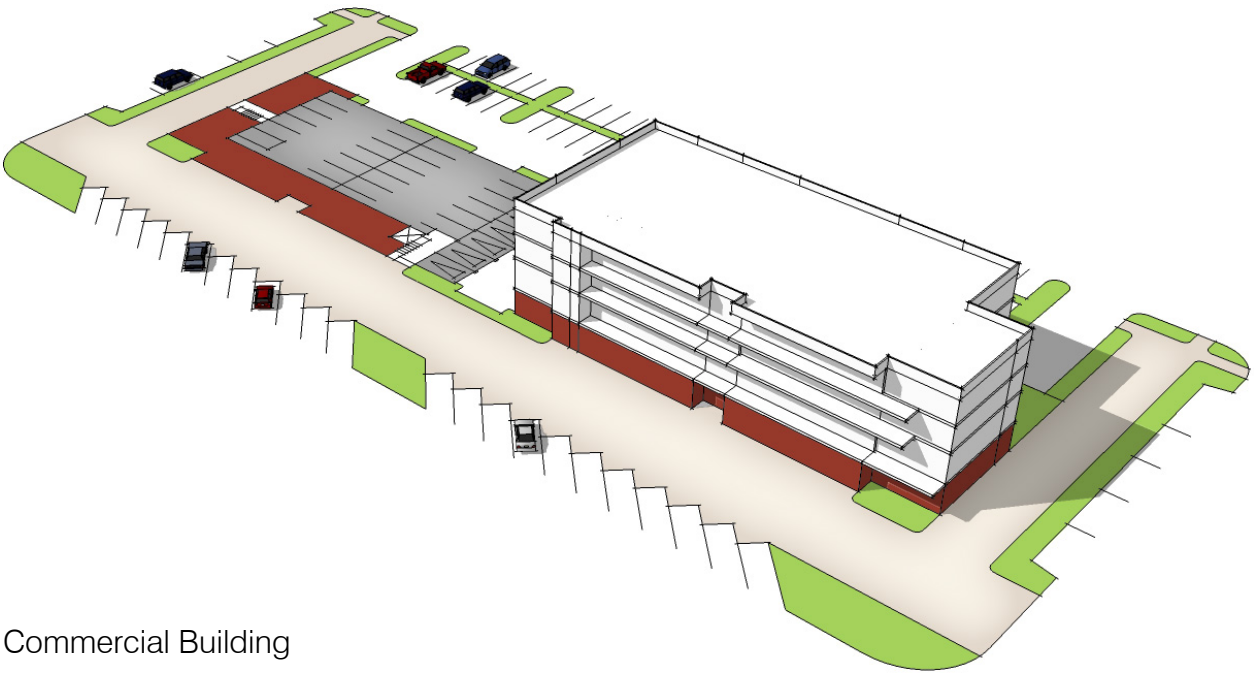
Live-Work Building and Commercial Building



Live-Work Building



Commercial Building

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Design Guidelines

Design guidelines for the North Hemet Specific Plan include the following guidelines for lighting that would reduce adverse effects from nighttime lighting and nighttime glare.

- To preserve views of the night sky, lighting elements should minimize glare, spillover, and light pollution. Direct outdoor lighting downward.

- Provide low-contrast lighting and use low-voltage fixtures and energy-efficient bulbs, such as compact fluorescent and light-emitting diode bulbs, when feasible.

Mount Palomar Observatory

The Mount Palomar Observatory is an important research observatory 29 miles south of the project site. The project site is within Zone B, a 45-mile radius of the observatory, and within the Mount Palomar Nighttime Lighting Policy Area. Most research at the observatory can only continue if the lights from the surrounding area are not increased significantly. Implementation of the development standards and design guidelines above would help reduce light pollution from development of the North Hemet Specific Plan, especially light pollution that extends into the sky. As described above, the design guidelines would require outdoor lighting to be shielded vertically to preserve views of the night sky and ensure no significant sources of light or glare. Specific plan buildout would not have substantial adverse impacts on use of the Mount Palomar Observatory.

5.1.4 Cumulative Impacts

Cumulative developments would substantially change the visual character of parts of the cities of Hemet and San Jacinto. However, cumulative projects are planned in areas that are already urban or suburban in character. In addition, cumulative projects would be required to comply with zoning and general plan policies of the cities of Hemet and San Jacinto regarding characteristics of development, including building height, massing, and setbacks. Thus, while cumulative projects would change the visual character of the area, the changes would not be substantial adverse changes.

Cumulative projects would considerably increase the amount of nighttime lighting in Hemet and San Jacinto. Hemet Municipal Code Section 90-1455 requires that lights installed on development projects be located so as to direct light away from adjoining properties, and that signs not interfere with traffic or limit visibility. Cumulative projects would be subject to policies regulating lighting within the City of Hemet and City of San Jacinto to minimize light pollution affecting adjoining properties or interfering with the vision of drivers, and no significant cumulative impacts would occur.

5.1.5 Existing Regulations and Standard Conditions

City of Hemet Municipal Code

- Section 90-1424(i).
- Section 90-1455(4).

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.1-1 and 5.1-2.

5.1.7 Mitigation Measures

No mitigation measures are required.

5.1.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.2 AIR QUALITY

This section of the draft environmental impact report (DEIR) evaluates the potential for the North Hemet Specific Plan (proposed project) to impact air quality in a local and regional context. The analysis in this section is based on land uses associated with buildout of the North Hemet Specific Plan and trip generation provided by Urban Crossroads in the traffic study for the project (Appendix K). The air quality model output sheets are included in Appendix C of this DEIR.

5.2.1 Environmental Setting

South Coast Air Basin

The project site lies within the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the project site is the San Jacinto Ranger Monitoring Station (ID 047813). The average low is reported at 36.1°F in January and the average high is 98.3°F in August (WRCC 2012).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 12.31 inches per year in the project area (WRCC 2012).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions,

can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These are the marine/subsidence inversion and the radiation inversion. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

Air Pollutants of Concern

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. VOC and oxides of nitrogen (NO_x) are air pollutant precursors that form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and NO_2 are the principal secondary pollutants. A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion, engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels.

Volatile Organic Compounds (VOC) are compounds composed primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of VOCs include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to forms of secondary pollutants such as ozone (SCAQMD 2005). There are no ambient air quality standards established for VOCs. However, because they contribute to the formation of O_3, the South Coast Air Quality Management District (SCAQMD) has established a significance threshold for these pollutants (SCAQMD 2005).

Nitrogen Oxides (NO_x) are a byproduct of fuel combustion and contribute to the formation of O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure (SCAQMD 2005). The SoCAB is designated an attainment area for NO_2 under the National AAQS and nonattainment under the California AAQS.

Sulfur Dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2 (SCAQMD 2005). When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. The SoCAB is designated as attainment under the California and National AAQS.

Suspended Particulate Matter (PM_{10} and $PM_{2.5}$) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading (i.e., fugitive dust). Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005).

The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at concentrations that extend well below those allowed by the current PM_{10} standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. Diesel particulate matter (DPM) is classified by the California Air Resources Board (CARB) as a carcinogen. The SoCAB is a nonattainment area for $PM_{2.5}$ and PM_{10} under California and National AAQS.[1]

Ozone (O_3) is commonly referred to as "smog" and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for the formation of this pollutant. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O_3 has been tied to crop damage, typically in the form of stunted

[1] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. However, the EPA has not yet approved this request.

growth and premature death. O_3 can also act as a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005). The SoCAB is designated as extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour).

Lead (Pb) concentrations decades ago exceeded the state and federal AAQS by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982 (SCAQMD 2005). However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources[2] recorded very localized violations of the new state and federal standards. As a result of these localized violations, the Los Angeles County portion of the SoCAB was designated in 2010 as nonattainment under the California and National AAQS for lead (SCAQMD 2010). The project is not characteristic of industrial-type projects that have the potential to emit lead. Therefore, lead is not a pollutant of concern for the project.

Toxic Air Contaminants

The public's exposure to air pollutants classified as toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant (HAP) pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

By the last update to the TAC list in December 1999, CARB has designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be

[2] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 identified that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2010).

attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted the third update to its study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in one million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008). In the vicinity of the project site, excess cancer risk is 302 in a million (SCAQMD 2012).

Regulatory Framework

AAQS have been promulgated at the local, state, and federal levels for criteria pollutants. The project site is in the SoCAB and subject to the rules and regulations imposed by the SCAQMD as well as the California AAQS adopted by CARB and federal AAQS.

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

These National AAQS and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 5.2-1, these pollutants include O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, 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 5.2-1
Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Average	*	*[1]	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm[1]	
	24 hours	0.04 ppm	*[1]	
Suspended Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 $\mu g/m^3$	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 $\mu g/m^3$	150 $\mu g/m^3$	
Suspended Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 $\mu g/m^3$	15 $\mu g/m^3$	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 $\mu g/m^3$	
Lead (Pb)	Monthly	1.5 $\mu g/m^3$	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 $\mu g/m^3$	
	3-Month Average	*	0.15 $\mu g/m^3$	
Sulfates (SO_4)	24 hours	25 $\mu g/m^3$	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles[1]	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.

Table 5.2-1
Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Vinyl Chloride	24 hour	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2012.
ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter
[1] When relative humidity is less than 70 percent.
* Standard has not been established for this pollutant/duration by this entity.

Air Quality Management Planning

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the air quality management plan (AQMP) for the SoCAB. Since 1979, a number of AQMPs have been prepared. The most recent plan was adopted on June 1, 2007, 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. The 2007 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of SO_x, directly emitted $PM_{2.5}$, NO_x, and VOC by 2015. The eight-hour ozone control strategy builds upon the $PM_{2.5}$ strategy, augmented with additional NO_x and VOC reductions to meet the standard by 2024, assuming an extended attainment date is obtained.

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the State Implementation Plan (SIP). Areas are classified attainment or nonattainment for particular pollutants depending on whether they meet ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

The attainment status for the SoCAB is shown in Table 5.2-2. The SoCAB is also designated in attainment of the California AAQS for sulfates. According to the 2007 AQMP, the SoCAB will have to meet the new federal 8-hour O_3 standard by 2024, $PM_{2.5}$ standards by 2015, and the recently revised 24-hour $PM_{2.5}$ standard by 2020. The SCAQMD has recently designated the SoCAB nonattainment for NO_2 (entire basin) and lead (Los Angeles County only) under the California AAQS. Transportation conformity for nonattainment and maintenance areas is required under the Federal CAA to ensure federally supported highway and transit projects conform to the SIP. The EPA approved California's SIP revisions for attainment of the 1997 8-hour O_3 National AAQS for the SoCAB in March 2012. Findings for the new 8-hour O_3 emissions budgets for the SoCAB and consistency with the recently adopted 2012 Regional Transportation Plan/Sustainable Communities Strategy were submitted to the EPA for approval.

Table 5.2-2
Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Severe-17 Nonattainment[1]
PM_{10}	Serious Nonattainment	Nonattainment[2]
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Nonattainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Nonattainment (Los Angeles County only)[3]	Nonattainment (Los Angeles County only)[3]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2011.
[1] SCAQMD may petition for Extreme Nonattainment designation.
[2] Annual standard revoked September 2006. CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards from 2004 to 2007. However, the EPA has not yet approved this request.
[3] The Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal and existing state AAQS as a result of large industrial emitters. Remaining areas within the SoCAB are unclassified.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and project area are best documented by measurements made by SCAQMD. The project site is in Source Receptor Area (SRA) 28 – Hemet/San Jacinto Valley (Hemet Elsinore Area). The air quality monitoring station closest to the project is the Perris Monitoring Station. However, this station does not monitor SO_2, NO_2, CO, or $PM_{2.5}$. Consequently, data was obtained from the Riverside Monitoring Station for these criteria pollutants. Data from these stations are summarized in Table 5.2-3. The data show that the area regularly exceeds the state and federal one-hour and eight-hour O_3 standards and regularly exceeds the state PM_{10} and federal $PM_{2.5}$ standards. The CO, SO_2, and NO_2 standards have not been exceeded in the last five years in the project vicinity.

Table 5.2-3
Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2006	2007	2008	2009	2010
Ozone (O_3)[1]					
State 1-Hour ≥ 0.09 ppm	77	66	65	53	42
State 8-hour ≥ 0.070 ppm	98	88	94	88	77
Federal 8-Hour > 0.075 ppm	83	73	77	67	50
Max. 1-Hour Conc. (ppm)	0.169	0.138	0.142	0.125	0.122
Max. 8-Hour Conc. (ppm)	0.123	0.117	0.115	0.109	0.108
Carbon Monoxide (CO)[2]					
State 8-Hour > 9.0 ppm	0	0	0	0	0
Federal 8-Hour ≥ 9.0 ppm	0	0	0	0	0
Max. 8-Hour Conc. (ppm)	2.29	2.93	1.86	1.85	1.84
Nitrogen Dioxide (NO_2)[2]					
State 1-Hour ≥ 0.18 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.076	0.072	0.092	0.078	0.065
Sulfur Dioxide (SO_2)[2]					
State 1-Hour ≥ 0.04 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.003	0.004	0.003	0.003	0.005
Coarse Particulates (PM_{10})[1]					
State 24-Hour > 50 $\mu g/m^3$	18	25	8	6*	0
Federal 24-Hour > 150 $\mu g/m^3$	0	2	0	0	0
Max. 24-Hour Conc. ($\mu g/m^3$)	125.0	1,212.0*	87.0	80.0	51.0
Fine Particulates ($PM_{2.5}$)[2]					
Federal 24-Hour > 35 $\mu g/m^3$	32	33	14	15	4
Max. 24-Hour Conc. ($\mu g/m^3$)	68.4	75.6	57.6	62.0	58.5

Source: CARB 2012.
ppm: parts per million; $\mu g/m^3$: or micrograms per cubic meter.
[1] Data obtained from the Perris Monitoring Station.
[2] Data obtained from the Riverside Monitoring Station.
* Included data related to an exceptional event (such as a wildfire).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent because the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

AQ-3 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).

AQ-4 Expose sensitive receptors to substantial pollutant concentrations.

AQ-5 Create objectionable odors affecting a substantial number of people.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold AQ-5

This impact will not be addressed in the following analysis.

South Coast Air Quality Management District Thresholds

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website.[3] CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established thresholds of significance for regional air quality emissions for construction activities and project operation. In addition to the daily thresholds listed above, projects are also subject to the AAQS. These are addressed though an analysis of localized CO impacts and localized significance thresholds (LSTs).

Regional Significance Thresholds

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 5.2-4 lists SCAQMD's regional significance thresholds.

[3] SCAQMD's Air Quality Significance Thresholds are current as of March 2011 and can be found here: http://www.aqmd.gov/ceqa/hdbk.html.

Table 5.2-4
SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day

Source: SCAQMD 2011.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. Typically, for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) E or worse without improvements (Caltrans 1997).

Localized Significance Thresholds

The SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at the project site (offsite mobile-source emissions are not included the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or state AAQS. LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. LST analysis for construction is applicable to all projects of five acres and less; however, it can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required. In accordance with SCAQMD's LST methodology, construction LSTs are based on the acreage disturbed per day based on equipment use. Based on the anticipated equipment use during grading of Phase 1 and Phase 2 of the proposed project using CalEEMod, construction activities would disturb approximately four acres per day. The construction LSTs for a four-acre project site within SRA 28 for sensitive receptors within 25 meters (approximately 82 feet) are the LSTs for the project, as shown in Table 5.2-5. Because the project is not an industrial project that has the potential to emit substantial sources of stationary emissions, operational LSTs are not an air quality impact of concern associated with the project.

Table 5.2-5
SCAQMD Localized Significance Threshold

Air Pollutant	Threshold (lbs/day)	
	Construction	Operation
Nitrogen Oxides (NO_X)	325	371
Carbon Monoxide (CO)	1,676	1,965
Coarse Particulates (PM_{10})	11.0	4
Fine Particulates ($PM_{2.5}$)	6.7	2

Source: SCAQMD 2003; SCAQMD 2006, for receptors 82 feet (25 meters) from the source in SRA 28. Construction LSTs are based on 4 acres disturbed per day. Operational LSTs are based on a 5-acre site.

5.2.3 Environmental Impacts

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with the type and scale of development associated with the North Hemet Specific Plan. SCAQMD has published the *CEQA Air Quality Handbook* (Handbook) and updates on its website that are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in environmental impact reports and was used extensively in the preparation of this analysis. The SCAQMD has published two additional guidance documents—*Localized Significance Threshold Methodology for CEQA Evaluations* (2003) and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* (2006)—that are intended to provide guidance in evaluating localized effects from emissions during construction. These documents were used in the preparation of this analysis. The analysis also makes use of: the California Emissions Estimator Model (CalEEMod), Version 2011.1.1, for determination of daily construction and operational emissions, and guidance included in the SCAQMD Final Localized Significance Threshold Methodology for localized construction impacts.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.2-1: THE NORTH HEMET SPECIFIC PLAN IS A REGIONALLY SIGNIFICANT PROJECT WHOSE OPERATIONAL PHASE EMISSIONS WOULD SUBSTANTIALLY CONTRIBUTE TO AIR POLLUTANT EMISSIONS IN THE SOUTH COAST AIR BASIN AND POTENTIALLY CONFLICT WITH THE ASSUMPTIONS IN THE 2007 AIR QUALITY MANAGEMENT PLAN. [THRESHOLD AQ-1]

Impact Analysis: CEQA requires that general plans be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides local agencies with ongoing information as to whether they are contributing to clean air goals contained in the AQMP. Only new or amended general plan elements, specific plans, and major projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan.

The regional emissions inventory for the SoCAB is compiled by the SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the City's general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the Regional Transportation Plan, compiled by SCAG to determine priority transportation projects and vehicle miles traveled within the SCAG region. The proposed project is considered regionally significant by SCAG. Changes in the population, housing, or employment growth projections associated with this project have the potential to substantially affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. The proposed project is consistent with regional growth forecasts for the City of Hemet (see Section 5.10, *Population and Housing*), but the project is regionally significant, and criteria air pollutants generated during operation of the proposed project would exceed SCAQMD's regional significance thresholds. As a result, the proposed project could potentially exceed the assumptions in the AQMP and would not be considered consistent with the AQMP.

IMPACT 5.2-2: ***SHORT-TERM CONSTRUCTION EMISSIONS GENERATED BY DEVELOPMENT OF THE NORTH HEMET SPECIFIC PLAN WOULD NOT RESULT IN EMISSIONS THAT EXCEED THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S REGIONAL SIGNIFICANCE THRESHOLDS OR CUMULATIVELY CONTRIBUTE TO THE NONATTAINMENT DESIGNATIONS OF THE SoCAB. [THRESHOLDS AQ-2 AND AQ-3]***

Impact Analysis: Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM_{10} and $PM_{2.5}$) from demolition and soil-disturbing activities, such as grading and excavation. Exhaust emissions from construction activities onsite would vary daily as construction activity levels change. An estimate of maximum daily construction emissions is provided in Table 5.2-6.

Table 5.2-6
Maximum Daily Construction Regional Emissions
(in pounds per day)

Construction Phase	VOC	NO_X	CO	SO_2	PM_{10}[1]	$PM_{2.5}$[1]
Phase 1 – North of Menlo Avenue						
Demolition	6	50	30	<1	6	3
Site Preparation	7	54	32	<1	11	7
Grading	8	66	37	<1	7	5
Construction Building	5	29	27	<1	4	2
Paving	4	23	15	0	2	2
Architectural Coating	35	2	3	0	1	<1
Worst-Case Day[2]	43	66	45	<1	11	7
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No
Phase 2 – South of Menlo Avenue						
Demolition	5	37	27	<1	8	2
Site Preparation	5	41	26	<1	10	6
Grading	6	47	32	<1	6	4
Construction Building	4	23	30	<1	5	1
Paving	3	18	14	0	2	2
Architectural Coating	56	1	3	0	1	<1
Worst-Case Day[3]	69	89	79	<1	13	7
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod, Version 2011.1.1.
Note: Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.
[1] PM_{10} and $PM_{2.5}$ fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least two times daily, managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.
[2] Assumes overlap of building construction, paving, and coating operations.
[3] Assumes overlap of fine grading, building construction, paving, and coating operations.

Construction activities associated with the North Hemet Specific Plan were modeled using CalEEMod based on phasing developed for the project. Where construction information was not available, default CalEEMod construction assumptions were used, which are based on surveys of construction equipment use within the SoCAB. Phase 1 encompasses the area north of Menlo Avenue and is approximately 10 acres. This portion of the site would be constructed over a period of three years and operational by 2016. Phase 2 encompasses an approximately 18-acre site and would be constructed in approximately three years and operational by 2020. As shown in Table 5.2-6, construction activities associated with the project would not exceed SCAQMD's regional significance thresholds even with overlap of multiple construction phases. Consequently, the project would not significantly contribute to the nonattainment designations of the SoCAB.

IMPACT 5.2-3: ***LAND USES ASSOCIATED WITH BUILDOUT OF THE NORTH HEMET SPECIFIC PLAN WOULD GENERATE CRITERIA AIR POLLUTANT EMISSIONS THAT EXCEED SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S REGIONAL SIGNIFICANCE THRESHOLDS FOR NO_X AND WOULD SIGNIFICANTLY CONTRIBUTE TO THE OZONE, PARTICULATE MATTER, AND NITROGEN DIOXIDE NONATTAINMENT DESIGNATIONS OF THE SoCAB. [THRESHOLDS AQ-2 AND AQ-3]***

Impact Analysis: Buildout of the North Hemet Specific Plan would result in direct and indirect criteria air pollutant emissions from transportation, energy (natural gas use), and area sources (e.g., fireplaces, aerosols, landscaping equipment). Transportation sources of criteria air pollutant emission are based on the traffic impact analysis conducted by Urban Crossroads. At opening year (Phase 1), the project would generate a net increase of 2,123 average daily trips (ADT). At buildout (Phase 2), the project would generate a net increase of 4,006 ADT, for a total net increase of 6,130 ADT (see Section 5.11, *Transportation and Traffic*). The results of the CalEEMod modeling for Phase 1 and Phase 2 are included in Table 5.2-7.

Table 5.2-7
Maximum Daily Operational Phase Regional Emissions
(in pounds per day)

Phase	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing						
Phase 1						
Area	1	<1	1	0	<1	<1
Energy	<1	<1	<1	0	<1	<1
Transportation	3	6	27	<1	6	1
Total	**3**	**7**	**28**	**<1**	**6**	**1**
Phase 2						
Area	1	<1	3	0	<1	<1
Energy	<1	<1	<1	0	<1	<1
Transportation	5	13	54	<1	14	1
Total	**7**	**13**	**57**	**<1**	**14**	**1**
Phase 1						
Area	6	<1	16	0	<1	<1
Energy	<1	1	<1	0	<1	<1
Transportation	12	31	131	<1	27	2
Total	**19**	**32**	**148**	**<1**	**27**	**3**
Less Existing Emissions	-2	-7	-28	-<1	-6	-1
Net Increase Phase 1	15	25	120	<1	22	2
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Phase 2						
Area	11	<1	28	0	1	1
Energy	<1	2	1	0	<1	<1
Transportation	21	49	210	1	56	3
Total	**32**	**51**	**239**	**1**	**56**	**4**
Less Existing Emissions	-7	-13	-57	-<1	-14	-1
Net Increase Phase 2	25	38	182	<1	42	3
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Combined						
Total Net Increase	**41**	**63**	**302**	**1**	**64**	**5**
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	**Yes**	No	No	No	No

Source: CalEEMod Version 2011.1.1. Based on highest winter or summer emissions. Totals may not add to 100 percent due to rounding.
[1] All fireplaces installed in residential units are assumed to be gas burning in accordance with SCAQMD Rule 445, Wood Burning Devices.

As shown in this table, operation of the project would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for NO_x at buildout. Emissions of NO_x that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O_3, particulate matter (PM_{10} and $PM_{2.5}$), and NO_2 nonattainment designations of the SoCAB.

IMPACT 5.2-4: CONSTRUCTION ACTIVITIES ASSOCIATED WITH PHASE 1 OF THE NORTH HEMET SPECIFIC PLAN COULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS OF FINE PARTICULATE MATTER. [THRESHOLD AQ-4]

Impact Analysis: The proposed project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating levels. Unlike the mass of construction emissions shown in Table 5.2-6, described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects. Given the relatively short-term construction schedule for activities north of Menlo Avenue (Phase 1 – 3 years) and south of Menlo Avenue (Phase 2 – three years), the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. Therefore, project-related diesel particulate matter impacts during construction would not be significant. However, LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated nonattainment. LSTs are based on the size of the project site and distance to the nearest sensitive receptor. Thresholds are based on the California AAQS, which are the most stringent AAQS, established to provide a margin of safety in the protection of the public health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

As shown in Table 5.2-8, maximum daily combined emissions would exceed the LSTs for Phase 1 during site preparation activities but would not exceed the LSTs for Phase 2 construction activities. Construction equipment is subject to emissions control regulations by the EPA. Newer construction equipment is cleaner, and by Phase 2, much of the older, higher-emission construction equipment is anticipated to be turned over or made compliant with current emissions control regulations. However, during Phase 1, construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of $PM_{2.5}$.

Table 5.2-8
Maximum Daily Onsite Construction Localized Emissions

Source	Pollutants			
	NO_X	CO	PM_{10}[1]	$PM_{2.5}$[1]
Phase 1 – North of Menlo Avenue				
Demolition	48	29	2.7	2.4
Site Preparation	54	31	10.4	**6.9**
Grading	65	35	6.8	4.5
Construction Building	23	16	1.5	1.5
Paving	23	14	2.0	2.0
Architectural Coatings	2	1	0.2	0.2
Maximum Daily Emissions[2]	65	35	10.4	**6.9**
SCAQMD LST	325	1,676	11.0	6.7
Potentially Significant?	No	No	No	**Yes**
Phase 2 – South of Menlo Avenue				
Demolition	35	25	2.2	1.6
Site Preparation	41	25	9.6	6.1
Grading	47	31	5.8	3.5
Construction Building	16	15	0.9	0.9
Paving	18	14	1.5	1.5
Architectural Coatings	1	1	0.1	0.1
Maximum Daily Emissions[3]	82	61	9.6	6.1
SCAQMD LST	325	1,676	11.0	6.7
Potentially Significant?	No	No	No	No

Sources: CalEEMod Version 2011.1.1., SCAQMD 2003, and SCAQMD 2006. Based on LSTs for a 4-acre project site in SRA 28 and sensitive receptors within 25 meters (82-feet) between the source and receptor. Excludes emissions from on-road emissions.
Notes: Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.
[1] PM_{10} and $PM_{2.5}$ fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least two times daily, managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.
[2] Assumes overlap of building construction, paving, and coating operations.
[3] Assumes overlap of fine grading, building construction, paving, and coating operations.

IMPACT 5.2-5: OPERATION OF THE PROPOSED PROJECT WOULD NOT EXPOSE OFFSITE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF AIR POLLUTANTS. [THRESHOLD AQ-4]

Impact Analysis: Operation of the North Hemet Specific Plan would not generate substantial quantities of onsite, stationary sources of emissions. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. Operation of residential and nonresidential structures would include occasional use of landscaping equipment and natural gas consumption for heating. Emissions generated from these activities are nominal and no significant impact would occur.

CO Hotspot Analysis

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the 1993 Handbook, the SoCAB was designated nonattainment under the California AAQS and

National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment for CO under both the California AAQS and National AAQS. As identified within SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. A CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods and did not predict a violation of CO standards.[4] Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011). The proposed project would not produce the volume of traffic required to generate a CO hotspot. Therefore, CO hotspots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

IMPACT 5.2-6: THE PROJECT WOULD NOT PLACE SENSITIVE LAND USES NEAR MAJOR SOURCES OF AIR POLLUTION. [THRESHOLD AQ-4]

Impact Analysis: A project would normally have a significant effect on the environment if it would expose onsite sensitive receptors (new residents) to substantial pollutant concentrations emitted from offsite sources. Recent air pollution studies have shown an association between proximity to major air pollution sources and a variety of health effects. Because sensitive land uses are outside CARB jurisdiction, CARB established the *Air Quality and Land Use Handbook: A Community Health Perspective* in May 2005 to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed as a tool for assessing compatibility and associated health risks when placing sensitive receptors near existing pollution sources. CARB recommendations are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations, as shown in Table 5.2-9.

[4] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day and LOS E in the morning peak hour and LOS F in the evening peak hour.

Table 5.2-9
CARB Recommendations for Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	• Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	• Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	• Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	• Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	• Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005.

CARB's recommendations on the siting of new sensitive land uses were developed from a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that close proximity to air pollution sources substantially increases exposure and the potential for adverse health effects relative to the existing background concentrations in the air basin. However, the impact of air pollution from these sources is on a gradient that at some point becomes indistinguishable from the regional air pollution problem. The project site is over two and half miles from the nearest proposed freeway (Ramona Expressway), and roadways near the site carry less than 100,000 vehicles per day (Urban Crossroads 2010). The project site is not within the vicinity of any major distribution center, rail yard, port, or refinery. No businesses within a quarter mile of the project site had a significant release of air toxics (SCAQMD 2012b). Air quality impacts to onsite sensitive receptors would be less than significant.

5.2.4 Cumulative Impacts

In accordance with the SCAQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects within the local area include new development and general growth within the project area. The greatest source of emissions within the SoCAB is mobile sources. Due to the extent of the area potentially impacted from cumulative project emissions, the SCAQMD considers a project cumulatively significant when

project-related emissions exceed the SCAQMD regional emissions thresholds shown in Table 5.2-4. No significant cumulative impacts were identified with regard to CO hotspots.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS. Construction of cumulative projects will further degrade the regional and local air quality. Air quality will be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts. Project-related construction emissions would not exceed the SCAQMD significance thresholds. Consequently, the project's contribution to cumulative air quality impacts would not be cumulatively considerable and would therefore be less than significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by the SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for NO_x long-term operation. Therefore, the project's air pollutant emissions would be cumulatively considerable and therefore significant.

5.2.5 Existing Regulations and Standard Conditions

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 1186: Street Sweeping
- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools: limits nonessential idling for commercial trucks and school buses within 100 feet of a school.
- CARB Rule 2485(13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling: limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449(13 CCR 2449): In-Use Off-Road Diesel Idling Restricts: limits nonessential idling to five minutes or less for diesel-powered off-road equipment.
- Building Energy Efficiency Standards (Title 24)
- Appliance Energy Efficiency Standards (Title 20)
- Motor Vehicle Standards (AB 1493)

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.2-2, 5.2-5, and 5.2-6.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.2-1 The North Hemet Specific Plan is a regionally significant project whose operational phase emissions would substantially contribute to air pollutant emissions in the South Coast Air Basin and potentially conflict with the assumptions in the 2007 Air Quality Management Plan.

- Impact 5.2-3 Land uses associated with buildout of the North Hemet Specific Plan would generate criteria air pollutant emissions that exceed South Coast Air Quality Management District's regional significance thresholds for NO_x and would significantly contribute to the ozone, particulate matter, and nitrogen dioxide nonattainment designations of the SoCAB.

- Impact 5.2-4 Construction activities associated with Phase 1 of the North Hemet Specific Plan could expose sensitive receptors to substantial pollutant concentrations of fine particulate matter.

5.2.7 Mitigation Measures

Impact 5.2-1

Mitigation measures applied to reduce criteria air pollutants during the operational phase (Impact 5.2-3) would assist in reducing impacts.

Impact 5.2-3

2-1 Applicants for development projects within the North Hemet Specific Plan shall construct buildings to achieve the voluntary Tier 1 California Green Building Code (CALGreen) energy standards. In accordance with the current Tier 1 standards, project buildings shall exceed the 2008 Building and Energy Standards by 15 percent. Architectural plans identifying proposed improvements to achieve the Tier 1 standards shall be submitted to the City of Hemet Building Department for review and approval.

2-2 If garages are not proposed for multifamily residential developments, long-term bicycle parking shall be provided onsite and shall include one or more of the following:

- A bicycle locker
- A locked room with standard racks with access to limited bicyclists
- A standard rack in a location that is staffed and/or monitored by video surveillance 24 hours per day

The location of common and/or private bicycle facilities shall be shown on site plans.

2-3 Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of these electrical outlets shall be specified on building plans.

2-4 Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the City during plan check.

Impact 5.2-4

2-5 Applicants for new developments within Phase 1 of the North Hemet Specific Plan shall implement one of the following measures to reduce construction exhaust emissions during ground-disturbing activities:

- The construction contractors shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 100 horsepower. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite.

Or

- The construction contractors shall install Level 2 Verified Diesel Emission Control Strategies (VDECS) diesel particulate filters (DPF) on large off-road equipment that has an engine of 100 horsepower or greater. A list of construction equipment by type and model year and type of DPF shall be maintained by the construction contractor onsite.

Prior to construction, the City Engineer shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 100 horsepower during ground-disturbing activities. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

2-6 Construction contractors shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control pursuant to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The City Engineer shall verify compliance that these measures have been implemented during normal construction site inspections.

- During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.

- During all construction activities, the construction contractor shall sweep streets with Rule 1186–compliant, PM_{10}-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.

- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp

materials with a fabric cover or other cover that achieves the same amount of protection.

- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every four hours on the construction site and a minimum of two times per day. Recycled water should be used, if available.

- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

5.2.8 Level of Significance After Mitigation

Impact 5.2-1

Integration of Mitigation Measures 2-1 through 2-4 in future development projects would reduce regional operational emissions. No additional feasible mitigation measures are available to reduce long-term air pollutant emissions below the SCAQMD regional thresholds so that the project would not significantly contribute to the nonattainment designation of the SoCAB and would ensure AQMP consistency. Therefore, Impact 5.2-1 would be significant and unavoidable.

Impact 5.2-3

Operation of the North Hemet Specific Plan would generate long-term emissions that exceed SCAQMD's regional significance thresholds for NO_x. The majority of air pollutants are generated by transportation sources. Mitigation Measures 2-1 through 2-4 would reduce criteria and greenhouse gas emissions generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance thresholds. Impact 5.2-3 would remain significant and unavoidable.

Impact 5.2-4

Mitigation Measures 2-5 and 2-6 would reduce particulate matter concentration generated by exhaust and fugitive dust during ground-disturbing activities. Table 5.2-10 shows localized significance with adherence to Mitigation Measures 2-5 and 2-6. As shown in this table, use of newer construction equipment or diesel particulate filters would reduce localized construction emissions below the localized significance thresholds. Therefore, Impact 5.2-4 would be less than significant.

Table 5.2-10
Maximum Daily Onsite Construction Localized Emissions with Mitigation

Source	Pollutants			
	NO_X	CO	PM_{10}[1]	$PM_{2.5}$[1]
Phase 1 – North of Menlo Avenue				
Demolition	48	29	2.7	2.4
Site Preparation[2]	30	27	9.7	6.2
Grading[2]	36	38	6.1	3.8
Construction Building	23	16	1.5	1.5
Paving	23	14	2.0	2.0
Architectural Coatings	2	1	0.2	0.2
Maximum Daily Emissions[3]	48	38	9.7	6.2
SCAQMD LST	325	1,676	11.0	6.7
Potentially Significant?	No	No	No	No
Phase 2 – South of Menlo Avenue				
Demolition	35	25	2.2	1.6
Site Preparation	41	25	9.6	6.1
Grading	47	31	5.8	3.5
Construction Building	16	15	0.9	0.9
Paving	18	14	1.5	1.5
Architectural Coatings	1	1	0.1	0.1
Maximum Daily Emissions[4]	82	61	9.6	6.1
SCAQMD LST	325	1,676	11.0	6.7
Potentially Significant?	No	No	No	No

Sources: CalEEMod Version 2011.1.1., SCAQMD 2003, and SCAQMD 2006. Based on LSTs for a 4-acre project site in SRA 28 and sensitive receptors within 25 meters (82-feet) between the source and receptor. Excludes emissions from on-road emissions.

Notes: Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

[1] PM_{10} and $PM_{2.5}$ fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least two times daily, managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.

[2] Including use of Tier 3 construction equipment or diesel particulate filters.

[3] Assumes overlap of building construction, paving, and coating operations.

[4] Assumes overlap of fine grading, building construction, paving, and coating operations.

5.3 CULTURAL RESOURCES

Cultural resources include places, object, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the North Hemet Specific Plan to impact cultural resources in the City of Hemet. The analysis in this section is based, in part, upon the following information:

- *Historical Resources Survey Report of the North Hemet Revitalization Plan Area, Hemet, CA 92543*, Urbana Preservation & Planning, LLC, May 2010.

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Appendix D).

5.3.1 Environmental Setting

Regulatory Background

Federal and State Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 authorized the National Register of Historic Places and coordinates public and private efforts to identify, evaluate, and protect the Nation's historic and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review refers to the federal review process designed to ensure that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites federal lands and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants and culturally affiliated Indian tribes.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. In addition, cultural and paleontological resources are recognized as nonrenewable resources and therefore receive protection under the California Public Resources Code and CEQA.

- California Public Resources Code 5020–5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The Commission oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.

- California Public Resources Code 5079–5079.65 defines the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund.

- California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources and sacred sites and identifies the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification of discoveries of Native American human remains to descendants and provides for treatment and disposition of human remains and associated grave goods.

California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious and ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill 18 was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near Traditional Tribal Cultural Places (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommends that the NAHC provide written information as soon as possible but no later than 30 days to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, it is included in the project's EIR. If they agree that adequate mitigation or preservation measures cannot be taken, then neither party is obligated to take action.

SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. While SB 18 does not specifically mention consultation or notice requirements for specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, since state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Natural Setting

The City of Hemet is in the San Jacinto Valley, an oval-shaped northwest-trending valley. The San Jacinto Valley is bounded to the east and northeast by the San Jacinto Mountains, rising up to 10,804 feet elevation. To the south, west, and north, smaller mountains and hills bound it: the Santa Rosa Hills to the south, the Lakeview Mountains to the west, and the San Timoteo Badlands to the north. The San Jacinto Valley at its northwest end is continuous with the Moreno Valley. The City of Hemet has a very slight west slope, with elevations ranging from approximately 1,700 feet in the east to 1,540 feet in the west. The project site is very nearly flat, with a west slope of 0.7 percent grade.

The San Jacinto Valley is part of the San Jacinto Basin, a larger area consisting of valleys interspersed with hills that are bounded by the San Jacinto Mountains and San Timoteo Badlands to the east and northeast and the Santa Ana Mountains to the southwest. The Santa Rosa Hills and Lakeview Mountains are some of the features in the San Jacinto Basin.

The climate in the San Jacinto Valley is characterized by warm to hot summers and mild winters. The average low is reported at 36.4°F in December, and the average high is 99.4°F in August. Rainfall averages 13 inches per year.

Cultural Setting

Native American

Hemet and the surrounding area were occupied by several seminomadic Indian bands. The bands generally camped along the base of foothills throughout the San Jacinto Valley; archaeological resources have also been found along drainage courses. Evidence of their occupation includes various forms of petroglyphs, that is, carvings into rock surfaces, and other rock markings and formations; discolored soil from years of campfires; and mortars (depressions in rocks that food was ground in) and slicks from food processing on bedrock features (Hemet 1992). The site of present-day Hemet was first inhabited by members of the Cahuilla Indian tribe (Hemet 2010).

The nearest modern Native American tribal reservation to the project site is the Soboba Band of Luiseño Indians; the Soboba Indian Reservation is in the foothills of the San Jacinto Mountains just east and northeast of the City of Hemet. One of the earliest European contacts with Soboba was in 1774–75 by the Juan Bautista de Anza expedition. The Luiseño language is an Uto-Aztecan language of California spoken by the Luiseño, a Native American people who at the time of the first contacts with the Spanish in the 16th century inhabited the coastal area of southern California, ranging 50 miles from the southern part of Los Angeles County to the northern part of San Diego County and inland 30 miles. The people are called "Luiseño" due to their proximity to the Mission San Luis Rey de Francia in the present-day City of Oceanside (Soboba 2010).

The Agua Caliente Band of Cahuilla Indians inhabited the valleys and canyons of the San Jacinto and Santa Rosa Mountains as well as the Coachella Valley, extending southward into part of the Salton Trough (Agua Caliente 2010).

Historical

The site of the City of Hemet became a cattle ranch, known as Rancho San Jacinto, for Mission San Luis Rey in the present City of Oceanside. In 1886 the 20-mile San Jacinto Valley Railway was completed between San Jacinto, Hemet, and an existing railroad track at Perris. Hemet Dam in the San Jacinto Mountains was

completed in 1893 and expanded in 1923, providing a source of domestic and irrigation water; Hemet Lake was impounded behind the dam after the 1923 expansion. The City of Hemet was incorporated in 1910, mainly as a trading center for surrounding agricultural areas. Crops grown in the area included apricots, peaches, olives, citrus, walnuts, potatoes, and alfalfa. The Ryan Flight School was established in 1940, trained pilots for the Army Air Force from 1940–1944, and is now the site of Hemet-Ryan Airport. After World War Two, residential construction surpassed agriculture as the main economic activity in the region. The first mobile home subdivision in the country in which individual lots were sold was established in Hemet in the early 1960s, leading to Hemet becoming increasingly popular as a retirement community (Hemet 2010).

Cultural Resources

Historic Resources

Structures Onsite

There are 18 structures onsite: 4 commercial and 14 residential. The historic resources survey report evaluated each of the 13 structures of 45 plus-years for eligibility for listing on the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), and the Riverside County Register of Historic Landmarks (RCRHL). Structures must be 45 or more years old and meet certain other conditions to be eligible for inclusion on the RCRHL. Eligibility criteria for inclusion on the CRHR, NRHP and RCRHL are discussed in the historical resources report included as Appendix D. The 13 structures that are 45 years or older are listed in Table 5.3-1. Descriptions of the architectural style of each structure are included in the historical resources report.

Table 5.3-1
Structures Onsite 45 Years or More Old

Decade Built	Number of Structures	Types of Structures
1910–19	1	Residential
1920–29	2	Residential
1930–39	3	Residential/Commercial (one was most recently used as a meeting hall)
1940–49	3	Residential
1950–59	2	Commercial
1960–65	1	Residential
	1	Commercial

Source: Urbana 2010.

None of the structures onsite were found eligible for listing on any of the three specified registers of historic resources. None of the structures were associated with significant events or with important persons in local, state, or national history. None of the buildings are significant examples of domestic, commercial, or industrial/utilitarian architecture. None of the structures are considered as potentially yielding information important to local, state, or national history.

Hemet Stock Farm

The historic Hemet Stock Farm property spans 40 acres opposite Oakland Avenue next to the southern site boundary (see Figure 4-5, *Aerial Photograph*, and Figure 4-6, *Surrounding Context*). The property, developed by William Whittier in 1899, contains a horse racing track, and use of the property for raising horses ended in the 1990s; however, many of the original structures still remain. These structures are in the north-central portion of the property and include three large stables, a hub stable, a hay barn, utility sheds, outbuildings, a

grandstand, a single-family residence, and other miscellaneous wooden structures. The eastern portion of the property is occupied by abandoned grazing lands, which were used as corrals for livestock. A half-mile race track occupies the western half of the Stock Farm. The grandstand is centrally located within the property and overlooks the race track. Wood fences encompass the project site and run throughout the project site. The Hemet Stock Farm is noted in the City's General Plan as one of the landmarks to the City's development history and cultural diversity (Hemet 2011b).

Resources on State or Federal Registers of Historic Resources

There are no California Historical Landmarks or historic resources listed on the National Register of Historic Resources within one mile of the project site (OHP 2010; NPS 2010).

Archaeological Resources

Two Native American archaeological resources near the City of Hemet are listed as California Historical Landmarks: the Indian village of Pochea at the site of the Ramona Bowl approximately 2.8 miles southeast of the project site; and the Hemet Maze Stone, a pictograph (painting on rock) at Maze Stone Park approximately 5 miles west of the project site (OHP 2010).

Paleontological Resources

Riverside County has an extensive record of fossil life extending from the Jurassic Period (200 million years ago [mya] to 146 mya) to the present. The project site is in an area designated as highly sensitive for paleontological resources, that is, fossils, by the Riverside County General Plan (RCIP 2003). Fossils of numerous mammal species were unearthed during construction of the three dams impounding Diamond Valley Lake. Such species included mastodon, mammoth, peccary, bison, giant short-faced bear, camel, saber-toothed cat, and pronghorn. The nearest extent of the lake to the site is approximately four miles to the southwest.

5.3.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852), including at least one of the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed or determined to be eligible for listing in the California Register of Historical Resources or is not included in a local register of historical resources does not preclude a lead agency from determining that the resource may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

C-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

C-4 Disturb any human remains, including those interred outside of formal cemeteries.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold C-4

This impact will not be addressed in the following analysis.

5.3.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.3-1: GROUND-DISTURBING ACTIVITIES ASSOCIATED WITH FUTURE DEVELOPMENT OF THE NORTH HEMET SPECIFIC PLAN HAVE THE POTENTIAL TO UNCOVER BURIED HISTORIAL RESOURCES. [THRESHOLD C-1]

Impact Analysis: The following describes potential impacts to historical resources.

Structures Onsite

Buildout of the specific plan would involve demolition of all 18 structures onsite. None of the structures onsite was identified as being eligible for listing on the California Register of Historic Resources, National Register of Historic Places, or Riverside County Register of Historic Landmarks. Therefore, demolition of the 18 structures onsite would not have a substantial adverse effect on historic structures.

Other Historic Resources Potentially Onsite

Buildout of the specific plan would involve ground disturbance on the entire project site. The project site has been developed with residential uses since approximately 1910, and parts of the site are known to have been in agricultural use since at least 1938 (TPC 2007). The Hemet Stock Farm property, across Oakland Avenue from the south project site boundary, was developed in 1899 and was used for raising horses into the 1990s. Due to the depth of soil excavations required and high probability of encountering buried historical resources, impacts to historical resources would be potentially significant.

IMPACT 5.3-2: GROUND-DISTURBING ACTIVITIES ASSOCIATED WITH FUTURE DEVELOPMENT OF THE NORTH HEMET SPECIFIC PLAN HAVE THE POTENTIAL TO UNCOVER ARCHEOLOGICAL RESOURCES. [THRESHOLD C-2]

Impact Analysis: Buildout of the specific plan would involve ground disturbance on the entire project site. The San Jacinto Valley and adjacent foothills of the San Jacinto Mountains are known to contain past and current Native American habitations, including the village of Pochoa, approximately 2.8 miles southeast of the project site, and the existing Native American community of Soboba along the base of the San Jacinto Mountains just east of the City of Hemet. Due to the depth of soil excavations required and high probability of encountering buried archeological resources, impacts to archeological resources would be potentially significant.

IMPACT 5.3-3: GROUND-DISTURBING ACTIVITIES ASSOCIATED WITH FUTURE DEVELOPMENT OF THE NORTH HEMET SPECIFIC PLAN HAVE THE POTENTIAL TO UNCOVER BURIED FOSSILS. [THRESHOLD C-3]

Impact Analysis: There are no unique geological features on the project site, as the site is very nearly flat with a west slope of approximately 0.7 percent grade. A paleontologically important rock unit is a unit that: 1) has a high potential paleontological productivity rating, and 2) is known to have produced unique, scientifically important fossils. The potential paleontological productivity rating of a rock unit exposed at a project site refers to the abundance/densities of fossil specimens and/or previously recorded fossil sites in exposures of the unit in and near the project site. Construction activities associated with buildout of the North Hemet Specific Plan would involve ground-disturbing activities. The project site is in an area designated highly sensitive for paleontological resources (i.e., fossils) by the Riverside County General Plan (RCIP 2003). According to the 2030 Hemet General Plan Update, the northern and eastern portions of the City are on exposures of Holocene alluvial valley deposits; however, these young alluvial sediments overlie older Pleistocene sediments (Hemet 2011b). These Pleistocene alluvial deposits have a high potential to contain paleontological resources. Fossils of numerous mammal species were unearthed during construction of the three dams impounding Diamond Valley Lake south of the City of Hemet. Due to the depth of soil excavations required and high probability of encountering geologic formations with fossils, impacts to paleontological resources would be potentially significant.

5.3.4 Cumulative Impacts

Similar to the proposed project, related projects would require some degree of construction monitoring, which would minimize the potential to disturb significant archaeological resources. If resources are found, they would be dealt with through recovery, testing, and archiving prior to development of the site. With the incorporation of Mitigation Measures 3-1 and 3-2, impacts to undiscovered buried cultural resources would be reduced, and the potential for the proposed project to contribute to cumulative impacts would consequently be reduced. Therefore, the project would not result in cumulatively considerable impacts to cultural resources.

5.3.5 Existing Regulations

Federal

- National Historic Preservation Act
- Archaeological Resources Protection Act
- Native American Graves Protection and Repatriation Act

State

- California Public Resources Code Sections 5020–5029.5, 5079–5079.65, and 5097.9–5097.991

5.3.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.3-1 Ground-disturbing activities associated with future development within the North Hemet Specific Plan have the potential to uncover buried historical resources.
- Impact 5.3-2 Specific plan buildout could damage or destroy archaeological resources.
- Impact 5.3-3 Specific plan buildout may damage or destroy fossils.

5.3.7 Mitigation Measures

Impact 5.3-1

3-1 Applicants for new development projects within the North Hemet Specific Plan shall retain a qualified archaeologist to periodically monitor ground-disturbing activities. The qualified archaeologist shall meet the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738–39). The archaeologist must have knowledge of both prehistoric and historical archaeology. The methods of archaeological monitoring, including timing, location, types of artifacts anticipated, and procedures for additional analysis, if necessary, shall be described in an archaeological monitoring plan. The archaeologist shall determine the required duration and extent of monitoring at a preconstruction meeting. The construction manager shall adhere to the stipulations of the archaeological monitoring plan. The archaeologist shall have the authority to halt any project-related activities in the event cultural resources are uncovered. If archaeological resources are uncovered they must be recovered, analyzed in accordance with CEQA Guidelines, and curated with the facilities at either the University of California, Riverside, or the Western Science Center at the Diamond Valley Reservoir in Hemet. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the archaeological monitor has evaluated discoveries to assess whether they are classified as historical resources or unique archaeological sites, pursuant to CEQA.

Impact 5.3-2

Implementation of Mitigation Measure 3-1

Impact 5.3-3

3-2 Applicants for new development projects within the North Hemet Specific Plan shall retain a qualified paleontologist to periodically monitor ground-disturbing activities. The paleontologist shall determine the minimum depth of excavations requiring monitoring, and the frequency and duration of monitoring, at a preconstruction meeting. The paleontologist shall have the authority to halt any project-related activities in the event paleontological resources are uncovered. If paleontological resources are uncovered they must be recovered, analyzed in accordance with CEQA Guidelines, and curated with the facilities at the University of California at Riverside, the Western Center at the Diamond Valley Reservoir in Hemet, or another accredited and permanent

scientific institution. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the paleontologist has evaluated discoveries to assess whether they are classified as unique paleontological resources pursuant to CEQA.

5.3.8 Level of Significance After Mitigation

Impact 5.3-1

Implementation of Mitigation Measure 3-1 would require a qualified archaeologist to periodically monitor ground-disturbing activities pursuant to the schedule outlined during the preconstruction meeting. If historic resources are uncovered, ground-disturbing activities would be halted and historic resources would be recovered and curated with the appropriate facilities. Consequently, the mitigation measure would reduce potential impacts associated with historic resources to a level that is less than significant. Impact 5.3-1 would be less than significant.

Impact 5.3-2

Implementation of Mitigation Measure 3-1 would require a qualified archaeologist to periodically monitor ground-disturbing activities pursuant to the schedule outlined during the preconstruction meeting. If archeological resources are uncovered, ground-disturbing activities would be halted and archeological resources would be recovered and curated with the appropriate facilities. Consequently, the mitigation measure would reduce potential impacts associated with archeological resources to a level that is less than significant. Impact 5.3-2 would be less than significant.

Impact 5.3-3

Implementation of Mitigation Measure 3-2 would require a qualified paleontologist to periodically monitor ground-disturbing activities pursuant to the schedule outlined during the preconstruction meeting. If paleontological resources are uncovered, ground-disturbing activities would be halted and paleontological resources would be recovered and curated with the appropriate facilities. Consequently, the mitigation measure would reduce potential impacts associated with paleontological resources to a level that is less than significant. Impact 5.3-3 would be less than significant.

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5.4 GEOLOGY AND SOILS

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the North Hemet Specific Plan to impact geological and soil resources in the City of Hemet. The analysis in this section is based in part on the following technical report, which is included as Appendix E to this EIR:

- *Preliminary Geotechnical Evaluation for North Hemet Revitalization Project Proposed Residential and Commercial Development, City of Hemet, Riverside County, California*, GeoTek Inc., June 11, 2010.

5.4.1 Environmental Setting

Geologic Setting

Regional Setting

California is divided into several "geomorphic provinces" by the types of landforms most common within each province. The project site is in the Peninsular Ranges geomorphic province, which is a series of northwest–southeast fault blocks in which some blocks are mountain ranges and others are valleys. The northern end of the Peninsular Ranges province is at the boundary with the eastern Transverse Ranges province about 14 miles northeast of the project site. From there the province extends south 975 miles to the tip of Baja California. The project site is in the San Jacinto Valley, which trends northwest–southeast. The San Jacinto Mountains rise steeply along the north and northeast sides of the San Jacinto Valley to San Jacinto Peak at 10,804 feet. The San Jacinto Valley is surrounded to the west and south by the Lakeview Mountains and the Santa Rosa Hills, respectively, which are much lower and have gentler slopes. The San Jacinto Valley is one valley in the San Jacinto Basin, an area of valleys and hills surrounded by the San Jacinto and Santa Rosa Mountains to the northeast and the Santa Ana Mountains to the southwest. The San Jacinto Fault runs along the boundary between the San Jacinto Basin and San Jacinto Mountains, and the Elsinore Fault extends along the boundary between the San Jacinto Basin and the Santa Ana Mountains.

Local Setting

Surface soils on the project site and sediments in six exploratory borings to depths up to 51.5 feet are older alluvium. However, minor amounts of undocumented fill soils may be encountered, including in the area around the Eastern Municipal Water District sewer line in the west-central portion of the site. The older alluvium materials are gray brown to dark brown, slightly moist to moist, sands, silty sands, and silts. The site is nearly flat, with a west-northwest slope of about 0.7 percent grade. No groundwater was found in the exploratory borings, and the historical depths to groundwater in wells near the site are over 100 feet below ground surface (bgs).

Geologic Hazards

Faulting and Seismic Hazards

Regional Faults

The project site is in a seismically active region. The distances and directions from the project site to several faults in the region are shown below in Table 5.4-1. Active faults are those for which there is evidence of surface displacement within the last 11,000 years; all of the faults listed in Table 5.4-1 are active faults.

Table 5.4-1
Regional Faults

Fault	Distance and Direction from Project Site
Casa Loma Fault	0.4 mile northeast
San Jacinto Fault	4.8 miles northeast
San Andreas Fault, Southern Branch1	21.1 miles northeast
Mission Creek Fault2	27.2 miles northeast
Elsinore Fault	24.1 miles southwest

Source: CGS 2010.
1 The Northern Branch of the San Andreas Fault closest to the project site is not active; however, there is an active segment of this fault approximately 15 miles east.
2 The Mission Creek Fault is named the Northern Branch of the San Andreas Fault east of the project site.

Faults on the Project Site

There are no known faults within or proximate to the North Hemet Specific Plan. The fault nearest to the site is the Casa Loma Fault, 0.4 mile northeast of the northeast corner of the site (see Figure 5.4-1, *Regional Fault Map*). The project site is not in an Alquist-Priolo Earthquake Fault Zone, which is an area of required investigation for active faults that could cause surface ruptures. The site is also not in a fault zone designated by the County of Riverside.

Ground Shaking

When comparing the sizes of earthquakes, the most meaningful feature is the amount of energy released, most often measured as seismic moment. Magnitude scales, including the scale of seismic moment, are logarithmic. Each one-point increase in magnitude represents a tenfold increase in amplitude of the waves as measured at a specific location, and a 32-fold increase in energy. That is, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion amplitude of a magnitude 5 earthquake. Selected earthquakes in and near western Riverside County within the last 50 years that have caused substantial ground shaking in the region are listed below in Table 5.4-2.

Table 5.4-2
Selected Earthquakes in and near Western Riverside County in the Last 50 Years

Earthquake	Location	Fault	Date	Magnitude	Notable Effects
Lytle Creek	Near Cajon Pass	NA	1970, September 12	5.2	NA
White Wash	25 miles south of Palm Springs, near Santa Rosa Mountains	NA	1980, February 25	5.5	NA
North Palm Springs	Six miles northwest of North Palm Springs	Banning or Garnet Hill	1986, July 8	5.6	NA
Upland	Near Upland	San Jose	1990, February 28	5.4	Considerable damage near epicenter
Landers	In Mojave Desert 6 miles north of Yucca Valley	Johnson Valley and several others	1992, June 28	7.3	1 death; occurred in sparsely populated area.
Big Bear	In San Bernardino Mountains about 69 miles east of El Monte	Unknown	1992, June 28	6.4	Substantial damage in Big Bear Lake area
Chino Hills	Near Chino Hills	Yorba Linda	2008, July 29	5.5	NA
Borrego Springs[1]	13 miles northwest of Borrego Springs	San Jacinto	2010, July 7	5.4	NA

Source: SCEDC 2010.
NA: not available or not identified
[1] Based on information from the USGS (2010).

Liquefaction

Ground shaking in loose, saturated soils causes an increase in water pressure in pores between grains of soil. Liquefaction is the loss of strength and resulting movement and/or settlement in such soils. Liquefaction occurs only below the water table, but can cause effects at the surface, including down-slope movement of soil (lateral spreading), settlement, and emergence of soil onto the surface (sand boils). Factors influencing liquefaction potential include soil type, grain size, and density; groundwater level; and intensity and duration of ground shaking. The liquefaction potential onsite is considered very low due to the relatively dense underlying soils and the lack of a shallow groundwater table. The project site is not in a liquefaction hazard zone designated by Riverside County.

Landslide

No evidence of past landslides or slope instabilities was observed during the geotechnical investigation, and the potential for landslides onsite is considered negligible.

Collapsible Soils

A collapsible soil shrinks considerably when wetted, when a load is placed atop the soil. or under both conditions. Such shrinkage can damage structures built on the soil or structures such as pipelines built within the soil. The upper five to ten feet of soils onsite are prone to collapse (Scott 2010).

Soil Conditions

Expansive Soils

Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. Two samples of subsurface site soils were tested for expansion index, with results of 6 and 13, indicating very low expansion potentials.

Corrosive Soils

Samples of subsurface site soils were tested for resistance to flow of electrical current, which is the standard indicator for metal-corroding soils. Test results indicate that soils are moderately corrosive to corrosive to buried metal. Tests of sulfate content in subsurface soil samples found water-soluble sulfate to be less than 0.1 percent of the soil by weight, meaning that the soil is not substantially corrosive to concrete.

Regulatory Framework

State

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was enacted in 1972 with the main purpose of mitigating the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The act requires the State Geologist to delineate "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The act also requires that cities and counties withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

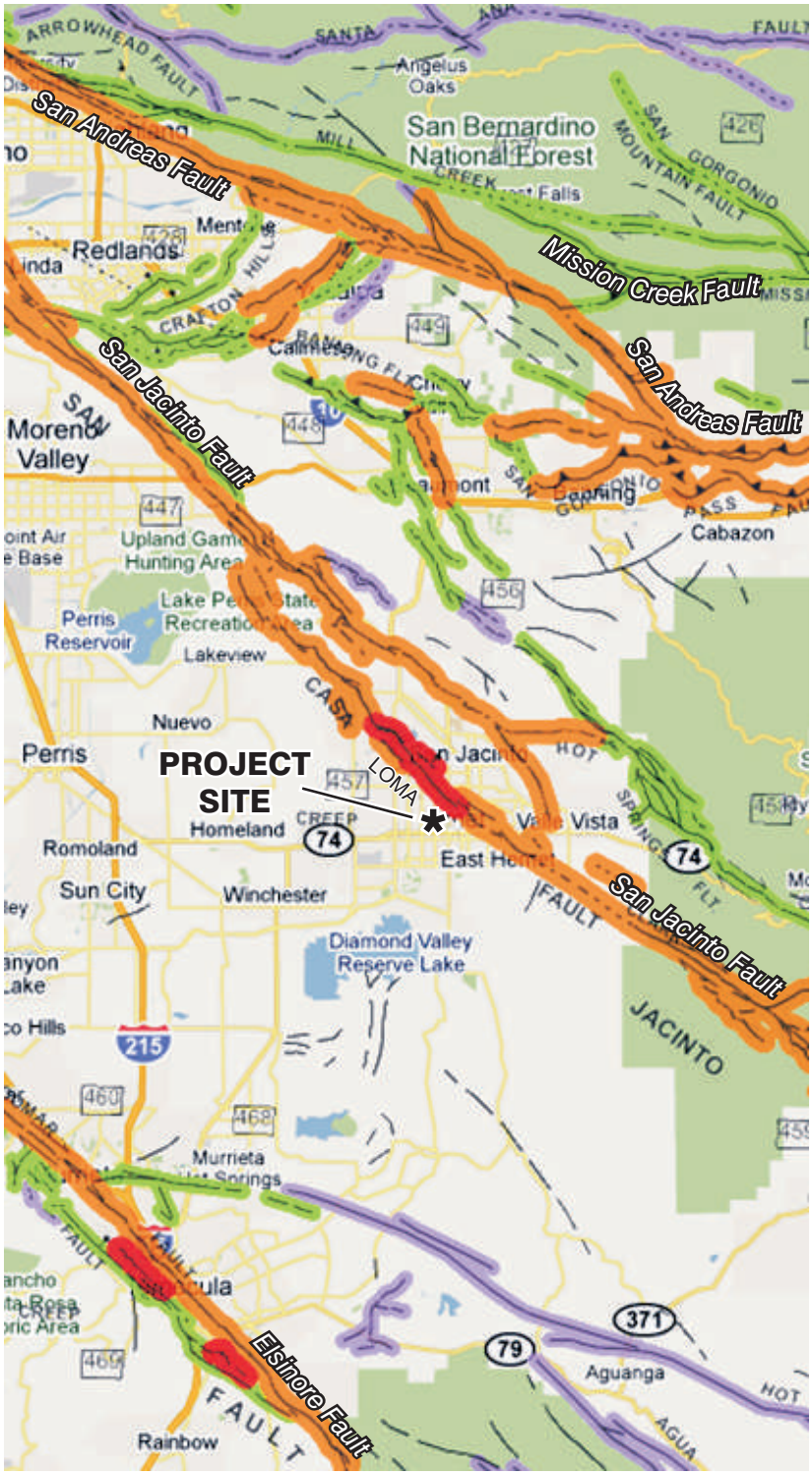
Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act was adopted by the state in 1990 for the purpose of protecting the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. Geotechnical investigations for projects within seismic hazard zones are required by the Seismic Hazards Mapping Act to evaluate seismic hazards.

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is also known as Title 24 of the California Code of Regulations. The most recent building standard adopted by the legislature and used throughout the state is the 2010 version of the CBC, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground shaking.

Regional Fault Map



Source: CGS 2010

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Natural Hazards Disclosure Act

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, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps and for other specified types of structures are contained in California Health and Safety Code Sections 17953 to 17955 and in Section 1802 of the 2010 CBC. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect if the project would:

G-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)

ii) Strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction.

iv) Landslides.

G-2 Result in substantial soil erosion or the loss of topsoil.

G-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property.

G-5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Thresholds G-1(iv), G-2, and G-5.

These impacts will not be addressed in the following analysis.

5.4.3 Environmental Impacts

Field exploration at the North Hemet Specific Plan was conducted on May 4, 2011, and consisted of six exploratory hollow-step auger borings to a maximum depth of 51.5 feet. Excavations and laboratory testing were performed by a geologist and results are included in Appendix E to this EIR.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.4-1: PEOPLE AND STRUCTURES ONSITE WOULD NOT BE AT SUBSTANTIAL RISK FROM SURFACE RUPTURE OF A KNOWN FAULT OR FROM SUBSTANTIAL GROUND SHAKING WITH ADHERENCE TO THE SEISMIC STANDARDS OF CALIFORNIA BUILDING CODE. [THRESHOLD G-1(i) AND G-1(ii)]

Impact Analysis: The following describes impacts from fault rupture and seismic-related ground shaking.

Fault Rupture

The Alquist-Priolo Earthquake Fault Zone nearest the site is approximately 0.2 mile to the northeast (CDMG 1980). The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent construction of buildings used for human occupancy on the surface of active faults to minimize the hazard of surface rupture of a fault to people and habitable buildings. As described previously, an active fault is a fault that has had surface displacement within the last 11,000 years. There are no known faults in or immediately adjacent to the project site, and the nearest known fault to the site is the Casa Loma Fault 0.4 mile to the northeast (CGS 2010). The project is not within an Alquist-Priolo Earthquake Fault Zone or a State of California Special Studies Zone. The North Hemet Specific Plan is not within the County of Riverside designated liquefaction zone (see Appendix E). Development of the North Hemet Specific Plan would not place people or structures at substantial risk from surface rupture of a known fault.

Strong Seismic Ground Shaking

The project site is in a seismically active region and there are a number of active faults in the area that could generate strong ground shaking. Earthquakes in and near western Riverside County in the last 50 years that have caused substantial ground shaking in the project region are listed in Table 5.4-2.

Motion at the ground surface during an earthquake is measured as horizontal ground acceleration in "g," where "g" is the acceleration of gravity. Accelerations of 0.41 g and 0.55 g correspond approximately to an intensity of VIII on the Modified Mercalli Intensity (MMI) Scale (Wald 1999). The MMI is a 12-point intensity scale ranging from "I," which is rarely felt by people, to "XII," where damage to structures is total and objects are thrown into the air (USGS 2009). In an Intensity "VIII" earthquake, damage is slight in specially designed structures; ordinary substantial buildings are damaged considerably and partially collapse; and damage is great in poorly built structures. Objects such as chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (USGS 2009).

The project site is subject to strong ground shaking during earthquakes. The strongest ground shaking estimated to occur onsite during a maximum considered earthquake[1] is provided in Appendix E. The peak horizontal ground acceleration forecast to occur at or near the project site during an earthquake is approximately 1.034 g (based on a one-second period) to 1.833 g (based on a two-second period). Compliance with seismic design criteria in the CBC would minimize impacts related to earthquakes consistent with code requirements. Hazards from ground shaking would be less than significant.

IMPACT 5.4-2: THE NORTH HEMET SPECIFIC PLAN IS IN AN AREA KNOWN TO CONTAIN GEOLOGIC HAZARDS; HOWEVER, SITE-SPECIFIC FIELD INVESTIGATION PRIOR TO GRADING ACTIVITIES WOULD ENSURE HAZARDS ARE MINIMIZED. [THRESHOLDS G-1(iii) and G-3]

Impact Analysis: The North Hemet Specific Plan has a slope of less than 1 percent, with elevations onsite ranging from roughly 1,583 feet above mean sea level (amsl) at the southeast corner of the site to 1,575 feet amsl at the northwest corner. Based on the existing topography, only minor fills and cuts would be required. A conceptual grading plan is shown in Figure 3-7. The following describes impacts from secondary effects of seismic shaking within the project area.

Liquefaction Potential

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater; 2) low density noncohesive (granular) soils; and 3) high-intensity ground motion. Studies indicate that saturated, loose, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction. Effects of liquefaction on level ground include settlement, sand boils, and bearing capacity failures below structures. Dynamic settlement of dry sands can occur because the sand particles tend to settle and densify as a result of a seismic event. Other types of ground failure typically associated with liquefaction include lateral spreading,[2] flow failure, ground oscillation, loss of bearing strength, and ground lurching.

The North Hemet Specific Plan is not within the County of Riverside designated liquefaction zone (see Appendix E) and is designated by the City as having moderate liquefaction susceptibility (Hemet 2011b). Site-specific evaluation for liquefaction potential within the North Hemet Specific Plan was conducted. Depth to groundwater in the vicinity of the North Hemet Specific Plan has been recorded at greater than 100 feet bgs. Liquefaction potential onsite is considered very low due to the relatively dense underlying soils, soil type, and the lack of a shallow groundwater table. No substantial risks would result for liquefaction from project development.

Subsidence and Settlement

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. In the areas of southern California where ground subsidence has been reported, this phenomenon is usually associated with the extraction of oil, gas, or groundwater, or the organic decomposition of peat deposits with a resultant loss in volume. Ground subsidence can also occur as a response to natural forces such as earthquake movements and the folding and subsiding activity of

[1] An earthquake with a 2 percent chance of exceedance in 50 years.
[2] Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

sedimentary basins. Earthquakes have caused abrupt regional elevation changes in excess of one foot across faults. Ground-surface effects related to regional subsidence can include earth fissures, sinkholes or depressions, and disruption of surface drainage. Damage is generally restricted to structures sensitive to slight changes in elevations, such as canals, levees, underground pipelines, and drainage courses; however, significant subsidence can result in damage to wells, buildings, roads, railroads, and other improvements. In addition, strong ground shaking can cause soils to become more tightly packed and settle due to the collapse of voids and pore spaces. This type of settlement typically occurs in soils that are loose, granular, and cohesionless, and can occur in either wet or dry soils. Unconsolidated young alluvial sediments are especially susceptible to this hazard. Seismically induced settlement can cause damage to structures and buried pipelines.

Ground rupture (subsidence) due to active faulting is not likely to occur onsite because there are no known active fault traces that traverse the site. However, recompaction of site soils during grading could cause subsidence of up to 0.1 foot, or 1.2 inches, and could also cause soil shrinkage of 10 to 20 percent. Soil shrinkage and subsidence would be accounted for when calculating the amount of engineered soil to be used as fill. Soil subsidence and settlement would not result in substantial hazards to people or structures onsite.

Soil Collapse

Soil collapse typically occurs when saturated, collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively light loads. An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, can initiate rapid settlement and cause foundations and walls to crack. The upper five to ten feet of soils onsite are prone to collapse (Scott 2010), and removal and recompaction of such soils is recommended during site grading. After removal and recompaction, soils would be suitable for supporting proposed structures, and no substantial hazards are expected to result from collapsible soils.

IMPACT 5.4-3: SOIL CONDITIONS IN THE PROJECT AREA HAVE VERY LOW EXPANSION POTENTIAL BUT ARE MODERATELY CORROSIVE TO CORROSIVE TO BURIED METALS. [THRESHOLD G-4]

Impact Analysis: Excavations and laboratory testing were performed by a geologist and results are included in Appendix E to this EIR. Additional testing would be required for the area around the Eastern Municipal Water District sewer line (where fill material may be present) in accordance with the requirements of the CBC. The following describes impacts from soil conditions in the project area.

Corrosive Soils

Laboratory testing of soil onsite indicates subsurface site soils are moderately corrosive to corrosive to buried metals. Site soils are not substantially corrosive to concrete, as shown by tests for soil sulfate content. Hazards from corrosive soils are potentially significant to buried metals.

Soil Expansion

Soils containing expansive clay minerals can shrink or swell substantially as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Laboratory testing of soil onsite indicates an expansion index ranging from 6 to 13, which corresponds to the Very Low category of expansion potential in the CBC. Hazards from expansive soils are less than significant.

5.4.4 Cumulative Impacts

Impacts to geology and soils are specific to the geologic conditions of this particular project site. Mitigation of geologic, seismic, and soil impacts of development projects would also be specific to each site. Compliance with modern building standards, such as the CBC, serves to reduce seismic-related risks. Therefore, project-related impacts to geology and geologic hazards are not cumulatively considerable, and no adverse cumulative impacts related to soils and geology would occur.

5.4.5 Existing Regulations and Standard Conditions

State

- Alquist-Priolo Earthquake Fault Zoning Act
- 2010 California Building Code

City

- City of Hemet Municipal Code. Chapter 14, Article II, Division 3, California Building Code.
- City of Hemet Municipal Code, Chapter 14, Article VI, Hazardous Fault Zone Regulations.

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.4-1 and 5.4-2

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.4-3 Soil conditions in the project area have very low expansion potential but are moderately corrosive to corrosive to buried metals.

5.4.7 Mitigation Measures

Impact 5.4-3

4-1 Applicants for new development in North Hemet Specific Plan shall submit a soils and engineering geology report(s) prepared by a registered professional engineer or professional geologist that evaluates geologic and seismic hazards. The report shall be prepared in compliance with the City of Hemet Municipal Code to the satisfaction of the City Engineer, and incorporate the recommendations of the Preliminary Geotechnical Evaluation for North Hemet Revitalization Project. Recommendations in the final soils and engineering geology report(s) shall be identified on the future development project's grading plan. The construction contractor shall implement all recommendations in the final soils and engineering geology report(s). The report shall contain the following:

- If the Eastern Municipal Water District sewer line in the west-central portion of the site is within the planning area and remains onsite, the soils and engineering geology report shall conduct additional field investigation, to the satisfaction of the City Engineer, to evaluate conditions of backfill soils.

- If corrosive soils are identified onsite, the soils and engineering geology report shall include recommendations from a corrosion engineer certified by the National Association of Corrosion Engineers regarding methods of protecting buried metal.

5.4.8 Level of Significance After Mitigation

Impact 5.4-3

As identified in Mitigation Measure 4-1, the project design and development would incorporate all measures outlined in the preliminary and final geologic reports to ensure that recommendations for proper protection of buried metals are incorporated and safety is not compromised. Adherence to the recommendations in the final geologic report would ensure that potential impacts would be mitigated, and Impact 5.4-3 would be less than significant.

5.5 GREENHOUSE GAS EMISSIONS

This section of the draft environmental impact report (DEIR) evaluates the potential for the North Hemet Specific Plan (proposed project) to cumulatively contribute to or be impacted by greenhouse gas (GHG) emissions. Because no single project is large enough to result in an increase in global concentrations of GHG emissions, global warming impacts of a project are inherently cumulative.

The analysis also considers policies and mitigation suggested by the California Attorney General and the California Air Pollution Control Officer's Association (CAPCOA) to reduce climate change impacts. This section also evaluates consistency of the revised project with the strategies outlined in the California Air Resources Board's (CARB) Scoping Plan, in accordance with Assembly Bill 32 (AB 32), and strategies proposed by the Southern California Association of Governments (SCAG) to reduce vehicle miles traveled (VMT) in the region, in accordance with Senate Bill 375 (SB 375). The analysis in this section is based in part on the following report(s):

- *Quantifying Greenhouse Gas Mitigation Measures,* California Air Pollution Control Officers Association, August 2010
- *CEQA and Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act,* California Air Pollution Control Officers Association, January 2008
- *Climate Change Scoping Plan*, California Air Resources Board, December 2008
- *Compass Blueprint 2% Strategy Opportunity Areas Maps*, Southern California Association of Governments, 2008
- *The California Environmental Quality Act – Addressing Global Warming Impacts at the Local Agency Level*, Office of the California Attorney General, 2008

Operational and construction GHG emissions modeled using the California Emissions Estimator Model (CalEEMod) are included in Appendix C.

5.5.1 Environmental Setting

Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHG, to the atmosphere. Climate change is the variation of Earth's climate over time, whether due to natural variability or as a result of human activities. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor,[1] carbon (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001). The major GHG are briefly described below. Table 5.5-1 lists the GHG applicable to the proposed project and their

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

relative global warming potentials (GWP) compared to CO_2. The major GHG are briefly described below the table.

Table 5.5-1
Greenhouse Gases and Their Relative Global Warming Potential Compared to CO_2

GHG	Atmospheric Lifetime (years)	Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	50 to 200	1
Methane (CH_4)[2]	12 (±3)	21
Nitrous Oxide (N_2O)	120	310
Hydrofluorocarbons:		
HFC-23	264	11,700
HFC-32	5.6	650
HFC-125	32.6	2,800
HFC-134a	14.6	1,300
HFC-143a	48.3	3,800
HFC-152a	1.5	140
HFC-227ea	36.5	2,900
HFC-236fa	209	6,300
HFC-4310mee	17.1	1,300
Perfluoromethane: CF_4	50,000	6,500
Perfluoroethane: C_2F_6	10,000	9,200
Perfluorobutane: C_4F_{10}	2,600	7,000
Perfluoro-2-methylpentane: C_6F_{14}	3,200	7,400
Sulfur Hexafluoride (SF_6)	3,200	23,900

Source: USEPA 2008; IPCC 2001.
[1] Based on 100-Year time horizon of the global warming potential of the air pollutant relative to CO_2.
[2] The methane GWP includes the direct effects and those indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

Carbon dioxide (CO_2) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

Nitrous oxide (N_2O) is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.

Fluorinated gases are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as High GWP gases.

- *Chlorofluorocarbons (CFCs)* are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are

not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. Because these gases are ozone-depleting gases, they are being replaced by other compounds that are GHGs covered under the Kyoto Protocol.

- *Perfluorocarbons (PFCs)* are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.

- *Sulfur Hexafluoride (SF_6)* is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.

- *Hydrochlorofluorocarbons (HCFCs)* contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are also GHGs.

- *Hydrofluorocarbons (HFCs)* contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs (USEPA 2008a).

California's GHG Sources and Relative Contribution

California is the second largest emitter of GHG in the United States, only surpassed by Texas, and the tenth largest GHG emitter in the world. However, because of more stringent air emission regulations, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO_2 emissions from fossil fuel consumption per unit of gross state product (total economic output of goods and services) (CEC 2006).

CARB's latest update to the statewide GHG emissions inventory was conducted in 2010 for year 2008 emissions.[2] In 2008, California produced 478 million metric tons (MMTons) of CO_2-equivalent (CO_2e) GHG emissions.[3] California's transportation sector is the single largest generator of GHG emissions, producing 36.6 percent of the state's total emissions. Electricity consumption is the second largest source, comprising 24.4 percent. Industrial activities are California's third largest source of GHG emissions, comprising 19.4 percent of the state's total emissions. Other major sources of GHG emissions include commercial and residential, recycling and waste, high global warming potential GHGs, agriculture, and forestry (CARB 2010).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHG in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and climate change pollutants that are attributable to human activities. The amount of CO_2 has

[2] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (AB 32).
[3] CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million (ppm) per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006).

Climate-change scenarios are affected by varying degrees of uncertainty. IPCC's 2007 Fourth Assessment Report projects that the global mean temperature increase from 1990 to 2100, under different climate-change scenarios, will range from 1.4 to 5.8°C (2.5 to 10.4°F). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (CAT 2006).

Potential Climate Change Impacts for California

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures, 2) a smaller fraction of precipitation is falling as snow, 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones, 4) an advance snowmelt of 5 to 30 days earlier in the springs, and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team (CAT), even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.5-2), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks are shown in Table 5.5-2 and include public health impacts, water resources impacts, agricultural impacts, coastal sea level impacts, forest and biological resource impacts, and electricity impacts. Specific climate change impacts that could affect the project include health impacts from a reduction in air quality, water resources impacts from a reduction in water supply, and increased energy demand.

Table 5.5-2
Summary of Global Climate Change Risks to California

Impact Category	Potential Risk
Public Health Impacts	• Poor air quality made worse • More severe heat
Water Resources Impacts	• Decreasing Sierra Nevada snow pack • Challenges in securing adequate water supply • Potential reduction in hydropower • Loss of winter recreation
Agricultural Impacts	• Increasing temperature • Increasing threats from pests and pathogens • Expanded ranges of agricultural weeds • Declining productivity • Irregular blooms and harvests
Coastal Sea Level Impacts	• Accelerated sea level rise • Increasing coastal floods • Shrinking beaches • Worsened impacts on infrastructure
Forest and Biological Resource Impacts	• Increasing risk and severity of wildfires • Lengthening of the wildfire season • Movement of forest areas • Conversion of forest to grassland • Increasing threats from pest and pathogens • Declining forest productivity • Shifting vegetation and species distribution • Altered timing of migration and mating habits • Loss of sensitive or slow-moving species
Electricity	• Potential reduction in hydropower • Increased energy demand

Sources: California Energy Commission (CEC), 2006, "Our Changing Climate, Assessing the Risks to California," 2006 Biennial Report, California Climate Change Center, CEC-500-2006-077; California Energy Commission (CEC), 2008, September, "The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California," CEC-500-2008-0077.

Regulatory Setting

Regulation of GHG Emissions on a National Level

The U.S. Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (EPA 2009).

The EPA's endangerment finding covers emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world (the first three are applicable to the proposed project).

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MTons) or more per year are required to submit an annual report.

Regulation of GHG Emissions on a State Level

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, the Global Warming Solutions Act, and Executive Order S-03-05. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05, signed June 1, 2005. Executive Order S-03-05 set the following GHG reduction targets for the State:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 directed CARB to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. Based on the GHG emissions inventory conducted for the Scoping Plan by CARB, GHG emissions in California by 2020 are anticipated to be approximately 596 MMTons. In December 2007, CARB approved a 2020 emissions limit of 427 MMTons (471 million tons) for the state. The 2020 target requires a total emissions reduction of 169 MMTons, 28.5 percent from the projected emissions of the business-as-usual (BAU) scenario for the year 2020 (i.e., 28.5 percent of 596 MMTons) (CARB 2008).[4]

Since release of the 2008 Scoping Plan, CARB has updated the statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and measures not previously considered within the 2008 Scoping Plan baseline inventory. The updated forecast predicts emissions to be 507 MMTons by 2020. The new inventory identifies that an estimated 80 MMTons of reductions are necessary to achieve the statewide emissions reduction of AB 32 by 2020, 15.7 percent of the projected emissions compared to BAU in year 2020 (i.e., 15.7 percent of 507 MMTons) (CARB 2012).

In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MTons per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012. The Climate Action Registry Reporting Online Tool was established through the Climate Action Registry to track GHG emissions. Key elements of CARB's GHG reduction plan include:

- Expanding and strengthening existing energy-efficiency programs as well as building and appliance standards;

- Achieving a mix of 33 percent for energy generation from renewable sources;

[4] CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

- Developing a California cap-and-trade program that links with other Western Climate Initiate partner programs to create a regional market system for large stationary sources;

- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;

- Adopting and implementing measures pursuant to state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS),[5]

- Creating target fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation.

Table 5.5-3 shows the proposed reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 MMTons, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments plays in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer VMT (CARB 2008).

Energy Conservation Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2008 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which go into effect on January 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (non-residential) more energy efficient than the 2008 Standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in home and businesses.

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. While these regulations are now often viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations). The green building standards that became mandatory in the 2010 edition of the code established voluntary standards on

[5] On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. One of the court's rulings preliminarily enjoins the CARB from enforcing the regulation during the pendency of the litigation.

planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011.

Table 5.5-3
Scoping Plan Greenhouse Gas Reduction Measures and Reductions toward 2020 Target

Recommended Reduction Measures	*Reductions Counted toward 2020 Target of 169 MMT CO_{2e}*	*Percentage of Statewide 2020 Target*
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets[1]	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	**146.7**	**87%**
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	**27.3**	**16%**
Total Reductions Counted toward 2020 Target	**174**	**100%**
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations[2]	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted Towards 2020 Target	**42.8**	**NA**

Source: CARB 2008.
Notes: the percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 MMTons and the Scoping Plan identifies 174 MMTons of emissions reductions strategies.
$MMTCO_{2e}$: million metric tons of CO_{2e}
[1] Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.
[2] According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO_{2e} (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.

Renewable Power Requirements

A major component of California's Renewable Energy Program is the renewable portfolio standard (RPS), established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. CARB has now approved an even higher goal of 33 percent by 2020. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Vehicle Emission Standards/Improved Fuel Economy

Vehicle GHG emission standards were enacted under AB 1493 (Pavley I) and the LCFS. Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020.

Regulation of GHG Emissions on a Regional Level

In 2008, SB 375 was adopted and was intended to represent the implementation mechanism necessary to achieve the GHG emissions reductions targets established in the Scoping Plan for the transportation sector as it relates to local land use decisions that affect travel behavior. Implementation is intended to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations with local land use planning to reduce vehicle miles traveled and vehicle trips. Specifically, SB 375 requires CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG is the MPO for the southern California region, which includes the counties of Los Angeles, Orange, San Bernardino County, Riverside, Ventura, and Imperial. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035.

The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's existing transportation network. The proposed targets would result in 3 MMTons of GHG reductions by 2020 and 15 MMTons of GHG reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

SB 375 requires the MPOs to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. For the SCAG region, the SCS was adopted April 2012 (SCAG 2012). The SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. If the SCS is unable to achieve the regional GHG emissions reduction targets, the MPO is required to prepare an

Alternative Planning Strategy that shows how the GHG emissions reduction target could be achieved through other development patterns, infrastructure, and/or transportation measures.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

GCC-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GCC-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

South Coast Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD has convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) held in September 2010, SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

Tier 1 If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

Tier 2 If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD is proposing a screening-level threshold of 3,000 MTons annually for all land use types or the following land-use-specific thresholds: 1,400 MTons for commercial projects, 3,500 MTons for residential projects, or 3,000 MTons for mixed-use projects. This bright-line threshold is based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions:

Tier 3 If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.

Tier 4 If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD is proposing to adopt an efficiency target for projects that exceed the screening threshold. The current recommended approach is per capita efficiency targets. SCAQMD is not recommending use of a percent emissions reduction target. Instead, SCAQMD proposes a 2020 efficiency target of 4.8 MTons per year per service population (MTons/year/SP) for project-level analyses and 6.6 MTons/year/SP for plan level

projects (e.g., program-level projects such as general plans).[6] For the purpose of this project, SCAQMD's project-level thresholds are used because the plan-level thresholds are more applicable at a General Plan level. If projects exceed these per capita efficiency targets, GHG emissions would be considered potentially significant in the absence of mitigation measures.

5.5.3 Environmental Impacts

On December 30, 2009, the Natural Resources Agency adopted amendments to the CEQA Guidelines. These amendments became effective on March 18, 2010. The amendments to the CEQA Guidelines include new requirements to evaluate GHG emissions. Pursuant to the amended CEQA Guidelines, a lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase (or reduce) GHG emissions 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 an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[7]

Annual GHG area, energy, and transportation sources of GHG emissions were calculated for construction and operation of the project using the California Emissions Estimator Model (CalEEMod). Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the project. Life cycle emissions are not included in this analysis because not enough information is available for the proposed project, and therefore life cycle GHG emissions would be speculative.[8]

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.5-1: THE NORTH HEMET SPECIFIC PLAN WOULD RESULT IN A SUBSTANTIAL INCREASE IN GHG EMISSIONS. [THRESHOLD GHG-1]

Impact Analysis: As described previously, a project does not generate enough GHG emissions on its own to influence global climate change; therefore, the GHG chapter measures a project's contribution to the cumulative environmental impact. The proposed project is a regionally significant project pursuant to SCAG Intergovernmental Review criteria and the CEQA Guidelines. The development contemplated by the proposed project would contribute to global climate change through direct emissions of GHG from onsite

[6] It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.
[7] OPR recommendations include a requirement that such a plan be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.
[8] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative.

area sources and vehicle trips generated by the project, and indirectly through offsite energy production required for onsite activities, water use, and waste disposal. Annual GHG emissions were calculated for construction and operation of the project. Construction emissions were amortized into the operational phase in accordance with SCAQMD's proposed methodology. GHG emissions from project-related operational activities would exceed SCAQMD screening thresholds. Therefore, a detailed emissions analysis of the project's GHG emissions is included in Table 5.5-4.

Table 5.5-4
Annual Operational Phase GHG Emissions at Buildout

	GHG Emissions MTons/Year		
Source	***Existing***	***North Hemet Specific Plan (Phase 1 and Phase 2)***	***Total Net Increase***
Area	1	324	323
Energy	284	1,794	1,510
Transportation	2,400	10,170	7,770
Waste	88	358	269
Water	23	307	284
Construction-Amortized	0	149	149
Total All Sectors	**2,797**	**13,102**	**10,305**
Per Service Population (SP)[1]	**NA**	**8.9**	**NA**
Proposed SCAQMD Efficiency Metric	**NA**	**4.8**	**NA**
Exceeds Efficiency Metric	**NA**	**Yes**	**NA**

Source: CalEEmod Version 2011.1.1.
[1] Service population based on 1,370 residents and 94 employees at buildout of the North Hemet Specific Plan.

As shown in this table, the project would generate approximately 13,102 MTons of GHG per year, or 8.9 MTons per service population. The total increase in GHG emissions onsite from the project would be substantial and would exceed the proposed per capita efficiency metric. Therefore, GHG emissions are considered to be substantial enough to result in a significant cumulative impact relative to GHG emissions. The project's cumulative contribution to GHG emissions would be significant.

IMPACT 5.5-2: THE PROPOSED PROJECT WOULD NOT CONFLICT WITH PLANS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. [THRESHOLD GHG-2]

Impact Analysis: In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 BAU GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). The City of Hemet has not adopted a qualified GHG reduction plan.

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Building Standards (e.g. California Green Building Code [CALGreen] and the 2008 Building and Energy Efficiency Standards), California Renewable Energy Portfolio standard (33 percent RPS), changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley II), and other measures that would ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction measures that are being implemented over

the next 10 years would reduce the project's GHG emissions. The proposed project would be consistent with statewide GHG reduction measures.

Consistency with SCAG's 2012 RTP/SCS

SCAG's RTP includes SCAG's SCS, which incorporate the Compass Growth Vision and Compass Blueprint 2% Strategy. A consistency evaluation of the project with SCAG's SCS is included in Table 5.5-5. The 2012 RTP/SCS is based on local land use projections in the cities' and county's general plans. The project is consistent with the General Plan land use designations for the site and included within SCAG's land use strategy and therefore consistent with the RTP/SCS.

Table 5.5-5
Consistency with SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG Strategy	*Project Consistency*
RTP Policies	
1. Transportation investments shall be based on SCAG's adopted regional performance Indicators.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
2. Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP priorities for any incremental funding in the region.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
3. RTP land-use and growth strategies in the RTP will respect local input and advance smart growth initiatives.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
4. Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
5. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
6. Monitoring progress on all aspects of the plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the plan.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Sustainable Communities Strategies	
Land Use Actions and Strategies Applicable to Local Jurisdictions	
Collaborate with local jurisdictions and agencies to acquire a regional fair share housing allocation that reflects existing and future needs.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the proposed project assists the City of Hemet is meeting its regional housing needs assessment (RHNA) allocation.
Seek partnerships with state, regional, and local agencies to acquire funding sources for innovative planning projects.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the RTP/SCS plan alternative.	***Consistent:*** The North Hemet Specific Plan would become the zoning for the land uses within the site. The SCS does not identify specific land use designations but generally identifies areas where increased residential and mixed-use projects would support the goals of reducing regional VMT. The proposed project is a mixed-use project with increased residential densities compared to existing land use densities within the City that would be transit ready and walkable, thus ultimately supporting the land use strategies of the SCS.

Table 5.5-5
Consistency with SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG Strategy	Project Consistency
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, and in transit-oriented development.	***Consistent:*** The North Hemet Specific Plan would be across from a SCAG vision plan for the future Metrolink station in the City of Hemet. Future developments within the North Hemet Specific Plan would be designed to be transit-ready with convenient access between neighborhoods and business via the comprehensive onsite pedestrian network.
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the proposed project assists the City of Hemet is meeting its regional housing needs assessment (RHNA) allocation.
Consider developing healthy community or active design guidelines that promote physical activity and improved health	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the proposed project provides a comprehensive network of bicycle trails and pedestrian pathways that promote healthy communities.
Support projects, programs, policies, and regulations to protect resources areas, such as natural habitats and farmland, from future development.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. The proposed project is not on sensitive habitat or farmland.
Transportation Network Actions and Strategies Applicable to Local Jurisdictions	
Cooperate with stakeholders, particularly county transportation commissions and Caltrans, to prioritize funding sources for preservation and maintenance of the existing transportation network.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Encourage the development of new transit modes in our subregions such as BRT, rail, limited-stop service, and point-to-point express services utilizing the HOV and HOT lane networks.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the North Hemet Specific Plan would be across from a SCAG vision plan for the future Metrolink station in the City of Hemet. Future developments within the North Hemet Specific plan would be designed to be transit-ready with convenient access between neighborhoods and business via the comprehensive onsite pedestrian network.
Encourage regional and local transit providers to develop rail interface services at Metrolink, Amtrak, and high-speed rail stations.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Prioritize transportation investments to support compact infill development that includes a mix of land uses and housing options, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	***Consistent or Not Applicable:*** The North Hemet Specific Plan would become the zoning for the land uses within the site. The SCS does not identify specific land use designations but generally identifies areas where increased residential and mixed-use projects would support the goals of reducing regional VMT. The proposed project is a mixed-use project with increased residential densities compared to existing land use densities within the City that would be transit-ready and walkable, thus ultimately supporting the land use strategies of the SCS and healthy communities goals.
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via nonauto modes.	***Consistent or Not Applicable:*** The proposed project provides a comprehensive network of bicycle trails and pedestrian pathways that promote healthy communities. In addition, the proposed project is a mixed-use project with increased residential densities that would be designed to be transit ready and walkable, thus ultimately supporting the land use strategies of the SCS.

Table 5.5-5
Consistency with SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG Strategy	Project Consistency
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations.	***Consistent or Not Applicable:*** The North Hemet Specific Plan would be across from a SCAG vision plan for the future Metrolink station in the City of Hemet. Future developments within the North Hemet Specific plan would be designed to be transit ready with convenient access between neighborhoods and business via the comprehensive onsite pedestrian network.
Collaborate with local jurisdictions to provide a network of local community circulators that serve new TOD and HQTAs, providing an incentive for residents and employees to make trips on transit.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling or walking.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs, or for a jurisdiction's local residents in general who have fare media.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Work with transit properties and local jurisdictions to identify and remove barriers to maintaining on time performance.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Transportation Demand Management (TDM) Actions and Strategies Applicable to Local Jurisdictions	
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the North Hemet Specific Plan would expand the circulation network for all users (automobile, bicyclists, pedestrians, and transit users).
Support work-based programs that encourage emission reduction strategies.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Develop infrastructure plans and educational programs to promote active transportation options.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the North Hemet Specific Plan would expand the circulation infrastructure for all users (automobile, bicyclists, pedestrians, and transit users).
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Emphasize active transportation projects as part of complying with the Complete Streets Act (AB 1358)	***Consistent or Not Applicable:*** The project's proposed circulation network would be consistent with the City of Hemet's 2030 General Plan, and cross-sections would be compliant with the Complete Streets act to ensure mobility for all users of the circulation network (automobile, bicyclists, pedestrians, and transit users).
Transportation System Management (TSM) Actions and Strategies Applicable to Local Jurisdictions	
Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system.	***Consistent or Not Applicable:*** In addition to onsite improvements, the North Hemet Specific Plan includes several improvements to the local circulation network. In addition, the development within the North Hemet Specific Plan is subject to development impact fees for the City of Hemet and Transportation Uniform Mitigation Fee (TUMF) for regional circulation improvements to improve the efficiency of the existing transportation network.
Collaborate with local jurisdictions to develop regional policies regarding TSM.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Provide training opportunities for local jurisdictions on TSM strategies, such as Intelligent Transportation Systems (ITS).	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.5-5
Consistency with SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG Strategy	Project Consistency
Collaborate with local jurisdictions to continually update the ITS inventory.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Collaborate with California Transportation Commissions (CTCs) to regularly update the county and regional ITS architecture.	***Consistent or Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Clean Vehicle Actions and Strategies Applicable to Local Jurisdictions	
Support subregional strategies to develop infrastructure and supportive land uses to accelerate fleet conversion to electric technologies. The activities committed in the two subregions (Western Riverside COG and South Bay Cities COG) are put forward as best practices that others can adopt in the future.	***Consistent or Not Applicable:*** Mitigation Measure 2-3 requires installation of electric outlets to encourage use of electric and plug-in electric hybrids.

Source: Southern California Association of Governments (SCAG). 2012, April. 2012 RTP, Regional Transportation Plan / Sustainable Communities Strategy towards a Sustainable Future.

CAPCOA Mitigation Measures

In addition, a consistency evaluation was conducted with the California Air Pollution Control Officer's Association (CAPCOA) GHG reduction measures (See Table 5.5-6). Therefore, although the proposed project represents a substantial increase in GHG emissions, the proposed project is consistent with the GHG reduction strategies of the region. Therefore, the proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions.

Table 5.5-6
CAPCOA GHG Emissions Reduction Measures

Applicable CAPCOA GHG Reduction Measures	North Hemet Specific Plan
Alternative Modes of Transportation - Bicycles Bike Parking End of Trip Facilities Proximity to Bike Paths/Bike Lanes	***Consistent.*** The North Hemet Specific Plan includes construction of an integrated plan for pedestrian and bicycle traffic to encourage bike use. The development guidelines also include amenities such as bicycle racks in public spaces. Mitigation Measure 2-2 requires bike racks in multifamily residences. Adherence to the mitigation measures, development standards, and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.
Alternative Modes of Transportation - Walking Pedestrian Network Pedestrian Barriers Minimized Pedestrian Pathway through Parking	***Consistent.*** The North Hemet Specific Plan includes construction of an integrated plan for pedestrian and bicycle traffic to encourage walking. A sidewalk system would be designed adjacent to all streets that would provide connectivity within the project site to each neighborhood. The pedestrian network would link to the transit stops and building entrances. Adherence to the development standards and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.

Table 5.5-6
CAPCOA GHG Emissions Reduction Measures

Applicable CAPCOA GHG Reduction Measures	North Hemet Specific Plan
Alternative Modes of Transportation - Transit Bus Shelter for Existing/Planned Transit Service	***Consistent.*** The North Hemet Specific Plan would be designed to be transit ready for the potential extension of Metrolink service to Downtown Hemet. The pedestrian network would link to the transit stops and building entrances. Adherence to the Development Standards and Design Guidelines is consistent with the CAPCOA measures and no additional measures are warranted.
Traffic TMA Membership Services Operational EV Charging Facilities Neighborhood Electric Vehicle Access	***Consistent.*** Mitigation Measure 2-3 would require installation of electrical outlets in garages to encourage use of all electric or plug-in electric vehicles. Adherence to the mitigation measures, development standards, and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.
Parking Paid Parking (Parking Cash Out) Minimum Parking Parking Reduction Beyond Code/Shared Parking Parking Area Tree Cover Preferential Parking for EVs/CNG Vehicles	***Consistent.*** The North Hemet Specific Plan includes provisions for shared parking between the primary use and uses found within the proposed development plan. In addition, projects that consolidate and combine individual parking lots into shared parking facilities are eligible to either reduce the overall parking requirement by up to 10 percent or increase the allowable floor area ratio by 2 percent. A minimum of 30 percent of public open space is required to contain landscaping, including shade trees. Adherence to the development standards and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.
Water Use Landscaping Low Water Use Appliances	***Consistent.*** Future development within the North Hemet Specific Plan would be required to adhere to the low-flow, water efficiency requirements of the California Green Building Code (CALGreen). In addition, the City of Hemet has adopted a landscaping ordinance that requires use of efficient irrigation sprinklers and California-friendly plant palette. The North Hemet Specific Plan also has additional landscape guidelines, which include incentives for use of collected rainwater for landscape irrigation. Mitigation Measure 2-4 also requires use of energy-efficient appliances. Adherence to the development standards and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.

Table 5.5-6
CAPCOA GHG Emissions Reduction Measures

Applicable CAPCOA GHG Reduction Measures	North Hemet Specific Plan
Energy Consumption High-Efficiency Pumps Low-Energy Cooling Programmable Thermostats Energy Star Roof Cool Roof Solar Orientation Non-Roof Surfaces Green Roof Shading Mechanisms Day Lighting Systems Passive Heating and Cooling Systems Light-Colored Paving Exceed Title 24 Onsite Renewable Energy System LEED Certification	***Consistent.*** Pursuant to Mitigation Measure 2-1, future development within the North Hemet Specific Plan would be required to achieve the Tier 1 energy efficiency standards of CALGreen. The Tier 1 standards are 15 percent more energy efficient than the current code. The North Hemet Specific Plan also includes requirements for use of energy-efficient bulbs such as compact fluorescent (CFL) and light emitting diode (LED) bulbs to reduce energy use. The design guidelines also include standards for sustainable architecture. Energy efficiency is required to be achieved through building design, orientation, materials, window overhangs, arcades or loggia, solar water heating, proper placement of shade trees, and advanced heating and cooling systems. Adherence to the development standards and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.
Education GHG Emission Reduction Education Enhanced Recycling/Waste Reduction, Reuse, Composting	***Consistent.*** The North Hemet Specific Plan requires recycling areas within 250 feet of the farthest unit to ensure easy access to recycling bins. The North Hemet Specific Plan design guidelines also encourage use of materials with high levels of recycled content. Adherence to the development standards and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.
Construction CARB Certified Diesel Equipment Alternative Fuel Equipment Salvage/Recycling of C&D Debris Local or Green Building Materials	***Consistent.*** Mitigation Measure 2-5 requires use of newer construction equipment that is certified to meet EPA Tier 3 standards. Mitigation Measure 5-1 through 5-5 requires recycling and/or salvaging of construction and demolition material and additional measures to reduce construction-related GHG emissions. Adherence to the mitigation measures, development standards, and design guidelines is consistent with the CAPCOA measures and no additional measures are warranted.

5.5.4 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.5-1 are not project-specific impacts to global warming but the proposed project's contribution to this cumulative impact. Because the project's GHG emissions were considered substantial, the project's GHG emissions and contribution to global climate change impacts are considered cumulatively considerable, and therefore significant.

5.5.5 Existing Regulations and Standard Conditions

- Pavley Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new cars.
- California Building Code. Establishes energy efficiency requirements for new construction.

- Title 20 California Code of Regulations (Appliance Energy Efficiency Standards). Establishes energy efficiency requirements for appliances.

- Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires the carbon content of fuel sold in California to be 10 percent less by 2020.

- California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010, to ensure efficient landscapes in new development and reduced water waste in existing landscapes.

- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions.

- Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020.California Code of Regulations, Title 24: Energy Efficiency Standards.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.5-2.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.5-1 The North Hemet Specific Plan would result in a substantial increase in GHG emissions.

5.5.7 Mitigation Measures

Impact 5.5-1

The following measures that were included for criteria air pollutant emissions would also reduce GHG emissions associated with development in the North Hemet Specific Plan:

2-1 Applicant for development projects within the North Hemet Specific Plan shall construct buildings to achieve the voluntary Tier 1 California Green Building Code (CALGreen) energy standards. In accordance with the current Tier 1 standards, project buildings shall exceed the 2008 Building and Energy Standards by 15 percent. Architectural plans identifying proposed improvements to achieve the Tier 1 standards shall be submitted to the City of Hemet Building Department for review and approval.

2-2 If garages are not proposed for multifamily residential developments, long-term bicycle parking shall be provided onsite and shall include one or more of the following:

- A bicycle locker

- A locked room with standard racks with access to limited bicyclists only

- A standard rack in a location that is staffed and/or monitored by video surveillance 24-hours per day

The location of common and/or private bicycle facilities shall be shown on site plans.

2-3 Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of these electrical outlets shall be specified on building plans.

2-4 Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, cloth-washers and dryers). Installation of Energy-Star appliances shall be verified by the City during plan check.

The 2030 General Plan EIR includes several measures for projects in the City, including: fuel efficiency of construction equipment,[9] use of alternative fuels for electricity generators, use of low-carbon fuel,[10] encouraging shuttles/vanpools for construction works, use of energy efficient lighting in the construction trailer, recycling/salvaging construction materials, use locally sourced or recycled materials,[11] minimize concrete used onsite,[12] producing concrete onsite,[13] using SmartWay trucks for deliveries, and plans for efficiently using water for fugitive dust control.[14] The following additional measure would reduce construction-related GHG emissions:

5-1 Construction contractor(s) shall recycle or salvage nonhazardous construction and demolition debris (goal of at least 75 percent by weight). A construction and demolition plan identifying the types of material to be recycled or salvaged shall be submitted to the City of Hemet Building Department for review and approval.

5-2 Construction contractor(s) shall use alternative fuels (i.e., electric, natural gas, propane, solar) for electricity generators and welders.

5-3 Construction contractor(s) shall provide carpools, shuttle vans, transit passes, or secured bicycle parking for construction workers.

5-4 Construction contractor(s) shall reduce electricity use in the construction office onsite by using compact fluorescent bulbs.

5-5 Large shipments of construction materials and/or equipment requiring use of heavy-heavy duty tractor trailers (e.g., 53-foot truck) shall use EPA-certified SmartWay trucks.

[9] Mitigation Measure 2-5 requires use of cleaner off-road construction equipment.
[10] Because low-carbon fuel would increase emissions of oxides of nitrogen, this measure is considered and rejected.
[11] Use of locally sourced or recycled materials for construction may not be readily available and therefore this measure is also considered and rejected.
[12] Development within the North Hemet Specific Plan is required to provide landscaping for approximately 30 percent of public open spaces and provides incentives for shared parking, thereby reducing the amount of paved surfaces onsite and additional measures are not warranted.
[13] Several sources of construction materials are off State Street and therefore producing concrete onsite is not necessary.
[14] Mitigation measure 2-6 would ensure efficient use of water for dust control.

5.5.8 Level of Significance After Mitigation

Impact 5.5-1

The North Hemet Specific Plan is a mixed-used project that would increase residential densities within the downtown area of Hemet. While the project would be consistent with local and regional strategies to reduce VMT and GHG emissions, emissions generated at buildout of the North Hemet Specific Plan would exceed SCAQMD's proposed significance threshold and are considered to cumulatively contribute to GHG emissions. Mitigation Measures 2-1 through 2-4 and 5-1 through 5-5 would assist in reducing project-related GHG emissions. While all feasible mitigation measures have been incorporated into the project, the total increase in GHG emissions onsite from the project would still exceed the proposed thresholds and be considered substantial. Impact 5.5-1 would remain significant and unavoidable.

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5.6 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Geologic hazards and flood hazards are addressed respectively in Section 5.4, *Geology and Soils*, and Section 5.7, *Hydrology and Water Quality*. Water quality and pollutant discharge issues are also addressed in Section 5.7. Potential project impacts and appropriate mitigation measures and/or standard conditions are included as necessary for hazards and hazardous materials. The analysis in this section is based, in part, upon the following report, which is included as Appendix F to this EIR.

- *Modified Phase I Environmental Site Assessment for: North Hemet Revitalization Plan,* The Planning Center, March 30, 2007.

5.6.1 Environmental Setting

Existing Conditions

Historic Property Usage

Existing land uses are discussed in Chapter 4, *Environmental Setting*. Past usage of the site was assessed through a review of aerial photographs and historical topographic maps (see Appendix F). The southern portion of the subject site along Oakland Avenue has been developed with single-family residences since at least 1938. The Historical Resources Report (see Appendix D) identifies that at least one of the onsite buildings is as old as the 1910s (see also Section 5.3, *Cultural Resources*). The central portion of the site, south of Menlo Avenue, was developed with single-family residences from at least 1938 to about 1996. A rural residential dwelling was located north of Menlo Avenue, west of the projection of Alessandro Street from at least 1938 to about 1967. Orchards were on the extreme northwest corner of the site from at least 1938 to about 1967 and at the southwest corner of Menlo Avenue and State Street from at least 1938 to about 1980. Structures have been on the northern portion of the site since at least 1953, with additional structures noted in 1967, 1972, 1976, and 1996. A mobile home park has been at the southwest corner of Menlo Avenue and State Street since at least 1989. The liquor store building has been at the northwest corner of Oakland Avenue and State Street since at least 1976.

Past Usage of Adjoining Properties

Based on review of historical aerial photographs and topographic maps, the Hemet Stock Farm has been south of the site since at least 1938. Orchards were east (north of Menlo Avenue) and west of the site from at least 1938 to about 1953. Land to the north was developed with row crops from at least 1938 to about 1953, followed by an orchard around 1967, vacant land around 1976, and multifamily residential dwellings around 2002. Single-family residential dwellings have been west of the site since at least 1976. Land east of the site, south of Menlo Avenue, had scattered residential dwellings from at least 1938 to about 1967, a warehouse since at least 1953, and a gas station at the southeast corner of Menlo Avenue and State Street since at least 1996.

Environmental Database Review

The Modified Phase I Environmental Site Assessment (ESA) for the proposed project included a search of regulatory agency environmental databases; findings are listed in Table 5.6-1.

Table 5.6-1
Environmental Database Listings

Facility Address, and Location Relative to Project Site	Reason for Listing and Regulatory Status	Database	Agency Maintaining Database	Types of Sites Listed
Onsite Listings				
685 State Street	Location where an illegal drug lab was operated, or drug lab equipment and/or materials were stored.	Clandestine Drug Labs	Department of Toxic Substances Control (DTSC)	Illegal drug laboratories
Offsite Listings				
772 N. State Street, about 0.12 mile northeast	Location where an illegal drug lab was operated, or drug lab equipment and/or materials were stored.	Clandestine Drug Labs	DTSC	Illegal drug laboratories
Cearco Company 245 S. Western Street, about 0.98 mile southwest		Calsites[2]	DTSC	Confirmed or potential hazardous substance release sites
Southern California Gas Co./Hemet Manufactured Gas Plant (MGP), about 0.13 mile east	Polycyclic aromatic hydrocarbons (PAH)-contaminated soil. Contaminated soils removed in 2000; case closure pending.[1]	Calsites	DTSC	Confirmed or potential hazardous substance release sites
Arco #5746 690 N. State Street, about 0.1 mile east	Four 10,000-gallon gasoline USTs. Release of gasoline affecting soil only. Release reported and stopped in December 2001; case closed 2003.[1]	Statewide Environmental Evaluation and Planning System (SWEEPS)[2]	State Water Resources Control Board (SWRCB)	Active and inactive UST sites
County Garage (Hemet), 826 N. State Street, about 0.1 mile northeast	One 10,000-gallon gasoline UST	SWEEPS	SWRCB	USTs
Communications-Hemet, 880 N. State Street, 0.1 mile northeast	One 550-gallon gasoline UST	SWEEPS	SWRCB	USTs
GTE Hemet Plant Yard, 331 E. Menlo Street about 0.2 miles east	One 12,000-gallon gasoline UST and one 550-gallon waste oil UST	SWEEPS	SWRCB	USTs
33 locations between 0.25 mile and 1 mile from the project site	31 illegal drug labs and two locations with abandoned drug waste and/or equipment.	Clandestine Drug Labs	DTSC	Illegal drug laboratories

[1] Source: SWRCB 2010.
[2] Database no longer maintained.

Known or Potential Recognized Environmental Conditions

A recognized environmental condition (REC) is the presence or likely presence of any hazardous substance or petroleum product on a property under conditions indicating an existing or past release or a threat of a

release. RECs include hazardous substances or petroleum products under conditions complying with laws, but do not include de minimis conditions that do not pose hazards to human health or to the environment.

Existing RECs

As identified in the table, the ESA did not identify evidence of RECs in connection with the property. A drug lab was identified as having been located on the site but is not considered to be a REC due to cleanup.

Historic RECs

No historical RECs were identified on the project site. Portions of the site formerly contained orchards where residual pesticides may be present. However, limited soil sampling for pesticides was conducted for Hemet Unified School District in 2003, and low levels of pesticides below human health screening levels were reported. Based on aerial photographs and topographic maps, structures exist and previously existed on the site that predate 1978. Therefore, lead-based paint (LBP) and asbestos-containing materials (ACM) could have been used in isolated portions of the site near existing and former buildings. In addition, due to pole-mounted transformers observed onsite during the site visit, isolated portions of the site may have been impacted with polychlorinated biphenyls (PCBs). Septic tanks are reported to be used in the trailer park at 685 State Street and may be in use in other parts of the site.

Asbestos-Containing Materials

Asbestos is the name of a group of silicate minerals that are heat resistant and thus were commonly used as insulation and fire retardant. Inhaling asbestos fibers has been shown to cause lung disease (asbestosis) and lung cancer (mesothelioma) (DTSC 2008). Beginning in the early 1970s, a series of bans on the use of certain ACMs in construction were established by the EPA and the Consumer Product Safety Commission. Most US manufacturers voluntarily discontinued the use of asbestos in certain building products during the 1980s. Given the use of parts of the site for residences since at least 1938 and for commercial uses since at least 1953, it is likely that ACMs were used in construction of buildings onsite.

Lead-Based Paints

Lead is a reproductive toxin and a cancer-causing substance; it also impairs the development of the nervous system and blood cells in children (DTSC 2008). Lead has been used as an ingredient in paint. In 1978 the US Consumer Product Safety Commission issued a ban on the consumer use of paints and similar coating materials that contain lead in excess of 0.06 percent by weight. Considering the ages of the buildings onsite, it is likely that some of the buildings contain LBP.

Electromagnetic Fields

There are overhead power lines over parts of the project site, but Southern California Edison (SCE) indicated that the lines are distribution lines only (less than 50 kilovolts). Correspondence from SCE is included in Appendix F.

Regulatory Setting

Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

Federal

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) was developed to protect the water, air, and soil resources from the risks created by past chemical-disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List, which are referred to as Superfund sites.

Emergency Planning and Community Right-To-Know Act

The primary purpose of the federal Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report the location and quantities of chemicals stored onsite to state and local agencies. Under section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report offsite transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste.

Title 29, Code of Federal Regulations, Section 1926.62

Title 29, CFR Section 1926.62, sets forth standards for occupational health and environmental controls for lead exposure in construction, regardless of the lead content of paints and other materials. The standard includes requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation and monitoring.

State

Hazardous Materials Release Notification

Many state statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Codes Sections 25270.8, and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5 (a)
- Water Codes Sections 13271, 13272,
- California Labor Code Section 6409.1 (b)10

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include: hazardous materials release response plans and inventories (Business Plans), the California Accidental Release Prevention (CalARP) Program, and the Underground Storage Tank (UST) Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs).

The CUPA with responsibility for the Hemet area is the Hazardous Materials Management Division (HMMD) within the Riverside County Community Health Agency's Department of Environmental Health (DEH). HMMD is the CUPA for Riverside County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans.

Hazardous Materials Business Plans

Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount of hazardous or extremely hazardous materials, termed a "reporting quantity," to submit a hazardous materials business plan to its CUPA. According to the DEH-HMMD guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses are required to update their business plan at least once every three years and the chemical portion of their plan every year. Also, business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

The DEH-HMMD currently reviews submitted business plans and updates. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. The DEH-HMMD is also charged with the responsibility of conducting compliance inspections of regulated facilities in Riverside County.

California Accidental Release Prevention Program

The CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

Leaking Underground Storage Tanks

Leaking USTs have been recognized since the early 1980s as the primary cause of groundwater contamination from gasoline compounds and solvents. In California, regulations aimed at protecting against UST leaks have been in place since 1983 (Health and Safety Code). This occurred one year before RCRA was

amended to add Subtitle I, requiring UST systems to be installed in accordance with standards that address the prevention of future leaks. The State Water Resources Control Board has been designated the lead California regulatory agency in the development of UST regulations and policy.

Older tanks are typically single-walled steel tanks. Many of these have leaked as a result of corrosion, punctures, and detached fittings. As a result, the State of California required the replacement of older tanks with new double-walled fiberglass tanks with flexible connections and monitoring systems. UST owners were given a ten-year period to comply with the new requirements. The deadline for compliance was December 22, 1998. However, many UST owners did not act by the deadline, so the state granted an extension for their replacement ending January 1, 2002. The California Regional Water Quality Control Boards, in cooperation with the Office of Emergency Services (OES), maintain an inventory of leaking USTs in a statewide database.

Superfund Amendments and Reauthorization Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title 5 of this regulation requires that each community establish a Local Emergency Planning Committee (LEPC) that is responsible for developing a plan for preparing for and responding to a chemical emergency. The emergency plan is required to include the following information:

- An identification of local facilities and transportation routes where hazardous materials are present
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan)
- A plan for notifying the community that an incident has occurred
- The names of response coordinators at local facilities
- A plan for conducting drills to test the plan

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The LEPC is required to review, test, and update the plan each year. The Riverside County DEH-HMMD is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. The goal is to improve public and private sector readiness and to mitigate local impacts resulting from natural or man-made emergencies. The OES is a branch of the Riverside County Fire Department that deals with planning for and response to natural and technological disasters, and the Hazardous Materials Division of the County Fire Department deals with hazardous materials coordination and inspection in the county.

South Coast Air Quality Management District

South Coast Air Quality Management District Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and cleanup procedures, and storage and disposal requirements for asbestos-containing waste materials.

California Code of Regulations, Title 22, Division 4.5

Title 22 CCR, Division 4.5, sets forth the requirements with which hazardous-waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities must comply. These regulations include

the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

California Code of Regulations, Title 17, Section 35000 et seq.

Title 17 CCR, Sections 35000 et seq., set forth certain requirements for the abatement of lead hazards. Potential LBP hazards include deteriorated lead-based paint, lead-contaminated dust, lead-contaminated soil, disturbing lead-based paint or presumed lead-based paint without containment, or any other nuisance that may result in persistent and quantifiable lead exposure in public and residential buildings.

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 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 result in a safety hazard for people residing or working in the project area.

H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Thresholds H-1, H-3, H-5, H-6, H-7, and H-8

These impacts will not be addressed in the following analysis.

5.6.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.6.1: OPERATION OF COMMERCIAL, OFFICE, AND RESIDENTIAL PROPERTIES WITHIN THE NORTH HEMET SPECIFIC PLAN WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR TO THE ENVIRONMENT THROUGH ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS. [THRESHOLD H-2]

Impact Analysis: Commercial, residential, and office land uses may require the onsite storage and use of hazardous materials for routine maintenance operations. Project activities that could result in the accidental release of hazardous materials or waste into the environment are discussed in greater detail below.

Construction Phase

Project construction would involve the use of hazardous materials such as fuels, greases, paints, and cleaning materials. All spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. To prevent the accidental release of hazardous materials into the environment and provide for a proper response, the project contractor would be required to prepare and implement a Storm Water Pollution Prevention Plan (see Chapter 5.7, *Hydrology and Water Quality*). Precautionary measures would therefore be in place throughout the duration of construction activities to reduce potential impacts in this regard.

Operations Phase

Operation of the residences onsite would only involve the use of small amounts of hazardous materials for cleaning and maintenance purposes (e.g., cleaning materials, paint). The specific types of uses that would occupy commercial and office spaces onsite are not yet known. Retail or service businesses that would handle somewhat larger amounts of hazardous materials could locate onsite: for instance, paint stores or stores that would sell pesticides and fertilizers for landscape maintenance. Businesses that would store/handle large quantities of hazardous materials would be subject to a hazardous materials business plan that is submitted to DEH-HMMD, the CUPA for Riverside County. The plan would identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. As with the construction phase, any hazardous wastes would be collected and disposed of at an appropriately licensed disposal or treatment facility. Precautionary measures would be in place to reduce potential impacts in this regard.

IMPACT 5.6-2: NO RECOGNIZED ENVIRONMENTAL CONDITIONS ARE PRESENT ONSITE; HOWEVER, ISOLATED PORTIONS OF THE SITE MAY CONTAIN LEAD-BASED PAINT, ASBESTOS-CONTAINING MATERIALS, OR POLYCHLORINATED BIPHENYLS. [THRESHOLD H-4]

Impact Analysis: No existing or historical recognized environmental conditions were found onsite. One former clandestine drug lab onsite at 685 State Street is not considered an REC due to cleanup. In addition, limited soil sampling for pesticides conducted for the school district in 2003 identified low levels of pesticides

below the human health screening levels. However, based on aerial photographs and topographic maps, structures exist and previously existed on the site that predate 1978. Therefore, lead-based paint and asbestos-containing materials may have been used in isolated portions of the site near existing and former buildings. In addition, due to pole-mounted transformers observed during site reconnaissance, portions of the site may have been impacted with polychlorinated biphenyls. Septic tanks are also reported to be used in the Town & Country mobile home park and may be in use in other portions of the site.

5.6.4 Cumulative Impacts

There are no hazardous materials sites on the project site that would pose hazards that could combine with hazards from other project sites to cause cumulative impacts.

Related projects would use hazardous materials during construction and operation phases. Spills of hazardous materials during construction or operation of other projects would be required to be contained and cleaned up. Hazardous wastes would be required to be collected and disposed of at a licensed disposal or treatment facility. Therefore, significant cumulative hazardous materials impacts are not expected, and hazardous materials impacts of the proposed project would not be cumulatively considerable.

5.6.5 Existing Regulations and Standard Conditions

Federal

- Comprehensive Environmental Response, Compensation and Liability Act
- Emergency Planning and Community Right-To-Know Act
- Resource Conservation and Recovery Act
- Title 29, CFR Section 1926.62

State

- Hazardous Materials Release Notification
    - California Health and Safety Codes Sections 25270.8, and 25507
    - Vehicle Code Section 23112.5
    - Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
    - Government Code Sections 51018, 8670.25.5 (a)
    - Water Codes Sections 13271, 13272,
    - California Labor Code Section 6409.1 (b)10
- Hazardous Materials Disclosure Programs
- Hazardous Materials Business Plans
- California Accidental Release Prevention Program
- California Code of Regulations, Title 22, Division 4.5
- California Code of Regulations, Title 17, Section 35000 et seq.

Regional and Local

- South Coast Air Quality Management District Rule 1403
- Riverside County Hazardous Materials Management Division

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.6-1.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.6-2 No recognized environmental conditions are present onsite; however, isolated portions of the site may contain lead-based paint, asbestos-containing materials, or polychlorinated biphenyls.

5.6.7 Mitigation Measures

Impact 5.6-2

6-1 Applicants for future development projects shall follow standard ASTM protocols for abating lead-based paint and asbestos-containing materials and decommissioning transformers (PCBs) and septic tanks:

- During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

- During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

- If hazardous materials are encountered onsite during construction activities, the appropriate response/remedial measures shall be implemented in accordance with the directives of the Hazardous Materials Management Division (HMMD) and/or the Regional Water Quality Control Board (RWQCB), as appropriate. If soils are encountered during site development that are suspected of being impacted by hazardous materials, work will be halted and site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to HMMD and/or RWQCB, and the appropriate response/remedial measures will be implemented, as directed by HMMD and/or RWQCB, or other applicable oversight agencies, until all specified requirements of the oversight agencies are satisfied and a no-further-action status is attained.

5.6.8 Level of Significance After Mitigation

Impact 5.6-2

Mitigation Measure 6-1 would require construction contractors to follow standard protocols for abating LBP and ACMs and decommissioning transformers (PCBs) and septic tanks. Impact 5.6-2 would be less than significant.

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5.7 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to hydrology and water quality conditions in the City of Hemet from implementation of the proposed North Hemet Specific Plan. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface and groundwater. Surface water is water on the surface of the land and includes lakes, rivers, streams, and creeks. Groundwater is water below the surface of the earth.

- *Preliminary Hydrology and Hydraulics Study for the North Hemet Revitalization Plan. City of Hemet, Riverside County, California,* JLC Engineering & Consulting, Inc., September 13, 2010.

- *Project Specific Preliminary Water Quality Management Plan for: The North Hemet Revitalization Plan,* JLC Engineering & Consulting, Inc., August 15, 2010.

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Appendices G and H).

5.7.1 Environmental Setting

Regulatory Framework

Water Quality

Clean Water Act

Controlling pollution of the nation's receiving water bodies has been a major environmental concern for more than four decades. Growing public awareness of the impacts of water pollution in the United States culminated in the establishment of the federal Clean Water Act[1] (CWA) in 1972, which provided the regulatory framework for surface water quality protection. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA the authority to implement pollution control programs, such as setting wastewater standards for industry.

Rather than setting numeric effluent limitations for stormwater and urban runoff, CWA regulation calls for the implementation of best management practices (BMPs) to reduce or prevent the discharge of pollutants from these activities to the maximum extent practicable (MEP) for urban runoff and meeting the best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT) standards for construction stormwater. Regulations and permits have been implemented at the federal, state, and local level to form a comprehensive regulatory framework to serve and protect the quality of the nation's surface water resources.

In addition to reducing pollution, the CWA also seeks to maintain the integrity of clean waters of the United States—in other words, to keep clean waters clean and to prevent undue degradation of others. As part of the CWA, the Federal Antidegradation Policy states that each state "shall develop and adopt a statewide antidegradation policy and identify the methods for implementing such policy…" (40 CFR Section 131.12[a]). Three levels of protection are defined by the federal regulations:

1. Existing uses must be protected in all of the nation's receiving waters, prohibiting any degradation that would compromise those existing uses

[1] Also referred to as the Federal Water Pollution Control Act of 1972.

2. Where existing uses are better than those needed to support propagation of aquatic wildlife and water recreation, those uses shall be maintained, unless the state finds that degradation is "…necessary to accommodate important economic or social development" (40 CFR Section 131.12(a)(2)). Degradation, however, is not allowed to fall below the existing use of the receiving water:

3. States must prohibit the degradation of Outstanding National Resource Waters, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreation or ecological significance.

National Pollutant Discharge Elimination System

The United States Congress amended the CWA in 1987 to specifically regulate discharges to waters of the US from public storm drain systems and stormwater flows from industrial facilities, including construction sites, and require such discharges be regulated through permits under the National Pollutant Discharge Elimination System (NPDES; pursuant to CWA Section 402[p]).

Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the US Under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the US are required to obtain a NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as nonpoint sources and are exempt from NPDES regulation. Under the national program, NPDES permits are issued only to direct point source discharges. Indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting (EPA 2012).

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. Under Porter-Cologne, the SWRCB issues joint federal NPDES Storm Water permits and state Waste Discharge Requirements to operators of municipal separate storm sewer systems (MS4s), industrial facilities, and construction sites to obtain coverage for the stormwater discharges from these operations.

Basin Plan for the Santa Ana River

The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs), carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of Hemet is located in the Santa Ana River Basin, Region 8, in the San Jacinto River Watershed. The water quality control plan for the Santa Ana River Basin was adopted in 2008. This basin plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the basin plan.

General Construction Permit and Storm Water Pollution Prevention Plans

The SWRCB's General Construction Permit (GCP), NPDES Permit No. CAS000002, regulates stormwater and non-storm water discharges associated with construction or demolition activities, including but not limited to clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. Construction sites that qualify must submit permit registration documents, which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other documents required by the General Permit to gain permit coverage or otherwise be in violation of the CWA and California Water Code. The existing GCP, SWRCB Order No. 99-08-DWQ, was updated in September 2009 as Order No. 2009-0009-DW, and took effect July 1, 2010.

Similar to the existing GCP, the updated GCP requires the development and implementation of a SWPPP for each individual construction project greater than or equal to one acre of disturbed soil area (regardless of the site's risk level). The SWPPP must list BMPs that the discharger will use to control sediment and other pollutants in stormwater and non-storm water runoff; the BMPs must meet the BAT and BCT performance standards. Additionally, the SWPPP must contain a visual monitoring program; chemical monitoring programs for sediment and other nonvisible pollutants based on the risk level of the site; and inspection, reporting, training, and record-keeping requirements.

In addition to the requirements of the existing GCP, Order No. 2009-0009-DWQ contains additional requirements for construction sites based on the site's risk of discharging construction-related pollutants, as well as additional monitoring and reporting requirements. Each construction project must complete a risk assessment prior to commencement of construction activities, which assigns a risk level to the site and determines the level of water quality protection/requirements the site must comply with. The updated permit also includes provisions for meeting specific numerical effluent limits and action levels for pollutants based on the site's risk level. Risk levels may change throughout the course of the project depending on the specific construction activities, timing, and areas of disturbance during construction.

Individual projects within the North Hemet Specific Plan that disturb greater than one acre within the City of Hemet will be subject to the stormwater discharge requirements of the GCP. The projects will require submittal of an NOI, SWPPP, risk assessment, and other project registration documents required by the gcp prior to the commencement of soil-disturbing activities. In the Santa Ana Region, the SWRCB is the permitting authority, while the Santa Ana RWQCB provides local oversight and enforcement of the GCP. The City of Hemet Engineering Department is the local enforcing agency of the MS4 NPDES permit.

County of Riverside (Santa Ana Region) MS4 Permit

On January 29, 2010, the Santa Ana RWQCB issued a fourth-term area-wide MS4 NPDES permit to the Riverside County Flood Control and Water Conservation District (RCFC) and permittees, which include the City of Hemet. The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed within Riverside County (Order No. R8-2010-0033, NPDES Permit No. CAS618033). The fourth-term MS4 includes requirements pertaining to hydromodification[2] and low impact development (LID) features for new developments and redevelopments.

Issuance of the fourth-term MS4 permit triggered modifications to the Riverside County Drainage Area Management Plan (DAMP). The current DAMP was adopted in July 2011 to manage urban runoff in compliance with the MS4 Permit. The 2010 MS4 Permit includes requirements related to the planning and permitting of priority development projects[3] to ensure that pollutant loads from development projects have

[2] Hydromodification is generally defined as the alteration of natural flow characteristics.
[3] Priority development projects refers to new development and significant redevelopment projects as defined in Section XII.D.2 of the 2010 SAR MS4 Permit.

been reduced to the MEP. Pursuant to the DAMP, project-specific water quality management plans (WQMPs) for priority development projects must incorporate measures to reduce stormwater pollutants from urban runoff into the planning, designing, and construction plans and specifications prior to the first discretionary approval. All development projects are required to meet the provisions for LID and hydrologic conditions of concern (HCOC). Prior to recordation of the final parcel map or issuance of a grading or building permit, a project applicant must submit a final project-specific WQMP for review by the City. The project-specific WQMP is a project planning-level document and is not required to contain the final BMP design drawings and details. However, it must identify and denote the location of postconstruction BMPs, provide design parameters such as hydraulic sizing of postconstruction BMPs, and convey final design concepts.

Flood Hazards

Designated Flood Zones

The National Flood Insurance Act (1968) established the National Flood Insurance Program, which is based on the minimal requirements for flood plain management and is designated to minimize flood damage within special flood hazard areas (SFHA). SFHAs are areas that have a 1 percent chance of flooding within a given year. This is also referred to as the 100-year flood. The Flood Disaster Protection Act (1973) requires property owners in flood-prone areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. The Federal Emergency Management Agency (FEMA) administrates the National Flood Insurance Program (NFIP) and provides Flood Insurance Rate Maps (FIRMs). FIRMs were developed to identify areas of flood hazards within a community. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs).

The NFIP is required to offer federally subsidized flood insurance to property owners in communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA.[4] The City of Hemet, under NFIP, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage studies, compliance with discharge permits, enhancement of existing waterways, cooperation with the US Army Corps of Engineers (Corps) for updating, and method consistency with the RWQCB and proposed BMPs.

When development projects are in an SFHA, the project must be reviewed by FEMA to determine whether or not the project meets the criteria of the NFIP and if revisions will be needed to the FEMA maps for the community as a result of the project's construction. This process is known as a conditional letter of map revision (CLOMR). Requests for a CLOMR must be accompanied by detailed flood hazard analyses regarding the anticipated modifications to the regulatory floodway and must be signed by the floodplain administrator. However, the CLOMR does not change the FEMA maps. The official revision to a FEMA map is made through the letter of map revision process, which is performed upon completion of the project to verify elevation changes as a result of the project.

[4] The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System, a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing erosion hazards.

Existing Conditions

Hydrology

Regional Drainage

A watershed is the geographic area draining into a river system, ocean, or other body of water through a single outlet and includes the receiving waters. Watersheds are usually bordered and separated from other watersheds by mountain ridges or other naturally elevated areas. As rainwater and melting snow run downhill through the watershed, they carry sediment and other materials into receiving bodies of water and groundwater.

The project site is in the San Jacinto River Subbasin of the larger Santa Ana River Watershed, as shown in Figure 5.7-1, *Santa Ana and San Jacinto River Watersheds*. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded by the Santa Margarita watershed to the south, on the east by the Salton Sea and Southern Mojave watersheds, and on the north and west by the Mojave and San Gabriel watersheds. The watershed covers approximately 2,800 square miles with about 700 miles of rivers and major tributaries (SAWPA 2004).

Water flow in the watershed starts in the upper erosion zone of the San Bernardino and San Gabriel mountains. This upper zone has the steepest gradients, which do not allow large quantities of surface water to percolate into the ground. Primary slope direction is northeast to southwest. Flows in the upper zone consist mainly of snowmelt and storm runoff through mostly undeveloped San Bernardino National Forest lands (SAWPA 2006).

The project site is in an area tributary to the San Jacinto River, which flows south and southwesterly to Lake Elsinore. Lake Elsinore is tributary to Temescal Creek, which flows northwestward and joins the Santa Ana River, then flows southwestward to the Pacific Ocean. Diamond Valley Lake is a water storage reservoir, approximately four miles directly south of the project site. The project site is in the Hemet subwatershed of the San Jacinto Subbasin, which encompasses the southeast portion of San Jacinto Valley (see Figure 5.7-2, *Hemet Subwatershed*).

Local Surface Waters and Drainage

The general direction of stormwater flows is shown on Figure 5.7-3, *Existing Site Drainage*. Stormwater drains via surface flows to curb and gutters in the roadways surrounding the site (e.g., Menlo Avenue, State Street, Oakland Avenue, and Alessandro Street). Stormwater flows enter the City of Hemet's storm drain system via inlets in gutters. Drainage from the part of the site south of Menlo Avenue flows westward to Alessandro Street, where it enters storm drain inlets and is conveyed in storm drains to Salt Creek southwest of the City of Hemet. Salt Creek flows into the San Jacinto River at Canyon Lake approximately 17 miles west of the site. Drainage from the part of the site north of Menlo Avenue is conveyed to Reach 4 of the San Jacinto River, which extends from the eastern part of the City of San Jacinto to just east of the City of Perris (Hemet 2005).

Stormwater flow rates were calculated in the hydrology and hydraulics study from 2-year and 10-year storms under existing conditions with the site divided into two sections, one north of Menlo Avenue (A) and one south (B). (Figure 5.7-3 delineates areas A and B.) Stormwater flow rates and volumes for the entire project site were calculated; flow rates and volumes are shown below in Table 5.7-1. An area of about 322 acres east of the site is tributary to, that is, upstream of, the site; however, drainage from the tributary area passes around the site in roadways and does not flow across the site surface.

Table 5.7-1
Existing Stormwater Flow Rates and Volumes from Project Site

Area	*2-year, 24-hour storm*	*10-year, 24-hour storm*
Flow Rate (Q), cubic feet per second		
A	2.24	3.37
B	0.38	1.52
Entire Site	2.62	4.89
Volume, cubic feet		
Entire Site	72,588	108,800

Source: JLC Engineering 2010.

Groundwater

Groundwater in the watershed is highly controlled by the configuration of bedrock and the extensive faulting in the project area. Groundwater exists in geologic formations called aquifers that contain and move significant quantities of water. Most groundwater basins are unconfined, where the water level is free to rise and fall with changes in water volume in the spaces between the materials that compose the aquifer. However, the variable depth to bedrock and the presence of faults cause pressure zones where water flows toward (or to) the ground surface. In general, groundwater flows in the same directions as surface water—from the mountains in the east and north to the Pacific Ocean in the west. There are approximately 40 groundwater basins in the watershed, many of which are interrelated. The largest groundwater basins in the Santa Ana River Watershed are the Chino Basin (Chino/Ontario/Fontana area), the Orange County Basin, the Bunker Hill Basin (San Bernardino), the San Jacinto Basin, and the San Timoteo Basin (Yucaipa/Banning/Beaumont area). The project site is above the San Jacinto Groundwater Basin.

The Eastern Municipal Water District (EMWD), Lake Hemet MWD, City of Hemet, City of San Jacinto, and private water producers in the San Jacinto Valley developed the Hemet/San Jacinto Water Management Plan (HSJ WMP) to manage groundwater pumping and recharge in the San Jacinto Groundwater Basin and ensure that a reliable and adequate source of water is provided in the Hemet/San Jacinto Area (see also Section 5.14, *Utilities and Service Systems*). The HSJ WMP area encompasses the entire San Jacinto Valley, including the cities of Hemet and San Jacinto, from Diamond Valley Lake on the south to a portion of the San Jacinto Mountains on the north. The water management plan area overlies four management zones: the Canyon, San Jacinto Upper Pressure, Hemet South, and Hemet North. As shown on Figure 5.7-4, *Hemet/San Jacinto Management Area and Management Zones*, the project site is located within the Hemet South management zone.

Santa Ana and San Jacinto River Watersheds

Source: Santa Ana Watershed Protection Authority 2004

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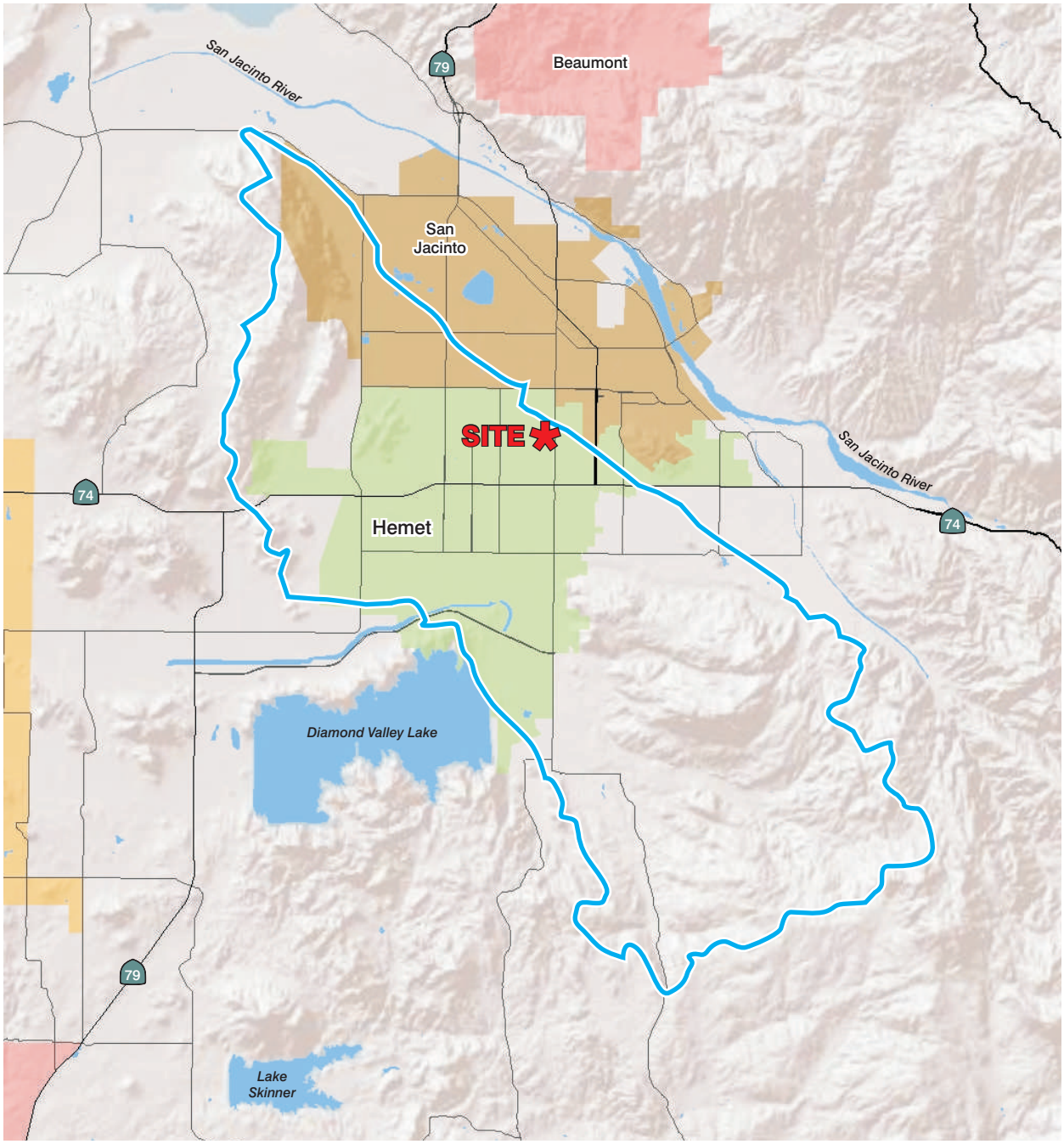
Hemet Subwatershed



Hemet Sub-Watershed Boundary

0 Feet 15,000

Source: DLRP 2011

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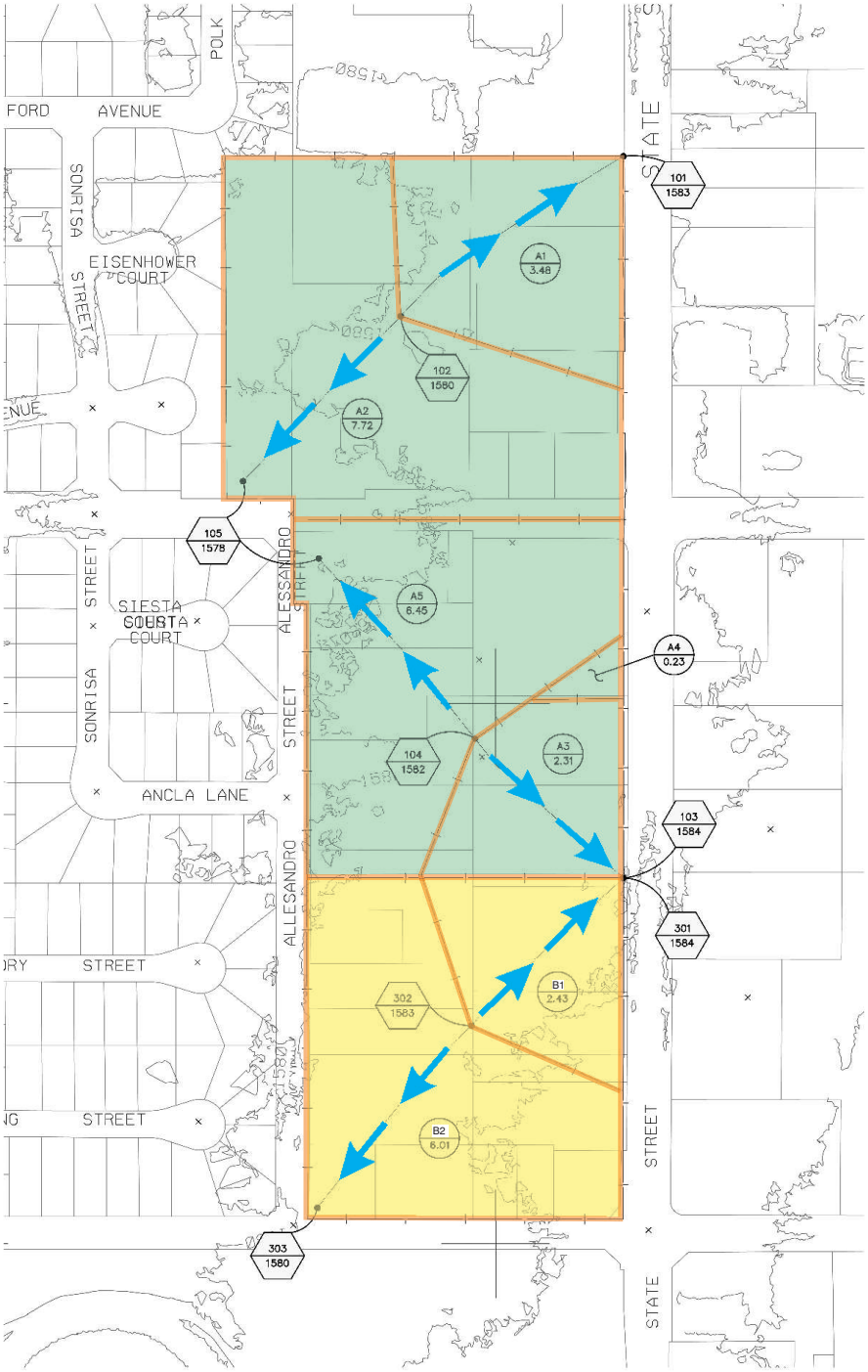
Existing Site Drainage



Source: JLC 2010

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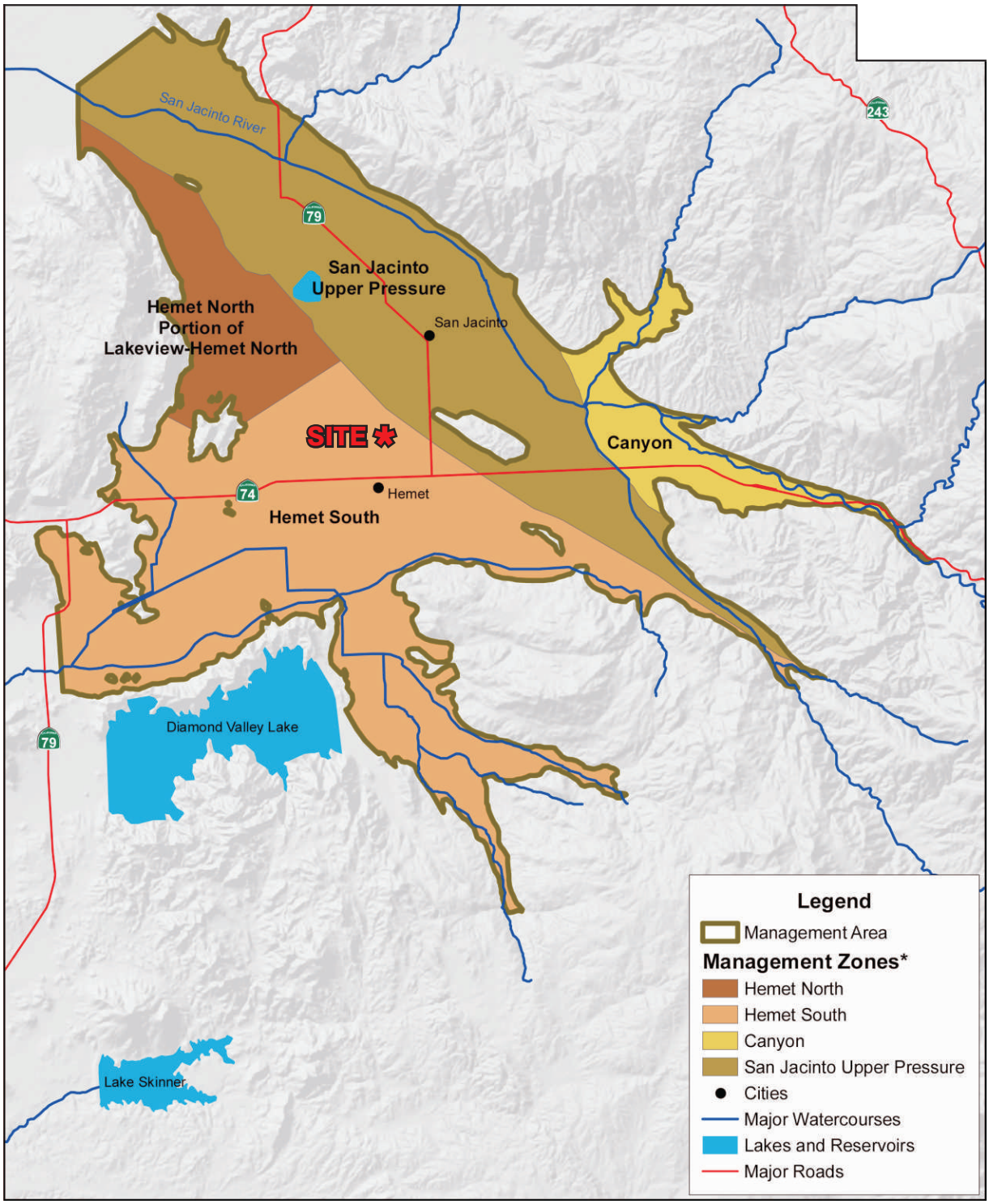
Hemet/San Jacinto Management Area and Management Zones



Source: EMWD 2007

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Water Quality

Surface Water Quality

Beneficial uses are the ways that water can be used for the benefit of people and/or wildlife. Rivers and streams are divided into segments, or "reaches," for the purposes of designating beneficial uses and listing pollutants impacting those water bodies. The beneficial uses of the San Jacinto River, Canyon Lake, and Lake Elsinore, which are defined in the water quality control plan for the Santa Ana River Basin (SARWQCB 2008) and 303(d) list impairments, are shown below in Table 5.7-2.

Table 5.7-2
Beneficial Uses of Receiving Waters for Urban Runoff

Beneficial Use	*San Jacinto River, Reaches 3 and 4*[1]	*Salt Creek*[2]	*Canyon Lake*[3]	*Lake Elsinore*[3]
Municipal and Domestic Supply (MUN)	X	X	X	X
Agricultural Supply (AGR, AGR1)	X		X	X
Groundwater Recharge (GWR)	X		X	X
Water Contact Recreation (REC1)[4]	X	I[5]	X	X
Noncontact Water Recreation (REC2)	X	I	X	X
Warm Freshwater Habitat (WARM)	X	I	X	X
Wildlife Habitat (WILD)	X	I	X	X

Source: JLC Engineering 2010.

[1] Reach 3 extends from Canyon Lake to Nuevo Road just east of the City of Perris; Reach 4 extends from Nuevo Road to the eastern part of the City of San Jacinto. San Jacinto is not designated for rare, threatened, or endangered species (RARE).

[2] Source: SARWQCB 2008.

[3] Designated as a RARE water body.

[4] Recreational activities, including swimming and diving, involving body contact with water where ingestion of water is reasonably possible.

[5] I = Intermittent use

Under Section 303(d) of the CWA, states are required to identify water bodies that do not meet their water quality standards. Once a water body has been listed as impaired, a total maximum daily load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. A TMDL is an estimate of the daily load of pollutants that a water body may receive from point sources, nonpoint sources, and natural background conditions (including an appropriate margin of safety) without exceeding its water quality standard. Those facilities and activities that are discharging into the water body, collectively, must not exceed the TMDL.

Canyon Lake, which is on the San Jacinto River approximately 18 miles south of the project sites, is listed on the 303(d) list of water quality impaired segments for nutrients and pathogens, each from nonpoint sources. There is an approved TMDL for nutrients in Canyon Lake; a TMDL for pathogens in Canyon Lake is under preparation (SWRCB 2007).

Lake Elsinore, into which the San Jacinto River discharges approximately 21 miles southwest of the project site, is listed on the 303(d) list for nutrients, organic enrichment/low dissolved oxygen, sediment/siltation, and unknown toxicity, each from an unknown nonpoint source, and polychlorinated biphenyls (PCBs) from an unknown source. TMDLs for nutrients and organic enrichment/low dissolved oxygen in Lake Elsinore were approved by EPA in 2005. A TMDL for unknown toxicity is in preparation and a TMDL for PCBs is planned (USEPA 2007).

Groundwater Quality

High-quality groundwater has long been a source of water for local customers in the Hemet/San Jacinto area (EMWD 2011). As noted in the water quality control plan for the Santa Ana River Basin (Basin Plan), beneficial uses of groundwater within the Hemet South management zone include (SARWQCB 2008):

- AGR – Agriculture Water Supply
- MUN – Municipal and Domestic Water Supply
- IND – Industrial Service Supply
- PROC – Industrial Process Supply

Specific water quality objectives have been established in the basin plan for the Hemet South management zone to maintain its four beneficial uses. Additionally, as noted in the water quality objectives of the basin plan, nutrient TMDLs have been established for the Hemet South management zone (SARWQCB 2008). In compliance with the TMDL requirements, routine monitoring programs have been developed to determine compliance with the water quality objectives and the TMDL requirements.

Water quality samples were obtained from 25 wells in the Hemet South management zone in 2008. The EMWD collected the samples on all available private, inactive, or agricultural municipal wells and the wells owned by EMWD. EMWD and the cities of Hemet and San Jacinto collected the samples on their drinking water wells and forwarded them to EMWD for analysis. Levels of total dissolved solids (TDS) in the samples ranged from 230 to 1,280 parts per million (ppm), whereas the maximum contaminant level (MCL) set by the EPA for TDS is 1,000 ppm. Nitrates (NO_3-N) were found in concentrations up to 30 milligrams per liter (mg/L); the MCL for nitrates is 45 mg/L (EMWD 2009).

Flood Hazards

The most recent FIS and FIRM were completed and published for Hemet on August 28, 2008. Parts of the project site are designated by the FEMA as Flood Zone A (FEMA 2008), that is, in a 100-year flood zone (see Figure 5.7-5, *Flood Zones Onsite*). No flood depths or base flood elevations are designated.

5.7.2 Thresholds of Significance

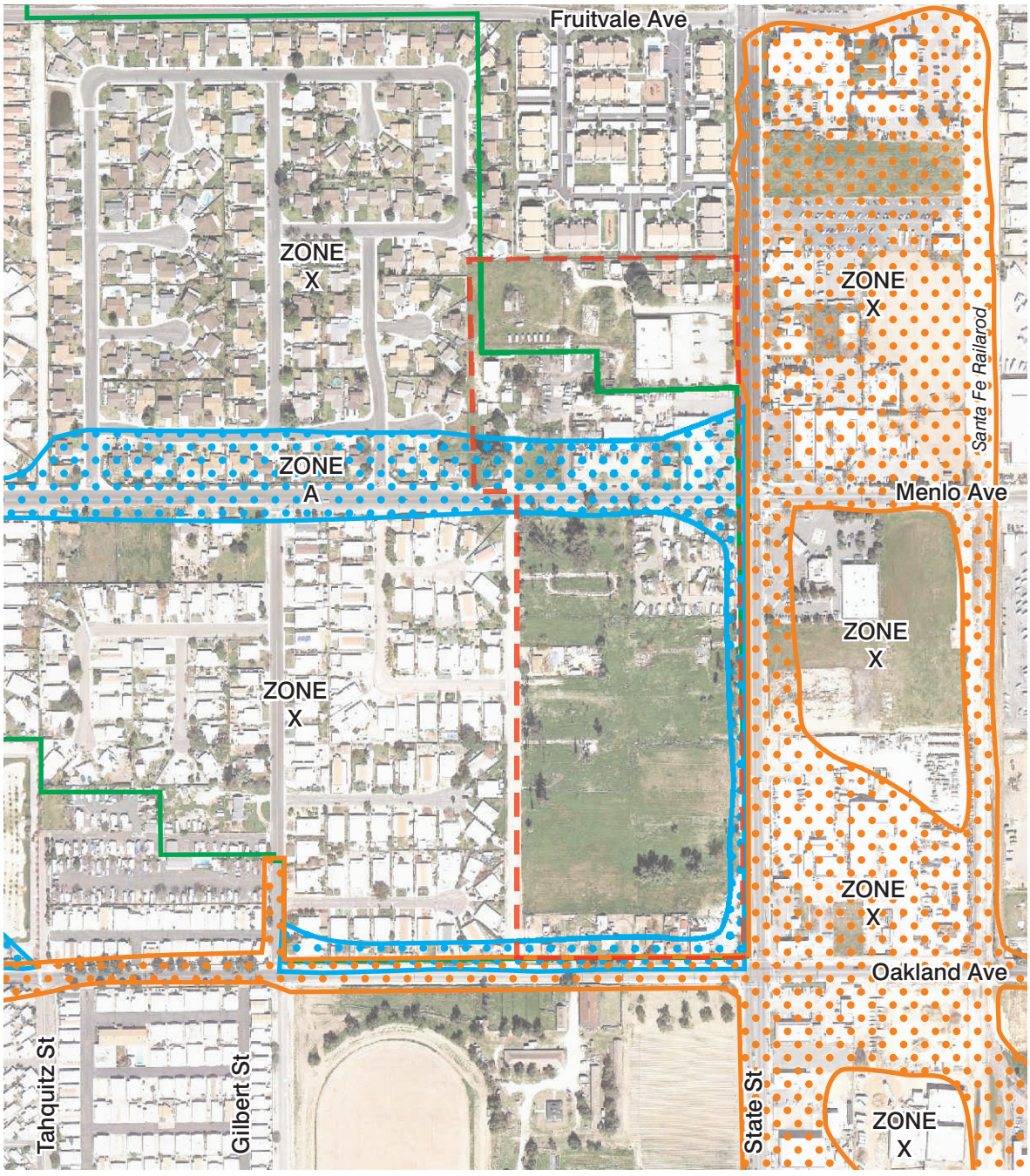
According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements.

HYD-2 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.

HYD-3 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 a substantial erosion or siltation on- or off-site.

Flood Zones Onsite



Source: FEMA 2008

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HYD-4 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.

HYD-5 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.

HYD-6 Otherwise substantially degrade water quality.

HYD-7 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.

HYD-8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

HYD-9 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.

HYD-10 Be subject to inundation by seiche, tsunami, or mudflow.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Thresholds HYD-2, HYD-9, and HYD-10.

These impacts will not be addressed in the following analysis.

5.7.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.7-1: DEVELOPMENT OF THE PROPOSED PROJECT WOULD INCREASE THE AMOUNT OF IMPERVIOUS SURFACES ON THE SITE AND WOULD INCREASE SURFACE WATER FLOWS. EXTENDED DETENTION BASINS WOULD BE INSTALLED TO ACCOMMODATE THE INCREASE IN STORMWATER FLOWS. [THRESHOLDS HYD-4 AND HYD-5]

Impact Analysis: The proposed project would add a substantial amount of impervious surface to the project site. Currently, roughly four-fifths of the project site south of Menlo Avenue and one-third of the part of the site north of Menlo Avenue are pervious. At project completion, a large majority of the site would be impervious. Stormwater flow rates from the project site at project completion, compared to existing conditions, are shown below in Table 5.7-3. The increase in flow rates would be mitigated through the use of extended detention basins (described below), which would also treat onsite runoff for water quality purposes.

Table 5.7-3
Stormwater Flow Rates and Volumes from Project Site: Existing and Postproject

Area	Q: 2-year, 24-hour storm			Q: 10-Year, 24-Hour Storm		
	Preproject	*Postproject*	*Difference*	*Preproject*	*Postproject*	*Difference*
Flow Rate (Q), cubic feet per second						
A	2.24	2.36	0.12	3.37	5.50	2.13
B	0.38	1.07	0.69	1.52	2.12	0.6
Entire Site	2.62	3.43	0.81	4.89	7.62	2.73
Volume, cubic feet						
Entire Site	72,588	99,809	27,221	108,880	173,726	64,846

Source: JLC Engineering 2010n.

Proposed Site Drainage

Drainage within the site would be conveyed in streets to low points, where it would enter catch basins and then storm drains, as shown in Figure 5.7-6, *Drainage Facilities Map*. Drainage from offsite areas upstream from the project site would continue to flow in roadways around the site and would not pass through onsite storm drains or basins.

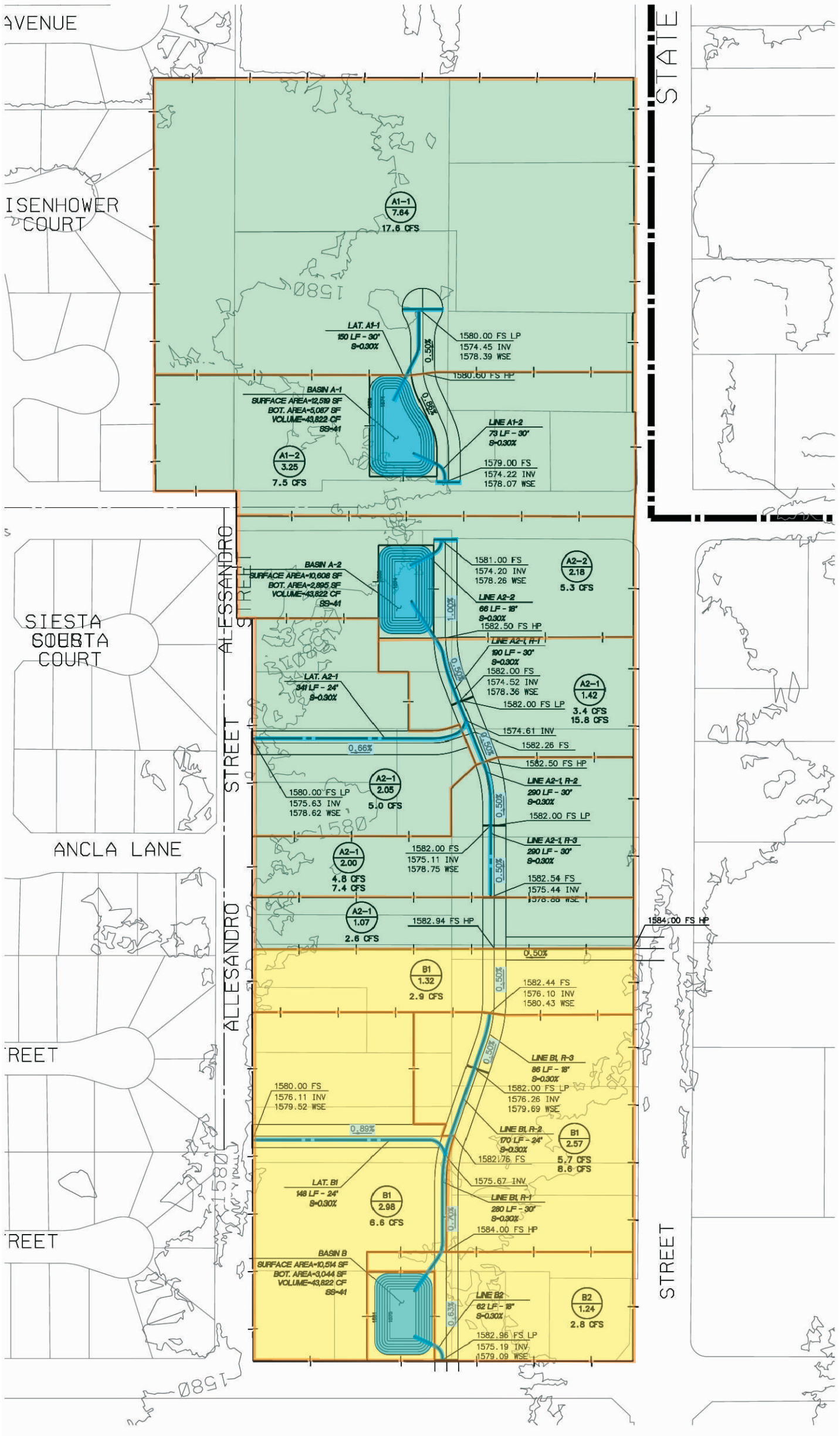
Detention Basins

As shown in Figure 5.7-6, stormwater runoff would be conveyed into one of three extended detention basins. The detention basins would store the net increase in runoff rate from the project site resulting from a 10-year storm. Water stored in the basins would then be pumped out over 48 to 72 hours so that the release rate from the basins is no greater than the current stormwater flow rate from the site due to the same size storm. The basins would also provide water quality treatment, removing some contaminants from stormwater (water quality impacts are discussed further below under Impact 5.7-4).

Basin A1 would be near the north side of Menlo Avenue, and Basin A2 would be just south of Menlo Avenue. The two basins would be connected by a subsurface pipe under Menlo Avenue and would work together to treat onsite stormwater flows from north of Menlo Avenue. Planning Areas 1 and 2 are expected to be completed before Planning Areas 3 through 7 would be built. Basin A1 would have adequate capacity for runoff from Planning Areas 1 and 2. The floors of the basins would be vegetated earth, allowing for some percolation.

Basin A2 would also collect stormwater from the northern half of the part of the site south of Menlo Avenue. Basin B would be at the south end of the site next to Oakland Avenue and would collect flow from the southern third of the site.

Drainage Facilities Map



LEGEND

- WATERSHED BOUNDARY
- STORM DRAINS AND DETENTION BASIN
- SITE BOUNDARY

(XXX / X.X) AREA / ACRES

R-1 REACH AREA

XXX CFS SUB AREA FLOW RATE

XXX CFS TOTAL TRIBUTARY FLOW RATE

AREA A

AREA B

0 150 Feet

Source: JLC 2010

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The volume accommodated in the extended detention basins is shown in Table 5.7-4. Relief pipes conveying water pumped out of Basins A1 and A2 would discharge to Menlo Avenue, and a relief pipe for water pumped out of Basin B would discharge to Oakland Avenue. Discharged water would be contained within the streets and at a rate that would not increase surface flows and flood downstream properties. Runoff would also flow westward in the two proposed east–west roadways onsite. Runoff would enter catch basins in these two roadways just east of their intersections with Alessandro Avenue and would be directed via storm drains back to detention basins A2 and B. The project would not discharge runoff to Alessandro Street.

RCFC design practice for extended detention basins is to drain half of the water volume within a 24-hour period and the remaining volume within a 48- to 72-hour period. Since the extended detention basins will outlet flows utilizing a pump system, the pump will outlet the flows so that half of the water volume drains in approximately 24 hours and the entire water volume is drained in 48 to 72 hours.

Table 5.7-4
Proposed Extended Detention Basins

Basin	Surface Area, square feet	Depth, feet	Volume	
			cubic feet	acre-feet
Basin A1	12,519	5	43,882	1.01
Basin A2	10,608	6	39,117	0.90
Basin B	10,514	6	39,335	0.90

Storm Drainage System

The project would also include six subsurface storm drains under proposed roadways onsite, also shown on Figure 5.7-6. All the storm drain systems were designed so that the upstream water surface elevations provide at least one foot of freeboard wherever feasible. A description of the storm drainage system is provided below.

- **Line A1-1*:*** Line A1-1 is the northernmost storm drain system that collects from approximately 7.7 acres of onsite area and conveys the flows to Basin A1. Line A1-1 has a pipe diameter of 30 inches and a maximum peak flow rate of 17.6 cubic feet per second.

- **Line A1-2*:*** Line A1-2 is north of Menlo Avenue and collects from approximately 3.3 acres of onsite area. The flows are conveyed to Basin A1 for treatment for water quality purposes. Line A1-2 has a pipe diameter of 30 inches and a maximum peak flow rate of 7.5 cubic feet per second.

- **Line A2-1*:*** Line A2-1 is south of Menlo Avenue and collects from approximately 6.6 acres of onsite area. The flows are conveyed to Basin A2 for treatment for water quality purposes. Line A2-1 has pipe diameters ranging from 18 inches to 30 inches and a maximum peak flow rate of 15.8 cubic feet per second.

- **Line A2-2*:*** Line A2-2 is south of Menlo Avenue and collects from approximately 2.2 acres of onsite area. The flows are conveyed to Basin A2 for treatment for water quality purposes. Line A2-2 has a pipe diameter of 18 inches and a maximum peak flow rate of 5.3 cubic feet per second.

- **Line B1*:*** Line B1 is north of Oakland Avenue and collects from approximately 6.9 acres of onsite area. The flows are conveyed to Basin B for treatment for water quality purposes. Line B1 has pipe

diameters ranging from 18 inches to 30 inches and a maximum peak flow rate of 15.2 cubic feet per second.

- **Line B2:** Line B2 is the located north of Oakland Avenue and collects from approximately 1.3 acres of onsite area. The flows are conveyed to Basin B for treatment for water quality purposes. Line B1 has a pipe diameter of 18 inches and a maximum peak flow rate of 2.8 cubic feet per second.

Destinations of Site Drainage

The drainage pattern of the site in postproject conditions would be changed somewhat compared to existing conditions regarding where the City storm drain system would carry drainage from the site. At project completion, drainage from the southern third of the site would be released from Basin B to Oakland Avenue and enter City storm drains discharging into Salt Creek. Drainage from the middle and northern thirds of the site would be released from Basins A1 and A2 to Menlo Avenue and enter storm drains discharging to the San Jacinto River. By contrast, in existing conditions drainage from the middle third of the site presently flows westward to Alessandro Street, where it enters storm drains discharging into Salt Creek.

Storm Drain Capacity

The storm drainage system would be designed to accommodate peak stormwater events in accordance with the RCFC Hydrology Manual. Based on the hydrology analysis, the proposed storm drain alignments would provide flood protection for the project site. The extended detention basins have been sized to provide adequate storage volume for the increase in runoff associated with the development. Detailed hydraulic analyses, including street capacity and inlet calculations, and detailed basin analyses would be required during final engineering by the City of Hemet.

IMPACT 5.7-2: PORTIONS OF THE PROJECT SITE PROPOSED FOR DEVELOPMENT ARE LOCATED WITHIN A 100-YEAR FLOOD HAZARD AREA; HOWEVER, PROPOSED ONSITE DRAINAGE IMPROVEMENTS WOULD REDUCE FLOOD HAZARDS. [THRESHOLDS HYD-7 AND HYD-8]

Impact Analysis: A portion of the North Hemet Specific Plan is in the 100-year flood plain; therefore, the future development this portion of the site must be reviewed by FEMA to determine whether or not the project meets the criteria of the National Flood Insurance Program and if revisions will be needed to the FEMA maps for the community as a result of the project's construction. At project completion the proposed storm drains, detention basins, and pumps would protect the specific plan area from 100-year flooding and would control runoff from the project site so that the site would not contribute to 100-year flooding downstream. Flood flows from upstream of the site would not be conveyed across the site. In addition, the elevations of any proposed habitable spaces in an SFHA would be required to be placed above the 100-year flood elevations. Final elevations would be verified by FEMA. Therefore, impacts related to flood zones are considered less than significant. Implementation of the specific plan would not subject people or structures to substantial hazards from 100-year floods.

IMPACT 5.7-3 CONSTRUCTION OF FUTURE DEVELOPMENT IN THE NORTH HEMET SPECIFIC PLAN HAS THE POTENTIAL TO GENERATE STORMWATER POLLUTANTS THAT COULD IMPACT THE BENEFICIAL USES OF DOWNSTREAM, RECEIVING WATER BODIES OR CAUSE EROSION/SILTATION OFFSITE. PREPARATION AND IMPLEMENTATION OF THE STORMWATER MANAGEMENT PLAN AND INTEGRATION OF BEST MANAGEMENT PRACTICES DURING CONSTRUCTION

ACTIVITIES WOULD MINIMIZE IMPACTS TO THE MAXIMUM EXTENT PRACTICABLE. [THRESHOLDS HYD-1, HYD-3, AND HYD-6]

Impact Analysis: Project construction would involve use of grading and construction equipment that could result in pollution of stormwater with oil, greases, fuels, and metals. Disturbance of soil during grading and construction could leave soil vulnerable to erosion. Project construction could also generate water pollution from paving and grinding operations, concrete work, and use of paints and other coatings onsite. Demolition and construction would generate solid waste that could pollute stormwater with trash and debris if the waste is not property contained, collected, and disposed of. Installation of landscaping could result in water pollution with fertilizers and pesticides.

Coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity is required for projects that disturb one acre or more of soil (Construction General Permit 2009-0009-DWQ, SWRCB 2009). Such projects are required to prepare and implement a SWPPP, which would estimate the risk that sediment from the site would pose to the site and to receiving waters and would specify BMPs that the project would use to reduce or avoid soil erosion from the site by water, wind, or being tracked offsite by vehicles. The SWPPP would also include BMPs to avoid or minimize pollution of stormwater with many other types of contaminants, including trash and debris; fuel, oil, greases, and metals from vehicles and equipment; other hazardous materials including solvents and pesticides; and paints, concrete, and other building materials and coatings. Project grading and construction activities would disturb over one acre. Thus, the project would be required to prepare and implement a SWPPP.

Categories of BMPs that are included in SWPPPs include:

- **Erosion controls:** cover and/or bind soil surface to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.

- **Sediment controls**: filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers and cleaning measures such as street sweeping.

- **Wind Erosion Control:** the aims and methods of wind erosion control are similar to those of erosion control described above.

- **Tracking controls:** tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.

- **Non-stormwater management:** prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Non-stormwater management BMPs also prescribe conducting various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.

- **Waste and Materials Management:** management of materials and wastes to avoid contamination of stormwater. Waste and materials management BMPs include spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Implementation of BMPs that would be specified in the project SWPPP would minimize stormwater pollution from project construction.

IMPACT 5.7-4: ***FUTURE DEVELOPMENT WITHIN THE NORTH HEMET SPECIFIC PLAN HAS THE POTENTIAL TO GENERATE URBAN RUNOFF THAT COULD IMPACT THE BENEFICIAL USES OF DOWNSTREAM, RECEIVING WATER BODIES OR CAUSE EROSION/SILTATION OFFSITE. PREPARATION AND IMPLEMENTATION OF PROJECT-SPECIFIC WATER QUALITY MANAGEMENT AND INTEGRATION OF BEST MANAGEMENT PRACTICES INTO THE DESIGN OF FUTURE PROJECTS WOULD MINIMIZE IMPACTS TO THE MAXIMUM EXTENT PRACTICABLE. [THRESHOLDS HYD-1, HYD-3, AND HYD-6]***

Impact Analysis: Pollutants expected to be generated by the proposed project are listed below in Table 5.7-5. This table also identifies the types of proposed development projects likely to generate each type of pollutant and 303(d) list impairments for receiving waters.

Table 5.7-5
Pollutants of Concern

Expected Pollutant	*Expected Source*	*303(d) Listing*
Sediment/Turbidity	Attached & Detached Residential Development, Streets	Yes, Lake Elsinore
Nutrients	Attached & Detached Residential Development	Yes, Canyon Lake and Lake Elsinore
Organic Compounds (Petroleum Hydrocarbons and Polychlorinated Biphenyls)	Automotive Repair Shops, Parking Lots, Streets	Yes, Lake Elsinore
Trash and Debris	Attached & Detached Residential Development, Commercial/Industrial Development, Automotive Repair Shops, Restaurants, Parking Lots, Streets	No
Oxygen-Demanding Substances	Detached Residential Development, Restaurants	Yes, Lake Elsinore
Bacteria and Viruses	Detached Residential Development, Restaurants	Yes, Canyon Lake
Oil and Grease	Attached Residential Development, Commercial/Industrial Development, Automotive Repair Shops, Restaurants, Parking Lots, Streets	No
Pesticides	Attached & Detached Residential Development	No
Metals	Parking Lots, Streets	No

Source: JLC Engineering 2010b.

Best Management Practices

Best management practices for minimizing runoff and avoiding or minimizing water pollution are specified in the project WQMP. A preliminary WQMP for the North Hemet Specific Plan is included as Appendix G to this EIR. Final site-specific WQMPs would be required for each project developed pursuant to the specific plan and would contain further specifications about BMPs to be used in those projects.

Site design for stormwater quality protection uses a three-level strategy:

1. Reduce or eliminate postproject runoff;

2. Control sources of pollutants; and, if still needed after (1) and (2),

3. Treat contaminated stormwater before discharging it into the storm drain system or into receiving waters.

There are three categories of BMPs, with each category corresponding to one of the three strategies.

- LID BMPs (site design) are intended to reduce or eliminate postproject runoff
- Source Control BMPs control sources of pollutants and are divided into two types:
    - Structural Source Control BMPs, which are included in project design
    - Nonstructural Source Control BMPs, which are used during project operation
- LID/Treatment Control BMPs treat contaminated stormwater before the water is discharged offsite (CASQA 2003).

LID BMPs, Structural Source Control BMPs, and Treatment Control BMPs would all be included in the design of projects developed pursuant to the North Hemet Specific Plan.

Low-Impact Development BMPs

LID BMPs that would be incorporated in the proposed project are listed below in Table 5.7-6.

Table 5.7-6
Low-Impact Development BMPs

BMP	*Use of BMP in Project*
Goal 1: Minimize Urban Runoff	
Maximize permeable area	The City of Hemet guidelines were utilized in order to determine the minimum pavement width for public streets, minimum width for driveways, and minimum widths for sidewalks, as well as evaluations of LID materials such as landscape buffers.
Incorporate landscaped buffer areas between sidewalks and streets.	The proposed project incorporates landscaped areas between the developments and street areas.
Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.	It is highly recommended that the development use native or drought-tolerant trees and large shrubs in the landscaping.[1]
Where soils conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.	The project incorporates three extended detention basins that would promote infiltration.
Construct onsite ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.	The proposed project incorporates three extended detention basins in which ponding and infiltration would occur.
Other comparable and equally effective site design concepts as approved by the co-permittee (Note: Additional narrative required to describe BMP and how it addresses site design concept).	The proposed project utilizes three extended detention basins that promote infiltration.
Goal 2: Minimize Impervious Footprint	
Maximize the permeable area.	The City of Hemet guidelines were used to determine the minimum pavement width for public streets, minimum width for driveways, and minimum widths for sidewalks, as well as evaluations of low-impact development materials such as landscape buffers.
Construct walkways, trails, patios, overflow parking lots, alleys, driveways, low-traffic streets, and other low -traffic areas with open-jointed paving materials or permeable surfaces, such as pervious concrete, porous asphalt, unit pavers, and granular materials.	The proposed project incorporates walkways, driveways, etc., and it is recommended that the development incorporate permeable surfaces wherever possible within the residential and commercial areas.[1]

Table 5.7-6
Low-Impact Development BMPs

BMP	*Use of BMP in Project*
Construct streets, sidewalks, and parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.	Streets and parking lot aisles are to be constructed per City of Hemet Guidelines.
Reduce widths of street where off-street parking is available.	Streets and sidewalks are to be constructed per City of Hemet Guidelines.
Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.	It is highly recommended that the development minimize the use of impervious surfaces, such as decorative concrete, within the landscape design.[1]
Other comparable and equally effective site design concepts as approved by the co-permittee (Note: Additional narrative required describing BMP and how it addresses Site Design concept).	The proposed project utilizes three extended detention basins that promote infiltration.
Goal 3: Conserve Natural Areas	
Maximize canopy interception and water conservation by preserving existing native trees and shrubs and planting additional native or drought-tolerant trees and large shrubs.	It is highly recommended that the development use native or drought-tolerant trees and large shrubs in the landscaping.[1]
Other comparable and equally effective site design concepts as approved by the co-permittee (Note: Additional narrative required describing BMP and how it addresses site design concept).	The proposed project utilizes three extended detention basins that promote infiltration.
Goal 4: Minimize Directly Connected Impervious Areas	
Residential and commercial sites must be designed to contain and infiltrate roof runoff, or direct roof runoff to vegetative swales or buffer areas, where feasible.	It is recommended that the project incorporates landscaped areas between the parking areas and buildings.[1]
Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.	It is recommended that the project incorporates landscaped areas between the parking areas and buildings.[1]
Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.	It is recommended that the project incorporate vegetated drainage swales within the development wherever possible.[1]
Rural swale system: street sheet flows to vegetated swale or gravel shoulder, curbs at street corners, culverts under driveways and street crossings.	The project site is in an urban area and a rural swale system is not applicable.
Urban curb/swale system: street slopes to curb; periodic swale inlets drain to vegetated swale/biofilter	It is recommended that the project incorporate vegetated drainage swales within the development wherever possible.
Dual drainage system: First flush captured in street catch basins and discharged to adjacent vegetated swale or gravel shoulder, high flows connect directly to MS4s.	The proposed project will collect flows with inlets and catch basins that will discharge flows into one of the three extended detention basins. The flows will then discharge into the MS4.
Design driveways with shared access, flared (single lane at street) or wheel strips (paving only under tires); or, drain into landscaping prior to discharging to the MS4.	It is highly recommended that the development design driveways with a permeable strip or thin gutter with a grate cover to intercept runoff from residential driveways and drain to landscaped areas prior to being discharged into the streets.[1]
Uncovered temporary or guest parking on private residential lots may be paved with a permeable surface, or designed to drain into landscaping prior to discharging to the MS4.	It is recommended that guest parking for residential uses be designed to drain into landscaping before discharging into municipal storm drains.
Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.	It is highly recommended that the development incorporate landscaped areas/landscaped infiltration areas within the landscape design for the commercial areas.
Overflow parking (parking stalls provided in excess of the Co-Permittee's minimum parking requirements) may be constructed with permeable paving.	It is highly recommended that the development incorporate permeable surfaces or additional infiltration/landscaped areas within overflow parking for the commercial areas.

Table 5.7-6
Low-Impact Development BMPs

BMP	Use of BMP in Project
Other comparable and equally effective design concepts as approved by the Co-Permittee (Note: Additional narrative required describing BMP and how it addresses Site Design concept).	The proposed project utilizes three extended detention basins that promote infiltration.

[1] This recommendation would be addressed further in final WQMPs for specific projects that would be developed pursuant to the North Hemet Specific Plan.

Structural Source Control BMPs

Structural Source Control BMPs included in the specific plan's WQMP are listed in Table 5.7-7.

Table 5.7-7
Structural Source Control BMPs

BMP	Use of BMP in Project
MS4 Stenciling and Signage	Proposed project will incorporate prohibitive language and graphical icons to discourage illegal dumping within the inlets throughout the North Hemet Revitalization Plan and the extended detention basins. Such signs will also identify the party responsible for maintaining the legibility of stencils and signs.
Landscape and Irrigation System Design	Landscaping and associated irrigation will be incorporated into the commercial, park, and residential areas.
Protect Slopes and Channels	Slopes and channels will be protected by landscaping.
Properly Design: Fueling Areas[1] Air/Water Supply Area Drainage[1] Trash Storage Areas[1] Loading Docks[1] Maintenance Bays[1] Outdoor Material Storage Areas[1] Outdoor Work Areas or Processing Areas[1]	These BMPs would be applied to projects developed pursuant to the North Hemet Specific Plan as the relevant features are specified in project plans.
Provide Wash Water Controls for Food Preparation Areas[1]	This BMP would be applied to projects developed pursuant to the North Hemet Specific Plan as food preparation areas are specified in project plans.

[1] All of these BMPs are included in the WQMP; however, these would apply to future development project as these features are identified.

Nonstructural Source Control BMPs

Nonstructural source control BMPs that would be used in the operation of projects developed pursuant to the North Hemet Specific Plan are described below in Table 5.7-8.

Table 5.7-8
Nonstructural Source Control BMPs

BMP	*Use of BMP in Project*
Education for Property Owners, Operators, Tenants, Occupants, or Employees	Education materials will be provided to property owners, occupants, operators and employees at the time of purchase, occupancy or hire.
Activity Restrictions	Activity restrictions will be enforced. These restrictions include: • Prohibit onsite power washes. • Prohibit blowing of landscaping and debris into catch basins and extended detention basins. • Prohibit dumping of oils into the streets. • Prohibit discharges of fertilizer, pesticides, or animal wastes into streets or storm drains. • Requirement to keep trash receptacles covered or sheltered by a roof overhang or canopy. • Prohibit discharges of paint or masonry wastes into streets or storm drains.
Irrigation System and Landscape Maintenance	The irrigation system and landscape maintenance shall be maintained by professional contractors. The professional contractors shall be determined by the City of Hemet.
Common Area Litter Control	Street sweeping and waste management will be implemented. The frequency is yet to be determined.
Street Sweeping Private Streets and Parking Lots	Street sweeping will be implemented. The frequency is yet to be determined.
Drainage Facility Inspection and Maintenance	All drainage facilities will be inspected and maintained by the City of Hemet.

After implementation of LID, source control, and treatment control BMPs, development of the North Hemet Specific Plan is not expected to have substantial adverse water quality impacts.

LID/Treatment Control BMPs

A change to the hydrology of a project site would be considered an HCOC if the change would have a significant impact on downstream erosion compared to the predevelopment condition or have significant impacts on stream habitat, alone or as part of a cumulative impact from development in the watershed. Project WQMPs must address HCOC unless one of the three following conditions is met:

- **Condition A:** Runoff from the project is discharged directly to a publicly owned, operated, and maintained MS4; the discharge is in full compliance with co-permittee requirements for connections and discharges to the MS4 (including both quality and quantity requirements); the discharge would not significantly impact stream habitat in proximate receiving waters; and the discharge is authorized by the co-permittee.

- **Condition B:** The project disturbs less than 1 acre.

- **Condition C:** The project's runoff flow rate, volume, velocity, and duration for the postdevelopment condition do not exceed the predevelopment condition for the 2-year, 24-hour and 10-year 24-hour rainfall events.

The project would satisfy Condition A: The project would discharge to Menlo Avenue and Oakland Avenue, which are MS4 facilities. The flows that would be pumped out of the extended detention basins would not exceed the capacity of the streets (the sizes and locations of the three basins are described above under Impact 5.7-1).

Water Volumes

The required water volume for Area A is 42,525 cubic feet for Area B is 16,150 cubic feet. The calculations of water volume required to be treated are included in the WQMP (see Appendix H). Required water quality volumes are compared to volumes of the proposed detention basins below in Table 5.7-9. As shown in this table, the water treatment volume that would be provided in the three detention basins would be greater than the required treatment volume.

Table 5.7-9
Detention Basin Water Quality Volumes: Required and Provided

Area	*Extended Detention Basin*	*Provided Volume, cubic feet*	*Required Volume, cubic feet*
A	A1	43,882	42,525
	A2	39,117	
	Area A, total	**82,999**	
B	B	39,335	16,150

Treatment Effectiveness

The effectiveness of extended detention basins at removing various types of pollutants is categorized below in Table 5.7-10. The project incorporates residential areas, commercial areas, and park/landscaped areas that are generally defined for the specific plan. In order to best treat for all possible constituents of concern, it is assumed for the specific plan that all pollutants in table 5.7-10 will be generated and, therefore, constituents of concern. An extended detention basin has low to high removal effectiveness for all pollutants per the "California Stormwater BMP Handbook for New Development and Redevelopment" (see Appendix H). However, other water quality measures that are specific to a development may be necessary during final engineering.

Table 5.7-10
Treatment Effectiveness: Extended Detention Basins

Removal Effectiveness	*Pollutant*
High	Trash
Medium	Sediments
	Metals
	Oil and grease
	Bacteria
	Organics
Low	Nutrients

Summary

After implementation of LID BMPs, structural and nonstructural source control BMPs, and LID/treatment control BMPs, development of the North Hemet Specific Plan is not expected to have substantial adverse water quality impacts. Future development projects would be required to prepare a site-specific WQMP pursuant to the current MS4 Permit and the DAMP.

5.7.4 Cumulative Impacts

The area over which cumulative impacts to hydrology and water quality are considered is the San Jacinto River Watershed.

Flood Hazards

Cumulative developments in the San Jacinto Basin Watershed would increase impervious areas, resulting in increases in runoff volumes and flow rates. Thus, other developments could have substantial adverse impacts on storm drainage capacity, flooding, and stormwater quality. Future development projects would be required to retain stormwater flows onsite in accordance with the RCFC hydrology manual. Cumulative flows would be evaluated and addressed in terms of the City's master flood control and drainage plan, which is specifically designed to define the flood control system necessary to accommodate runoff from future area-wide development. Therefore, the cumulative impacts related to hydrology would be less than significant.

Water Quality

Cumulative developments would also generate increased amounts of pollutants that could enter stormwater. Other projects would be required to comply with the MS4 Permit covering the part of Riverside County within the Santa Ana River Watershed, SARWQCB Order No. R8-2010-0033. Cumulative projects, like the proposed project, would be required to infiltrate, retain, or biotreat specified amounts of runoff. Cumulative projects would be required to maximize the amount of permeable areas onsite, conserve natural areas, and minimize changes to predevelopment hydrology. Other projects would comply with the MS4 permit, and cumulative impacts to hydrology and water quality would be less than significant. The proposed project would not contribute to significant cumulative impacts.

5.7.5 Existing Regulations and Standard Conditions

Federal

- Clean Water Act
- National Pollutant Discharge Elimination System (Code of Federal Regulations Title 40 Parts 122 et seq.)
- National Flood Insurance Act (1968) and the National Flood Insurance Program

State

- Porter-Cologne Water Quality Act
- State Water Resources Control Board Statewide General Construction Permit: Order No. 2009-0009-DWQ. Disturbance of one or more acres of land is required to comply with the GCP and prepare and implement a SWPPP during construction activities.

Regional and Local

- Santa Ana Regional Water Quality Control Board MS4 Permit: Order No. R8-2010-0033.

- Santa Ana Region Riverside County Drainage Area Management Plan. Priority Development Projects are required to submit a preliminary WQMP that identifies LID (site design), treatment control, and structural control BMPs.

- City of Hemet Engineering Department. Hydrology/hydraulic analyses are required to be prepared by a professional civil engineer in accordance with the RCFC Hydrology Manual to determine building elevations or flood proofing elevation.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.7-1, 5.7-2, 5.7-3, and 5.7-4.

5.7.7 Mitigation Measures

No mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Hydrology and water quality impacts would be less than significant.

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5.8 LAND USE AND PLANNING

This section of the draft environmental impact report (DEIR) evaluates the potential impacts to land use in the City of Hemet from implementation of the proposed North Hemet Specific Plan. Land use impacts can be either direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.8.1 Environmental Setting

The existing land use of the project site is described in Chapter 4, *Environmental Setting.*

Regional Plans

Regional and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is the largest metropolitan planning organization (MPO) in the nation and encompasses over 38,000 square miles in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The subregional council of governments representing the project area is the Western Riverside Council of Governments (WRCOG). As the southern California region's MPO, SCAG coordinates with the South Coast Air Quality Management District (SCAQMD) on the air quality management plan (AQMP), the California Department of Transportation (Caltrans) on the Regional Transportation Plan (RTP), and other agencies in preparing regional planning documents. SCAG is also the clearinghouse for regionally significant projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. The plans most applicable to the proposed project are discussed below.

Regional Comprehensive Plan

The 2008 Regional Comprehensive Plan (RCP) addresses regional issues including housing, traffic/transportation, water, and air quality. The RCP is an advisory document for the information and voluntary use of local agencies in southern California when preparing local plans and handling local issues of regional significance. The RCP presents a vision of how southern California can balance resource conservation, economic vitality, and quality of life. 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 southern California's progress toward a more sustainable region.

Compass Growth Vision

In 2004, SCAG adopted the Compass Growth Vision (CGV), which is a vision plan, supported by a regional consensus, to the land use and transportation challenges facing southern California. SCAG developed the CGV in an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole. The CGV is a framework that helps local

jurisdictions address growth management cooperatively and also helps coordinate regional land use and transportation planning. The CGV is driven by four key principles:

- *Mobility.* Improve mobility for all residents
- *Livability.* Foster livability in all communities
- *Prosperity.* Enable prosperity for all people
- *Sustainability.* Promote sustainability for future generations

To realize these principles, the CGV encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

In conjunction with the CGV, SCAG also adopted the Compass Blueprint 2% Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The 2% Strategy is a guideline for how and where the CGV for southern California's future can be implemented. Through extensive public participation and land use and transportation modeling and analysis, the program has resulted in a vision plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). These opportunity areas are roughly 2 percent of the land area in the southern California region, where cities and counties can reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. Goals for the 2% Strategy Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging infill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas. Part of the project site north of Menlo Avenue is in a designated Compass 2% Strategy Opportunity Area (SCAG 2008).

Regional Transportation Plan and Sustainable Communities Strategy

On May 8, 2008, SCAG adopted the "2008 Regional Transportation Plan: Making the Connections," to help coordinate development of the region's transportation improvements. The 2008 RTP emphasizes the importance of system management, goods movement, and innovative transportation financing. It provides a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. Pursuant to the federal requirements for transportation funding, the RTP is required to be based on current planning assumptions.

In 2008, SB 375 was adopted to reduce vehicle miles traveled (VMT) and associated greenhouse gas (GHG) emissions by connecting regional infrastructure improvements to local land use decisions that affect travel behavior. SB 375 required California Air Resources Board to establish GHG emissions reduction targets for each of the 18 regions in California managed by an MPO. SCAG's targets are an 8 percent per capita reduction from 2005 by 2020 and a13 percent per capita reduction from 2005 by 2035. SB 375 also requires the MPOs to prepare a Sustainable Communities Strategy (SCS) in their RTP. SCAG adopted the RTP/SCS in April 2012. The SCS incorporates SCAG's CGV and Compass Blueprint 2% Strategy. It sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. The SCS does not require that local general

plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers.

Riverside County: Riverside County Integrated Project

The Riverside County Board of Supervisors and the Riverside County Transportation Commission (RCTC) initiated the Riverside County Integrated Project (RCIP) in 1999. The purpose of RCIP is to integrate all aspects of land use, transportation, and conservation planning and implementation in the County of Riverside in order to develop a comprehensive vision for the future of the county. The RCIP includes:

- Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
- Riverside County General Plan
- Community and Environmental Transportation Acceptability Process (CETAP)

In addition, a Special Area Management Plan planning process is being pursued by the County of Riverside to address watershed management and water-quality issues in the region

Western Riverside County Multi-Species Habitat Conservation Plan

In June 1992, Riverside County Habitat Conservation Agency, Riverside County Regional Parks and Open Space District, and WRCOG initiated a program to develop a regional multiple-species plan for Western Riverside County. The MSHCP is a comprehensive, multi-jurisdictional HCP that focuses on the conservation of multiple species and their associated habitats in Western Riverside County. The MSHCP authorizes the "take" (as defined by the Federal Endangered Species Act and the California Endangered Species Act) of 146 identified plant and animal species for projects in compliance with all the agreements of the plan, including payment of the MSHCP fee. Some species are "covered species" with no additional requirements for take authorization, and other species are "conditionally covered" and subject to additional conditions prior to take authorization being granted. The MSHCP includes five species map overlays, including amphibians, burrowing owl, criteria area plants, mammals, and narrow endemic plants, and projects within these overlays are required to conduct additional surveys. The MSHCP area encompasses approximately 1.26 million acres, including all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line in addition to jurisdictional areas of the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The MSHCP consists of 16 area plans. Each area plan is broken into subunits, and each subunit is broken into criteria area cells. Within the criteria area cells, the MSHCP has proposed land for inclusion in the MSHCP conservation area. The project site is not in an area designated for conservation under the MSHCP (RCA 2008).

Stephens' Kangaroo Rat HCP

The Stephens' Kangaroo Rat (SKR) HCP was initiated prior to the RCIP and is implemented independently of the MSHCP. The SKR HCP provides take authorization for this species within its boundaries through participation in the plan. The SKR HCP covers about 534,000 acres—much of western Riverside County—and is administered by the Riverside County Habitat Conservation Agency. The project site is within the SKR HCP plan area, and the City of Hemet is a member city in the SKR HCP. The SKR HCP has established seven core reserves totaling about 41,200, acres, including roughly 12,500 acres of SKR habitat (RCHCA 2009). The project site is not in a core reserve designated by the SKR HCP. In addition, there is no coastal sage scrub on or near the project site; thus, the potential for SKR to occur onsite is considered low.

Community and Environmental Transportation Acceptability Process

RCTC is responsible for much of the planning and funding of major transportation projects in Riverside County. CETAP identifies future transportation corridors in the western part of the county to allow early preservation of the necessary rights-of-way for future corridor development. Four primary corridors are being studied by RCTC: Winchester to Temecula, Hemet to the Corona/Lake Elsinore area, Moreno Valley to San Bernardino County, and Riverside County to Orange County (a possible new facility to help relieve Route 91 traffic). The first two corridors are entirely within Riverside County and are proceeding ahead of the other two corridors, which link with adjacent counties. Each of the corridors has multiple alternatives that are being considered. These corridors will be designed to meet future mobility needs for autos, buses, and trucks. The proposed alternative corridors for the Hemet to Corona/Lake Elsinore corridor are not within the boundaries of the project traffic study area.

Perris Valley Line Metrolink Extension

In 1993, RCTC acquired the San Jacinto Branch Line (SJBL) with the eventual goal of providing passenger rail service. Upon completion of a commuter rail feasibility study in 2000, RCTC authorized staff to develop commuter rail service on the SJBL to Perris, known as the Perris Valley Line (PVL) project. Currently, the PVL project is in the environmental review phase and awaiting Federal Transit Administration approval to advance to preliminary engineering once acceptable modeling forecasts are produced.

In November 2005, RCTC completed the Riverside County Commuter Rail Feasibility study, which evaluated several commuter rail corridors throughout the county. The project studied extensions of existing or proposed rail routes to the Coachella Valley, Hemet/San Jacinto, and Temecula via both I-215 and Winchester Road. The analysis supported advancing two scenarios for inclusion in the next RTP update: the Perris Valley extension to Hemet/San Jacinto and the extension to Temecula along the I-215. Both of these scenarios are included in the 2012 RTP (SCAG 2012).

The RCTC, in conjunction with the Southern California Regional Rail Authority (SCRRA), is proposing to construct a 22.7-mile extension to the Metrolink regional commuter rail system. The Perris Valley Line project would result in a southeast extension of the existing Route 91 commuter rail line between Los Angeles and downtown Riverside parallel to the Ramona Expressway (I-215) and serving the communities of Allessandro, Moreno Valley, and Perris, terminating at South Perris. The project includes six new stations and park-and-ride lots to accommodate 1,430 vehicles, as well as the acquisition of three bilevel coaches. The proposed project would operate with 30-minute headways during the AM and PM peak periods, with a single midday train.

Local Land Use Plans and Policies

City of Hemet General Plan

Future development within the City of Hemet is guided by the City's 2030 General Plan. The general plan consists of a series of state-mandated and optional elements to direct the City's physical, social, and economic growth. The City of Hemet adopted the 2030 General Plan on January 24, 2012, with the following elements: Land Use, Community Design, Circulation, Community Services and Infrastructure, Public Safety, Open Space and Conservation, Recreation and Trails, Historic Resources, Art and Culture, and Housing. These elements and their components are described below. The proposed project's consistency with the various elements of the City of Hemet General Plan is addressed in Table 5.8-1.

The **Land Use Element** provides the land use categories, districts, and overall land use map, and it discusses future growth, economic development, and redevelopment. The element also highlights smart growth principles and healthy community principles.

The **Community Design Element** is an optional element providing policies and programs for community design, gateways, the downtown area, neighborhood compatibility, and hillside preservation design.

The **Circulation Element** discusses the various transportation systems in the City and addresses alternative modes of mobility in the community, such as bicycles, pedestrian paths, transit, rail, and neighborhood electric vehicles.

The **Community Services and Infrastructure Element** addresses infrastructure and services provided within the community, including schools, libraries, health care, water and sewer facilities, solid waste services, storm drainage systems, and electric, gas, and telecommunications utilities.

The **Public Safety Element** identifies potential natural and human-caused hazards, meets state requirements for the safety and noise elements, and outlines the City's public safety services to the community, including police and fire.

The **Open Space and Conservation Element** meets state requirements and details Hemet's approach to addressing energy and water conservation, air quality, and greenhouse gas emissions, as well as the preservation of biological, open space, and cultural resources. The element also provides direction for sustainable development.

The **Recreation and Trails Element** identifies the park and recreation facilities and needs in the City and the planning area and provides a master plan for multiuse trail systems.

The **Historic Resources Element** is an optional element that identifies the paleontological, archeological, and historical resources throughout the City and planning area, and provides policies and methods to preserve these resources.

The **Art and Culture Element** is an optional element that recognizes the value of art and culture in adding richness to the community and highlights existing venues and organizations while encouraging expansion and integration with local economic development programs.

The **Housing Element** identifies state-required strategies to provide affordable housing for a broad range of residents and accommodate the City's share of regional housing needs.

City of Hemet Zoning Classifications

The City of Hemet Zoning Code establishes zone-specific development regulations, including height limits, setback requirements, parking ratios, and other development standards. As a specific plan, the proposed project becomes its own zoning for project site (see Chapter 3, *Project Description*).

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 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.

LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-1 and LU-3

These impacts will not be addressed in the following analysis.

5.8.3 Environmental Impacts

IMPACT 5.8-1: PROJECT IMPLEMENTATION WOULD BE CONSISTENT WITH LOCAL AND REGIONAL PLANNING EFFORTS. [THRESHOLD LU-2]

Impact Analysis: The proposed project would intensify the downtown area of the City of Hemet by incorporating residential, commercial, and offices uses in a mixed-use setting.

General Plan Consistency Analysis

The proposed project would be consistent with the land use designations in the City's 2030 General Plan. A detailed analysis of the proposed project's consistency with the applicable goals and policies of the various elements of the 2030 Hemet General Plan is provided in Table 5.8-1, *General Plan Consistency Analysis*. The analysis in Table 5.8-1 concludes that the proposed project would be consistent with the applicable goals and policies of the Hemet General Plan.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
Land Use Element	
LU-1 Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City's residents and businesses and enhance the overall quality of life in the community.	
LU-1.1 Land Use Mix. Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.	***Consistent:*** The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. In addition to two residential land use designations, a Neighborhood Mixed-Use Node designation is proposed that allows for a range of uses in a mixed-use setting.
LU-1.2 Job Creation. Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City's job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City's population.	***Consistent:*** The proposed project promotes a jobs-housing balance by planning for a neighborhood where residential, commercial, and office uses are immediately adjacent to each other. The mixed-use, walkable nature of the project would allow local residents to walk to work, either to commercial and office uses in the specific plan area or in nearby downtown Hemet. This would reduce commute distances/times and lower vehicle emissions. The proposed project would also be physically oriented to the site across State Street, identified as the preferred station location for a potential Metrolink extension. Development of that potential station and rail service would provide future specific plan residents with an additional mode of travel.
LU-1.3 Housing Opportunities. Create a broad range of housing opportunities for all segments of the community and ensure that a balance of housing types and densities are available for existing and future residents.	***Consistent:*** The City and the County have identified a number of residential product types that are well suited to the project area in terms of scale, site design flexibility, and quality design features. These products were analyzed during preparation of the North Hemet Revitalization Plan to determine density yields in the planning areas, access needs, and other design considerations and presented for public review at the City Council workshops. They were determined to meet the housing needs of the Hemet/San Jacinto market area in the market study prepared for the Revitalization Plan. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing.
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.	***Consistent:*** Pedestrian access is an important feature of the North Hemet Specific Plan, especially in consideration of connectivity with the future transit village. All commercial and mixed-use planning areas will be interconnected by perimeter and internal walkways. A pedestrian circulation system would be incorporated into the residential development for the purpose of providing direct access to and from all dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas. A sidewalk system would be developed adjacent to all streets. Meandering sidewalks may be utilized along those streets with landscaped easements behind the sidewalks.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-1.5 Strong Sense of Place. Foster distinctive, attractive community districts and neighborhoods with a strong sense of place.	***Consistent:*** The vision for the project is to create a new place that is a gateway into Hemet's historic downtown; complements the downtown as a mixed-use village that is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses. Human-scaled building design shall be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. Key elements to be considered are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, parks, and public parking.
LU-1.7 Integrate Land Use and Transportation Networks. Provide a variety of transportation choices to serve adjacent land uses and integrate a comprehensive system of streets, transit, passenger rail, bike paths and pedestrian connections to serve the community.	***Consistent:*** The North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. Streets shall be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses. It is designed with an efficient internal and external circulation system that includes a network of roadways, multiuse trails, and paseos that provide for vehicular, pedestrian, bicycle, and transit mobility in a safe and aesthetically pleasing environment.
LU 1.9 Consistency with Land Use Districts. Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines.	***Consistent:*** See response to GP policy LU-1.5.
LU-1.10 Land Use District Identity. Encourage the establishment of distinct districts and neighborhoods that have a unique identify and character defined by design elements that include edge and entry treatments, architectural features, landscape pallet, streetscape, and community signage elements.	***Consistent:*** See response to GP policy LU-1.5.
LU-1.11 Master Planned Development. Promote the preparation of Community Area Plans, Specific Plans, and Planned Unit Developments as appropriate to foster comprehensive, cohesive and well-designed residential, commercial, industrial projects and mixed-use projects.	***Consistent:*** The proposed project is a specific plan and is therefore consistent with this policy.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-1.12 Flexibility Over Time. Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such uses are consistent with the overall vision, goals, and policy intentions of the General Plan.	***Consistent:*** The land use mix, circulation and storm drainage plans, design guidelines, and implementation components included in the proposed project are intended to provide sufficient flexibility to enable development proposals to adapt to future market conditions and financing opportunities.
LU-1.13 Build a Strong Community. Support the development of a strong, socially connected and ethically diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and activities, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities.	***Consistent:*** See response to GP policies LU-1.1 and LU-1.2.
LU-1.14 New Residential Communities. Design new residential communities to complement existing neighborhoods and assure a high level of livability. Establish cohesive development patterns united by a landscape and architectural design framework, and recreational amenities that create a distinct sense of place.	***Consistent:*** See response to GP policy LU-1.5.
LU-2 Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.	
LU-2.1 Adequate Infrastructure. Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services, and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.	***Consistent:*** Existing water and sewer lines are located within the streets surrounding the project area. Wastewater treatment services are provided to the project area by EMWD at the Hemet/San Jacinto Regional Water Reclamation Facility. Future development will be served by connections to these existing lines, subject to the approval of the City Engineer. Southern California Gas Company will provide gas service to the project area. Gas connections will be made to existing lines within the surrounding roads. Southern California Edison will provide electric service via existing distribution lines.
LU-2.2 Public Service Levels. Ensure that new development does not lower services levels for parks, schools, fire, police, libraries, medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.	***Consistent:*** As concluded in DEIR Section 5.11, *Public Services*, after implementation of existing City plans, programs, and policies and project design guidelines, the impacts of the proposed project related to public services would be less than significant. Similarly, DEIR Sections 5.12, *Recreation*, and 5.14, *Utilities and Service Systems*, concluded that in consideration of existing facilities, City of Hemet policies, and project design guidelines, impacts to recreation and utilities services would be less than significant.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-2.3 Public Improvement Costs. Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.	***Consistent:*** All future development projects occurring under the specific plan would be required to comply with all public improvements fees.
LU 2.4 Concentrate Land Uses. Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.	***Consistent:*** The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing. In addition to two residential land use designations, a Neighborhood Mixed-Use Node designation is proposed that allows for a range of uses in a mixed-use setting. Further, the North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network, particularly by facilitating convenient pedestrian and bicycle access to the proposed Metrolink station to be developed adjacent to the project site.
LU-2.5 Interconnected Neighborhoods. Support the development of compact neighborhoods that locate stores, offices, residences, schools, recreational spaces and other public facilities within walking distance of each other and that facilitate social interaction and alternative modes of transportation.	***Consistent:*** See response to GP policy LU-2.4.
LU-2.6 Alternative Modes of Transportation. Promote alternative modes of transportation and provide street systems that disperse rather than concentrate traffic congestion. Provide short, connecting blocks in residential neighborhoods and utilize traffic-calming design strategies to reduce traffic speeds.	***Consistent:*** The North Hemet Specific Plan includes a vehicular circulation plan that fits into and complements the existing surrounding roadway system. Similar to the City's circulation system, the roadway system in and around the North Hemet Specific Plan area consists of a hierarchy of streets, including secondary roadways, collectors, local streets, and private streets. The characteristics of the streets, however, may vary from the standards set in the Hemet General Plan, as the circulation system is intended to create a more walkable environment and higher connectivity with uses adjacent to the project area. Access points are provided along existing perimeter roadways to allow for minimum disruption in traffic flow while concurrently providing effective ingress and egress to the project area. Access points on all sides of the planned area coordinate with existing and proposed access to adjacent land uses, including the future transit village on the east side of the project site.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.	***Consistent:*** Design guidelines included as part of the proposed specific plan outline objectives for sustainable architecture on the project site, including the following guidelines: • Whenever possible, building articulation and form should be expressive of and driven by environmental and site conditions such as solar orientation, views, noise, prevailing winds, and local climate. Plan forms that employ features such as courtyards, plazas, and patios are encouraged. • Builders are encouraged to incorporate sustainable design features, such as solar panels, light shelves, eyebrows and overhangs, reflective rooftop materials, and use of the water district's reclaimed water system.
LU-2.10 Master Planning of Public Facilities. In specific plans and master planned communities, identify and reserve sites for public facilities, schools, recreation, and civic uses, and integrate recreational opportunities with natural open space.	***Consistent:*** The North Hemet Specific Plan incorporates recreation and public facilities into its vision and design guidelines. Local park needs will be met through a combination of several joint-use park/detention areas, as well as park in-lieu fees. The Storm Drainage and Conceptual Grading Plan identifies the need for a series of onsite detention basins to handle stormwater runoff. Given the existing topography and drainage conditions, these detention basins are generally located in the residential areas of the project. They will be designed to not only handle annual storm runoff, but provide passive and active recreational uses, including fields, tot lots, and picnic areas. These park areas should be directly accessible to surrounding residential via pedestrian paths or sidewalks. Additionally, the senior center would be strategically located within the North Hemet Specific Plan area for convenient pedestrian access from adjacent residential and commercial uses, as well as access to transit services.
LU-2.11 Stormwater Management. Require a Stormwater Management approach to drainage systems that promotes multiple purposes for flood protection, water quality, groundwater recharge, habitat hydration, and services as an attractive community amenity. Promote naturalized, soft-bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.	***Consistent:*** The Storm Drainage and Conceptual Grading Plan identifies the need for a series of onsite detention basins to handle stormwater runoff. Given the existing topography and drainage conditions, these detention basins are generally located in the residential areas of the project. They will be designed to not only handle annual storm runoff, but provide passive and active recreational uses, including fields, tot lots, and picnic areas. These park areas would be directly accessible to surrounding residential via pedestrian paths or sidewalks
LU-2.12 Use of Recycled Water Systems. Require connections and use of recycled water facilities where possible to integrate public landscapes and create water elements that will add to community value.	***Consistent:*** The North Hemet Specific Plan Design Guidelines incorporate water conservation measures, stating: "Water conservation measures should be incorporated into all irrigation systems pursuant to the Hemet Municipal Code. The use of reclaimed water, grey water, and/or collected rainwater for landscape irrigation is encouraged."

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-2.14 Maximize Existing Infrastructure. Promote the use and reuse of existing developed areas with available infrastructure and service systems, and reinvest in the maintenance, rehabilitation and expansion of existing infrastructure to serve new development.	***Consistent:*** Only a few areas within the North Hemet Specific Plan are currently developed. The plan would incorporate and reuse one of the existing buildings, the former Smart & Final building has been redesigned as a community service center operated by the County. The service center is expected to include programs for Hemet residents, such as a career resource area/skills lab, offices for County employees overseeing senior programs, and general meeting space.
LU-3 Avoid land use conflicts and provide for compatible development.	
LU-3.1 Residential Variety. Encourage a variety of residential development types which are physically and functionally compatible with surrounding neighborhoods.	***Consistent:*** See response to GP policy LU-1.3.
LU-3.4 Compatible Residential Development. Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to scale, neighborhood architectural character, setbacks, and other neighborhood design aspects. Assure that the type and intensity of residential uses is consistent with that in the immediate neighborhood.	***Consistent:*** The vision for the project is to create a new place that is a gateway into Hemet's historic downtown; complements the downtown as a mixed-use village that is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses. Human-scaled building design would be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. Key elements to be considered are the continuity of the building sizes, how the street-level and upper-level architectural detailing is treated, roof forms, rhythm of windows and doors, and general relationship of buildings to public spaces such as streets, plazas, parks, and public parking.
LU-3.5 Buffering of New Development. Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping and building scale and orientation.	***Consistent:*** The North Hemet Specific Plan provides detailed regulations for new development within the specific plan area. The standards are intended to ensure that new development will be compatible internally as well as with adjacent neighborhoods. Permitted uses and development standards are tailored to the desired uses and design character envisioned for the project.
LU-5 Create opportunities for mixed use and Transit-Oriented Development to complement and support vibrant city centers, regional commercial nodes, and business districts.	
LU-5.1 Siting of Mixed Use Districts. Encourage the development of mixed use and higher intensity residential, commercial, and employment centers along major transportation corridors and near future Metrolink rail stations.	***Consistent:*** In addition to two residential land use designations, a Neighborhood Mixed-Use Node (NMUN) designation would allow for a range of uses in a mixed-use setting. Additionally, the North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. The vision for the project is to create a new place that is a gateway into Hemet's historic downtown, complements the downtown as a mixed-use village that is compact and pedestrian oriented, and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-5.2 Land Use Connections. Promote employment and shopping centers in close proximity to residences in mixed use or transit-oriented development areas, and integrate with attractive and walkable pedestrian paths.	***Consistent:*** See response to GP policy LU-5.1.
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.	***Consistent:*** See response to GP policy LU-5.1.
LU-5.4 Multi-Family Residential in Mixed-Use District Design. Mixed use districts to avoid an over-concentration of multi-family units of similar density, scale, and architecture; and enhance the visual quality and character of the development with extensive landscape features and architectural diversity.	***Consistent:*** The North Hemet Specific Plan acknowledges that architectural styles and detailing are extremely important to the identity and appeal of residential neighborhoods, and it incorporates architectural design guidelines into the plan. With residential densities ranging from moderate to high, careful attention would be given to maintaining a comfortable neighborhood scale, unified streetscape elements, and functional private and public space. The plan presents a selection of compatible architectural styles that convey the historical character of the City of Hemet while allowing for variety and individuality. These styles include Traditional Farmhouse, English Tudor/ Victorian, California Craftsman, Spanish Revival, and Mediterranean.
LU-5.5 Public Spaces. Establish interesting and attractive focal points, public spaces or community uses within mixed use and transit oriented developments that are within walking distance and provide a source of activity and identity for the district.	***Consistent:*** The North Hemet Specific Plan includes design guidelines specific to the provision of community spaces. For example, the guidelines state that public open space requirements do not need to be immediately next to their individual buildings. Developers are instead encouraged to coordinate with other projects to provide larger outdoor spaces that serve multiple buildings and are centrally located within 300 feet of the buildings. In order to encourage the assemblage of public open space requirements, the following incentives are outlined in the North Hemet Specific Plan: • Reduction in required parking for commercial uses • Increase in maximum parcel coverage, up to a maximum of 10 percent • Priority (i.e., fast-track) permit processing
LU-5.6 Transitions and Buffers Provide appropriate transitions and buffers to minimize the potential incompatibilities of mixed use or transit oriented developments on adjacent neighborhoods and land uses.	***Consistent:*** Planning Areas 2, 4, and 6, which will be developed as mixed use, will not be adjacent to existing neighborhoods. Rather, they will be sited along State Street across from the proposed transit village. Planning Areas 1, 3, 5, and 7, which will be developed as medium and high density residential areas, will be strategically located between the mixed-use sites and existing residential neighborhoods. Additionally, Alessandro Street is between the North Hemet Specific Plan site and existing residential development to the west, and will function as an additional buffer between new and existing development.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-5.7 Land Use Flexibility. Accommodate flexibility in the overall form and integration of land uses within the mixed use districts provided that the district conforms to the purpose and principles of mixed use and smart growth concepts as embodied in the General Plan and implementing plans and ordinances.	***Consistent:*** The general development standards set forth in the North Hemet Specific Plan are intended to provide site design flexibility, allowing a mix of uses to be integrated into the area.
LU-5.8 Open Space. Require that adequate open space and for larger projects, recreational or community serving uses, be incorporated in mixed use development to serve the needs of the residents and businesses.	***Consistent.*** See response to GP policy LU-5.7.
LU-7 Promote the Downtown District as the centerpiece of community identity, activity, culture and governance.	
LU-7.1 Vibrant Land Use Mix. Encourage the revitalization and development of retail, office, restaurant, entertainment, cultural, civic, and housing uses within the Downtown District that create a pedestrian style living environment and sense of place.	***Consistent****:* The vision for the project is to create a new place that is a gateway into Hemet's historic downtown; complements the downtown as a mixed-use village that is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, neighborhood-level commercial, and small office uses. Human-scaled building design shall be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses.
LU-7.8 Downtown Neighborhoods. Maintain the special character and identity of the Downtown District as a collection of distinct neighborhoods with unique assets, functions and traits, each contributing to the overall image of the community. Support programs that meet each neighborhood's needs.	***Consistent:*** See response to GP policy LU-7.1.
LU-7.13 Centralized Parking Facilities. Continue to promote the development of centralized parking facilities that can be shared by multiple businesses.	***Consistent:*** Innovative parking strategies to maintain the character of the plan are encouraged. In anticipation of future development around the area, on-street parking, in addition to other parking opportunities, is proposed as potential shared parking between the primary use and the uses found within proposed development plans, such as the future transit village and Stockfarm. The plan also provides incentives for sharing parking sites. For example, projects that consolidate and combine individual parking lots into shared parking facilities are eligible to either reduce the overall parking requirement by up to 10 percent or increase the allowable floor area ratio by 2 percent.
LU-7.14 Residential Synergy. Encourage the development of new residential uses in proximity to supporting uses such as medical offices, transit facilities, community centers, parks and grocery stores.	***Consistent:*** See response to GP policy LU-5.1.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
LU-15 Foster a healthy community through land use and urban design practices that support healthy and sustainable lifestyles for all Hemet residents.	
LU-15.1 Balance of Land Uses. Through the General Plan Land Use and Zoning Maps, establish a balance of land use opportunities for jobs, housing, and services within the community that help achieve the mobility, access, open space, and air quality goals and policies of the City.	***Consistent:*** The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. In addition to two residential land use designations, a Neighborhood Mixed-Use Node allows a range of uses in a mixed-use setting. Further, the North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. Streets would be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses.
LU-15.3 Pedestrian Linkages and Connectivity. Encourage a built environment that promotes physical activity and access to goods and services while reducing driving and pollution by directing new commercial growth to existing and planned residential areas, incorporating pedestrian linkages and connectivity between land uses, and requiring development and design standards that create walkable streets and neighborhoods.	***Consistent:*** The vision for the project is to create a new mixed-use village that is a gateway into Hemet's historic downtown; is compact and pedestrian oriented; and comprises a mix of housing types, senior facilities, neighborhood-level commercial, and small office uses. Human-scaled building design shall be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. All commercial and mixed-use planning areas would be interconnected by perimeter walkways and internal walkways. A pedestrian circulation system would be incorporated into the residential development for the purpose of providing direct access to and from all dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas.
LU-15.6 Complete Communities. Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents.	***Consistent:*** See response to GP Policy LU-15.3.
LU-15.7 Public Spaces. Support the creation of public spaces that foster positive human interaction and healthy lifestyles such as public plazas, sidewalk and other outdoor dining opportunities, public art displays, and central gathering and meeting spaces.	***Consistent:*** The North Hemet Specific Plan includes design guidelines specific to the provision of community spaces. For example, the guidelines state that public open space requirements do not need to be immediately next to their individual buildings, and project developers are instead encouraged to coordinate with other projects to provide larger outdoor spaces that serve multiple buildings and are centrally located within 300 feet of the buildings. This would encourage the creation of spaces that can accommodate greater numbers of people and therefore foster human interaction and public gatherings. Additionally, streets in the plan area would be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
Community Design	
CD-1 Enhance Hemet's sense of place and local identity to develop community pride and expand tourism and investment.	
CD-1.1 Unique Sense of Place. Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles	***Consistent:*** The vision for the project is to create a new mixed-use village that is compact and pedestrian oriented and comprises a mix of housing types, senior facilities, neighborhood-level commercial, and small office uses. Human-scaled building design would be based on Hemet's historical commercial or residential styles for aesthetic appeal, pedestrian comfort, and compatibility with other land uses. The plan presents a selection of compatible architectural styles that convey the historical character of the City of Hemet while also allowing for variety and individuality. These styles include Traditional Farmhouse, English Tudor/Victorian, California Craftsman, Spanish Revival, and Mediterranean. The City and the County have identified a number of residential product types that are well suited to the project area in terms of scale, site design flexibility, and quality design features. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing. All commercial and mixed-use planning areas would be interconnected by perimeter walkways and internal walkways.
CD-1.5 Design Excellence. Require design excellence and compatibility in site planning, architecture, landscape design and signage.	***Consistent:*** See response to GP policy CD-1.1.
CD-1.6 Sustainable Design Require new developments to incorporate sustainable design amenities and features.	***Consistent:*** See response to GP policy LU-2.9.
CD-1.10 Neighborhood Street Trees. Encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest	***Consistent:*** The North Hemet Specific Plan contains design guidelines that identify particular species of trees to be used in the area. In general, the landscape palette should contain drought-tolerant and native plants, including highlights of ornamentals for accents and identification of key areas. The street tree palette should provide a mix of broadleaf and evergreen trees to accommodate shade and winter sun needs depending on tree and building locations.
CD-2 Use gateway markers, monuments, community signage, and landscaping to portray a positive visual entry into the City and to key locations.	
CD-2.2 Neighborhood Identification. Entry nodes should be established in neighborhoods to provide neighborhood identity and pride of community.	***Consistent:*** The design guidelines specify that a freestanding or wall identification sign would be located at the entrance to each neighborhood/community.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-3 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.	***Consistent:*** It is the intent of the North Hemet Specific Plan for buildings to front along all streets to the extent possible. Building frontage along major roadways would help to frame the street, create a pedestrian-friendly environment, and activate businesses and neighborhoods. A sidewalk system would be developed adjacent to all streets. Meandering sidewalks may be utilized along those streets with landscaped easements behind the sidewalks.
CD-3.2 Residential Subdivisions. Require residential subdivisions to provide a 15-foot wide landscape setback adjacent to the public right-of-way when perimeter walls or fences are constructed and access to residential units is interior to the subdivision. Landscaped setbacks shall be a separate lettered lot and maintained by a property owners association or maintenance district.	***Consistent:*** The proposed project includes Development Criteria, including provisions regarding landscape setbacks and provisions requiring maintenance as part of a homeowner's association.
CD-3.7 Drought Tolerant Landscaping. Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.	***Consistent:*** See response to GP policy CD-1.10.
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.	***Consistent.*** See response to GP policy CD-1.10.
CD-5 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.	***Consistent:*** The proposed project calls for a range of residential densities and product types, neighborhood commercial, office, community facilities, and recreational land uses. Residential product types suggested for consideration by the proposed project include greencourt homes, paired homes, courtyard cluster homes, townhomes, podium apartments, gardencourt apartments, and senior housing. In addition to two residential land use designations, a Neighborhood Mixed-Use Node designation is proposed for the site. The NUMN designation allows a range of uses in a mixed-use setting. Further, the North Hemet Specific Plan is intended to be "transit ready" in terms of the mix and intensity of uses planned, as well as the site design criteria. The circulation plan is intended to efficiently integrate the North Hemet Specific Plan area into the region's transportation network. Streets would be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-5.2 Scale and Character of Development. New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.	***Consistent:*** See response to GP policy CD-1.1.
CD-5.3 Scale of Development. Require new development to follow site planning and architectural design principles that maintain the historic character, scale and integrity of the City's neighborhoods and districts, where applicable.	***Consistent:*** See response to GP policy CD-1.1.
CD-5.5 Specific Plans. Require specific plans to promote cohesive and integrated patterns of development for large undeveloped areas, especially areas designated for mixed use.	***Consistent:*** See response to GP policy CD-1.1.
CD-5.7 Design Standards and Guidelines. Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.	***Consistent:*** The North Hemet Specific Plan includes Design Guidelines and standards that will shape future development in the area.
CD-5.10 Residential Variety. Encourage a variety of residential development types which display attractive design features and amenities, and are physically and functionally compatible with surrounding neighborhoods.	***Consistent:*** See response to GP policy CD-1.1.
CD-5.11 Buffers Require the provision of adequate buffers along the edges between industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas and single-family areas of varying densities.	***Consistent:*** The North Hemet Specific Plan includes requirements for building setbacks and buffers, such as landscape buffers and walls, to separate adjacent land uses that are different in scale or type. Landscaping, berms, and/or walls are required to shield storage, loading areas, and service entrances from noise-sensitive uses and be oriented in a manner that minimizes noise intrusions.
CD-5.14 Buildings that Front Streets. Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, façade articulation, ground-floor transparency, and location of parking.	***Consistent***: See response to GP policy CD-3.1.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-5.15 Screening of Off-Street Parking. Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.	***Consistent:*** The specific plan stipulates that parking would be conveniently located and screened from perimeter streets and adjacent future mixed-use areas to the greatest extent possible.
CD-6 Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.	
CD-6.1 Sign Design Encourage interesting, creative, and unique approaches to sign design with the following: a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building. b. Signs and monuments should complement a building's style and materials, and coordinate with the City's desired street character. c. Signs within the Downtown District should promote retail and street activity and enhance the pedestrian experience. d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color. e. Signs and sign monuments should be enhanced with the use of landscaping at their base.	***Consistent:*** Signage within the North Hemet Specific Plan is guided by the development criteria. Signs must comply with the City of Hemet's Municipal Code's standards (Section 90.1241 to 90.1286), with limited exceptions, which would require review by the Community Development Director.
CD-7 Enhance the visual image of the City through landscaping and perimeter walls and fencing	
CD-7.3 Landscape Design. Encourage the use of creative landscape design to enhance visual interest and reduce conflicts between different land uses and incorporate drought tolerant landscape materials.	***Consistent:*** The North Hemet Specific Plan Landscape Guidelines require use of landscaping to encourage bicycle and pedestrian movement, enhance public spaces, and buffer sensitive land uses. The plant palette would be California friendly for the long-term sustainability of the project areas, including requirements for drought-tolerant plant species.
CD-7.4 Public Landscaping. Improve the appearance of neighborhood areas through public landscaping, location of open space buffers, and special landscape features.	***Consistent:*** The North Hemet Specific Plan incorporates landscape guidelines into its design guidelines. The guidelines apply to the entire project area of the North Hemet Specific Plan and provide design guidance relating to general landscaping, as well as parks and open space and streetscapes. In accordance with the landscape guidelines, landscaping, as opposed to walls, would be used to buffer adjacent land uses that are different in scale, use, or design and parking areas from the street.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-8 Facilitate good community design featuring pedestrian access and amenities that offer a pleasurable walking environment, and encourages residents to consider alternatives to the automobile.	
CD-8.2 Residential Pedestrian Connections. Require the provision of safe, walkable connections between residential developments, schools and park sites.	***Consistent:*** The North Hemet Specific Plan stipulates that streets be designed as public places that encourage pedestrian and bicycle travel and provide shade and convenient access to transit and other uses. A pedestrian circulation system would be incorporated into the residential development to provide direct access to and from all dwelling units, trash storage areas, parking areas, recreational areas, and other outdoor living areas. A sidewalk system would be developed adjacent to all streets, and meandering sidewalks may be utilized along streets with landscaped easements behind the sidewalks.
CD-8.4 Increase Walkability. Require new development to create walkable, pedestrian scaled blocks, publicly accessible midblock paseos, and pedestrian routes where appropriate, with sidewalks appropriately scaled for anticipated pedestrian use. Walkability can be enhanced by: a. Discouraging wide expanses of parking lots. b. Minimizing pedestrian-auto conflicts and ensuring a high-level of safety for pedestrians. c. Providing pedestrian linkages between uses and buildings. d. Creating an appealing street scene through the use of attractive street furniture and landscaping. e. Designing commercial projects to feature a central plaza or main visual focus oriented toward pedestrian and transit connections. f. Designing commercial projects with building façades that are interesting and in scale with the pedestrian. Ground floor elevations should avoid long bland walls. Windows and entrances should be located at frequent intervals. g. Integrating features such as awnings and verandas that shield visitors from the elements. h. Discourage projects that face inward, are surrounded by walls, or have no connection to neighboring uses.	***Consistent:*** See response to GP policy CD-8.2 and CD-3.1.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-8.5 Neighborhood Amenities. Encourage appropriately scaled neighborhood–supportive facilities and services to enhance neighborhood identity and provide convenient access within walking and biking distance of city residents.	***Consistent:*** The Mixed-Use designation in the specific plan is intended to create environments of higher intensity and an integrated mix of residential, commercial, and/or office uses to provide greater opportunities for people to live, work, and shop within a compact area. By locating neighborhood-serving commercial uses in proximity to residential units, the specific plan aims to reduce vehicular dependence and enhance the use of alternative modes of travel such as walking and biking.
CD-8.6 Connections to Open Space. Ensure that new residential neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, bikeways, and other open space networks and are within easy walking distance of residents.	***Consistent:*** The North Hemet Specific Plan's Design Guidelines state that: ▪ The creation of pocket parks and pedestrian trails and paths within neighborhoods is encouraged. ▪ Recreation and open space areas should be designed to accommodate the needs of different ages and abilities. ▪ Pedestrian and bicycle access within the site is required. This access should include well-defined and convenient pedestrian walkways between buildings, from buildings to parking lots, and especially between the commercial and residential uses.
CD-8.7 Walkable Streets. Require design and development of neighborhoods that are pedestrian friendly and include features such as short blocks, broad and well-appointed sidewalks (e.g., lighting, landscaping), tree-shaded streets, buildings that define and are oriented to adjacent streets and public spaces, limited driveways curb cuts, paseos and pedestrian lanes, alleys, traffic-calming features, convenient pedestrian street crossings, and access to transit.	***Consistent:*** See response to GP policy CD-3.1
CD-9 Maintain and create public spaces for people to gather within the City.	
CD-9.7 Common Space in Residential Areas. Encourage common areas and facilities within residential developments to provide gathering areas for social and recreational activities.	***Consistent:*** See response to GP policy LU-15.7
CD-10 Establish mixed-use development standards that facilitate design excellence and compatibility with neighboring uses.	
CD-10.1 Mixed Use Development. Mixed use development should: a. Encourage pedestrian activity by providing sidewalks with ample width, encourage on-street parking, include street furniture sited adjacent to the curb as a barrier to auto traffic, and encourage commercial spaces featuring frequent sidewalk entrances.	***Consistent:*** See response to GP policies CD-5.1 and LU-15.7.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
b. Create a credible residential environment by making commercial uses visually distinct from residential spaces. Dwelling units should exhibit a residential character, and residential entrances should read differently from entrances to commercial businesses. c. Include public plazas that attract visitors to the public portions of the development, and offer private open space areas that limit intrusion by nonresidents. d. Encourage the use of outdoor dining and gathering areas to provide street activity. e. Incorporate transit systems and amenity within or serving the project, such as local jitney services, shuttle loops, or nonmotorized vehicular trails within the project area. f. Inclusion of special landscape design improvements such as: streetscape design in the public right-of-way, pedestrian plazas, courtyards, sidewalk cafes and overall landscape design of project open space. g. Provision of public park facilities, pedestrian connections and easements, bicycle routs that link activity centers and other mixed use areas.	
CD-11 Utilize the principles of safescape and defensible space to improve community image and personal safety.	
CD-11.3 Building Design. Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.	***Consistent:*** It is the intent of the North Hemet Specific Plan for buildings to front along all streets to the extent possible as specified in the land use plan. Porches, detailed entries, stoops, arcades, colonnades, and retail storefronts would provide a strong transition from the street to each building. Building frontage along major roadways would help to frame the street, create a pedestrian-friendly environment, and activate businesses and neighborhoods.
CD-12 Preserve and enhance the character of existing neighborhoods and districts while incorporating infill development and revitalization.	
CD-12.3 Residential Infill Development. Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to transition of scale of buildings, neighborhood architectural character, color, lot size and setbacks.	***Consistent:*** The vision for the project is to create a new place that is a gateway into Hemet's historic downtown, complements the downtown as a mixed-use village that is compact and pedestrian oriented, and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-12.4 Neighborhood Character. Ensure that the distinct character of each neighborhood/district is respected and reflected in all new development, especially infill development.	***Consistent:*** See response to GP policy CD-1.1.
CD-13 Enhance the vitality and appearance of the Downtown District through Community Design.	
CD-13.7 Landscaping. Landscaping within the Downtown District should be utilized to: ▪ define public spaces; ▪ create color and interest through varying heights of landscape materials used to define areas or "step up" to architectural features or by creating linear plantings of trees and groundcover to create strong visual corridors; ▪ provide shade for people and vehicles; and ▪ provide visual relief, color, and interest to pedestrians and persons in vehicles.	***Consistent:*** The North Hemet Specific Plan contains design guidelines specific to landscaping and addresses issues such as shading, color, and space definition.
CD-13.10 Architectural Style. The architectural style of the Downtown District shall enhance the existing architectural elements in the downtown core. New buildings should incorporate the architectural features which are generally present in the structures within the area. Architectural features may include the following design elements: ▪ cornices, ▪ façade sign area, ▪ canopies, ▪ display windows, ▪ masonry accents, and ▪ columns and molding.	***Consistent:*** See response to GP policy CD-1.1.
CD-14.1 Mixed Use Hub. Transform the area surrounding the future Metrolink station area as a mixed use transit village.	***Consistent:*** The North Hemet Specific Plan would be designed to be transit ready. Development of the proposed project would ensure that mobility and accessibility for people and goods would be maximized. As a part of North Hemet Specific Plan, a comprehensive pedestrian and bicycle linkage system would be created that would provide convenient linkage throughout the specific plan area.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CD-14.2 Pedestrian Design Concepts. Incorporate pedestrian-friendly design concepts in new development surrounding the transit village. Establish a pedestrian/bicycle trail to link activity nodes in the area.	***Consistent:*** See response to GP policies LU-15.3 and CD-3.1.
CD-14.3 Higher Density Housing. Promote higher density housing and live-work housing in the transit village area.	***Consistent:*** See response to GP policy CD-8.5.
CD-14.4 Mixed Land Uses. Promote new neighborhood retail, parks and structured parking in the transit village area.	***Consistent:*** See response to GP policies CD-8.5 and CD-8.6.
Circulation	
C-1 Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.	
C-1.1 Complete Streets. Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.	***Consistent:*** See response to GP policies LU-1.7 and CD-8.2.
C-1.3 Traffic Flow Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.	***Consistent:*** Section 5.13, *Transportation and Traffic*, of the draft environmental impact report concluded that after mititgation measures to improve traffic intersection performance, all project-related and cumulative impacts to traffic would be less than significant. That is, all roadway segments and intersections in the traffic study area would operate at acceptable levels of service.
C-1.7 Connectivity Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.	***Consistent:*** See response to GP policy CD-8.2.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
C-1.16 Mixed Use District Street Design. To facilitate transit- and–pedestrian-oriented street design in the Mixed Use District, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, enhanced crosswalks, wider sidewalks, and other appropriate measures which enhance traffic flow, transit efficiency, and pedestrian movements.	***Consistent:*** The North Hemet Specific Plan encourages shared parking for mixed-use projects to meet parking demand. If shared parking is proposed, a shared-parking study is required to be submitted and approved by the Community Development Director and City Engineer. In addition, the North Hemet Specific Plan would be designed to be transit ready. Development of the proposed project would ensure that mobility and accessibility for people and goods would be maximized. As a part of North Hemet Specific Plan, a comprehensive pedestrian and bicycle linkage system would be created that would provide convenient linkage throughout the specific plan area. In addition, several offsite transportation system improvements would be implemented by the proposed project—in addition to payment of development impact fees and transportation uniform mitigation fees for cumulative local and regional transportation improvements, respectively.
C-4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road.	
C-4.1 Sustainable Urban Design. Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.	***Consistent:*** See response to GP policies LU-1.7 and CD-8.2.
C-4.2 Transportation Alternatives Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.	***Consistent:*** See response to GP policies LU-1.7 and CD-8.2.
C-4.5 Development Alternatives. Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.	***Consistent:*** See response to GP policies LU-1.7 and CD-8.2.
C-4.15 Transit-oriented Development Design Features. Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to: a. requiring bus turnouts and shaded bus stops where appropriate;	***Consistent:*** See response to GP policies LU-1.7 and CD-8.2.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
b. requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers; c. encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities	
C-5 Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools, and commercial and office centers.	
C-5.6 Pedestrian Linkages. Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.	***Consistent:*** See response to GP policy CD-8.2.
Community Services and Infrastructure	
CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, energy, and communications.	
CSI-1.1 Infrastructure Availability. Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.	***Consistent:*** Existing water and sewer lines are located within the streets surrounding the project area. Wastewater treatment services are provided to the project area by Eastern Municipal Water District at the Hemet/San Jacinto Regional Water Reclamation Facility. Future development will be served by connections to these existing lines, subject to the approval of the City Engineer.
CSI-1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.	***Consistent:*** As concluded in Section 5.14, *Utilties and Service Systems*, existing water, wastewater, and stormwater infrastructure would be adequate to serve the project area at buildout.
CSI-2 Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.	
CSI-2.1 Agency Coordination Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.	***Consistent:*** As identified in the water supply assessment, water suppliers would have sufficient supplies to meet demands generated by the proposed North Hemet Specific Plan, as well as other existing and forecast water demands in each supplier's service area.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CSI-2.8 Best Management Practice Features/Equipment. Require installation of best management practice features for water for all new development and for applicable rehabilitation.	***Consistent:*** All development within the North Hemet Specific Plan would comply with all applicable best management practice requirements.
CSI-3 Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.	
CSI-3.1 Performance Standards. New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.	***Consistent:*** As concluded in Section 5.14, *Utilties and Service Systems*, existing sewer facilities would be adequate to serve development in the North Hemet Specific Plan.
CSI-4 Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.	
CSI-4.1 Sufficient Service. Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.	***Consistent:*** See response to GP policy CSI-1.2.
CSI-4.4: Groundwater Recharge. Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities.	***Consistent:*** The North Hemet Specific Plan proposes serveral joint use parks/detention basins onsite. These areas are intended to handle seasonal stormwater runoff, as well as provide recreation opportunities and visual open space. The areas will also enable groundwater recharge through the provision of open, softscaped areas that will detain water where it may percolate into the groundwater table.
CSI-4.5 Drainage System Mitigation. In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated.	***Not Applicable:*** As concluded in Section 5.14, *Utilties and Service Systems*, existing stormwater conveyance would be adequate to serve the drainage requirements of the North Hemet Specific Plan site, and no significant impacts to storm drain systems would occur as a result of the project.
CSI-4.6 Aesthetic Design. Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.	***Consistent:*** See response to GP policy CSI-4.4.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.	
CSI-5.3 Energy Services. Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.	***Consistent:*** As concluded in Section 5.14, *Utilties and Service Systems*, no significant impacts to electricity or natural gas services are anticiapted as a result of project buildout. Additionally, the North Hemet Specific Plan Design Guidelines address energy conservation through encourangement of sustainable architectural and other design features, including solar orientation and use of energy-efficient building materials.
CSI-5.8 Agency Coordination. Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner.	***Consistent:*** Service provider letters were sent to Southern California Edison and the Southern California Gas Company to identify any constraints to providing energy and natural gas for the proposed project. In addition, a project-specific water supply assessment was conducted that identified sufficient water supplies to meet the project's water demand in addition to regional water demand.
CSI-7 Consult with local educational institutions to coordinate the provision of adequate and appropriate educational facilities and services.	
CSI-7.1: City/School Districts Coordination Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.	***Consistent:*** The San Jacinto Unified School District and the Hemet Unified School District were contacted to identify any constraints to providing school services within the project area. In addition, future developments within the North Hemet Specific Plan would be required to pay school impact fees to mitigate potential impacts to school facilities.
CSI-7.2 Early Participation Involve area school districts in the review process for new development to ensure that the school district can serve the new development and to minimize associated impacts.	***Consistent:*** See response to Policy CSI-7.1.
CSI-9 Maintain and enhance a City library system that contributes to quality of life through accessible and diverse library collections, technologically improved services, and a welcoming environment.	
CSI-9.5 Impact Fees. Continue to use City-collected, library-specific impact fees for the development, expansion, or rehabilitation of existing library facilities.	***Consistet:*** As discussed in section 5.11, *Public Services*, development within the North Hemet Specific Plan area would be required to comply with library facility development impact fees.
CSI-10 Facilitate the provision of social services that provide a benefit to the existing residents of Hemet, and are an asset to the overall community.	
CSI-10.2 Senior Facilities Support and encourage the development of independent living or care facilities for seniors in locations with convenient access to social services, commercial areas, medical services, and transportation.	***Consistent:*** The North Hemet Specific Plan incorporates senior living and senior facilities into its proposed land uses. Planning Area 1 of the specific plan is intended to be developed as a senior housing complex that may include nonassisted senior apartments or condominiums and a potential assisted-living facility. Convenient pedestrian access between the mixed uses proposed for Planning Area 2 and the senior housing in Planning Area 1 would be provided. Additionally, senior housing would be permitted in Planning Areas 3, 5, and 7.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
Public Safety	
PS-1 Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.	
PS-1.3 Slope Stability. Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.	***Not Applicable:*** As discussed in Section 5.4, *Geology and Soils*, no evidence of past landslides or slope instabilities was observed during the geotechnical investigation, and the potential for landslides onsite is considered negligible. This policy is therefore not applicable.
PS-1.6 Alquist-Priolo. Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.	***Consistent:*** As discussed in Section 5.4, *Geology and Soils*, there are no known faults in or immediately adjacent to the project site, and the nearest known fault to the site is the Casa Loma Fault 0.4 mile to the northeast (CGS 2010). The project is not within an Alquist-Priolo Earthquake Fault Zone or a State of California Special Studies Zone. Therefore, development within the North Hemet Specific Plan would be in compliance with the Alquist-Priolo Eartchquake Fault Zoning Act, which requires that developments be located a minimum of 50 feet from active faults.
PS-2 Reduce risk of property damage and human injury from flood hazards.	
PS-2.3 New Development. Minimize additional flood risk exposure in developing areas.	***Consistent:*** As discussed in Section 5.7, *Hydrology and Water Quality*, a portion of the North Hemet Specific Plan is within the 100-year flood plain; therefore, the future development of this portion of the site must be reviewed by FEMA to determine whether or not the project meets the criteria of the National Flood Insurance Program, and if revisions will be needed to the FEMA maps for the community as a result of the project's construction. At project completion the proposed storm drains, detention basins, and pumps would protect the specific plan area from 100-year flooding and would control runoff from the project site so that the site would not contribute to 100-year flooding downstream. In addition, the elevations of any proposed habitable spaces in a flooding hazard area would be required to be placed above the 100-year flood elevations. Final elevations would be verified by FEMA. Therefore, impacts related to flood zones are considered less than significant. Implementation of the specific plan would not subject people or structures to substantial hazards from 100-year floods.
PS-2.6 100-Year Flood Zone. Require new construction within the 100-year flood zone to meet National Flood Insurance Program standards.	***Consistent:*** See response to GP policy PS-2.3.
PS-3 Protect lives and property from the potential dangers associated with ground transportation.	
PS-3.1 Safe Pedestrian Design. Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the City.	***Consistent:*** See response to GP policy LU-1.4.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
PS-4 Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.	
PS-4.1	***Not Applicable:*** The North Hemet Specific Plan Area is not located near Hemet-Ryan Airport. This policy is therefore not applicable.
PS-6 Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.	
PS-6.2 Individual Fire Protection Systems. Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.	***Consistent:*** New development within the North Hemet Specific Plan would comply with the current Title 24 Building Code, including provisions for fire sprinklers and fire protection systems.
PS-7 Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.	
PS-7.1 Fire Service Response. Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopmen t will not result in a reducing fire protection services below acceptable, safe levels.	***Consistent:*** As discussed in Section 5.11, *Public Services*, the project would add up to 525 high density and medium-high-density residential units and up to 135,254 square feet of commercial and office uses into the HFD's service area. Thus, the project would result in some increase in calls for HFD fire protection and emergency medical services. Existing fire protection facilities and staffing are expected to be sufficient to provide services to the project, and project development is not anticipated to require that HFD construct new or expanded facilities or increase its staff. In addition, development within the North Hemet Specific Plan would be required to pay development impact fees for their proportional share of new fire and emergency services demand to enable the construction of new fire service facilities.
PS-7.3 Development Impacts. Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.	***Consistent:*** See response to GP policy PS-7.1.
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.	***Consistent:*** Roadway cross-sections proposed within the North Hemet Specific Plan are consistent with the 2030 General Plan Circulation Element and would provide adequate access for emergency vehicles. Individual development projects would be reviewed by the Riverside County Fire Department for consistency with standards for emergency vehicle access.
PS-7.5 Fire Protection Adequacy. Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.	***Consistent:*** See response to GP policy PS-7.1.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
PS-8 Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.	
PS-8.1 Police Services. Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.	***Consistent:*** As discussed in Section 5.11, *Public Services*, the project would add up to 525 high density and medium-high-density residential units and up to 135,254 square feet of commercial and office uses into the HPD's service area. HPD would be able to provide police protection to the project from existing police facilities. However, HPD's staffing has been reduced substantially in recent years due to budget cuts as a result of the recession. Any increase in population would have an adverse effect on police service to the proposed project as well as to the entire community. Individual developments within the North Hemet Specific Plan would be required to pay development impact fees for police services that contribute police staffing and facilities. Additional tax revenue generated by the development of the proposed project would also contribute funds to the City's General Fund. Police department needs would be assessed and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. Impacts to police services generated by the North Hemet Specific Plan would be less than significant.
PS-8.3 Development Impacts. Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and ongoing demand for police services.	***Consistent:*** See response to GP policy PS-8.1.
PS-9 Improve community safety and reduce opportunities for criminal activity through appropriate physical design.	
PS-9.2 Adequate Project Lighting. Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.	***Consistent:*** The North Hemet Specific Plan addresses lighting in its development criteria and design guidellines. Requirements for lighting include the following standards: ▪ All developments shall provide lighting on all vehicular access ways and along major walkways. ▪ Lighting shall be installed within all covered and enclosed parking areas, and light control switches shall not be controlled or be accessible to residents. ▪ Security lighting fixtures shall not project above the fascia or roof line of the building. ▪ Outdoor lighting associated with commercial uses shall be shielded so as not to not adversely impact surrounding residential uses, but shall provide sufficient illumination for access and security purposes. ▪ Outdoor lighting shall not blink, flash, oscillate, or be unusually bright or intense. Landscaping shall be used with other features to reduce potential light and glare impacts.
PS-11 Manage noise levels through land use planning and development review.	
PS-11.1 Noise Standards. Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
PS-11.3 Evaluate Noise. Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.	***Consistent:*** Future development projects in a high noise environment would be required to submit an acoustics study identifying architectural treatments and design recommendations to achieve the City of Hemet's indoor and exterior noise standards.
PS-11.4 Protect Noise-Sensitive Uses. Protect noise-sensitive uses from new noise sources.	***Consistent:*** New development would be required to adhere to the stationary noise standards of the City of Hemet Municipal Code to prevent noise intrusions from land uses within the North Hemet Specific Plan to existing noise-sensitive land uses and proposed noise-sensitive uses in the project area. In addition, new noise-sensitive land uses onsite would be required to adhere to the interior and exterior noise compatibility standards of the City of Hemet.
PS-12 Minimize noise conflicts from transportation sources and airports.	
PS-12.1 Traffic Noise Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.	***Consistent:*** The North Hemet Specific Plan includes requirements for building setbacks and buffers, such as landscape buffers and walls, to separate adjacent land uses that are different in scale or type. Landscaping, berms, and/or walls are required to shield storage, loading areas, and service entrances from noise-sensitive uses and be oriented in a manner that minimizes noise intrusions. In addition, future development projects in a high noise environment would be required to submit an acoustics study identifying architectural treatments and design recommendations to achieve the City of Hemet's indoor and exterior noise standards.
PS-12.2 Railroad Noise Minimize noise conflicts between current and proposed land uses and railroad corridors by protecting railroad corridors from encroachment of incompatible land uses and by adhering to the City's noise standards presented in Table 6.4.	***Consistent:*** Future development projects in a high noise environment would be required to submit an acoustics study identifying architectural treatments and design recommendations to achieve the City of Hemet's indoor and exterior noise standards.
Open Space and Conservation	
OS-2 Conserve open space areas and hillsides to provide for a balance of recreation, scenic enjoyment, development, and protection of natural resources and features.	
OS-2.1 Development Design. Encourage the use of clustered development and other site planning techniques to maximize the preservation of permanent open spaces.	***Consistent:*** The North Hemet Specific Plan guides development of a compact, mixed-use community that is integrated with existing and planned surrounding development. When built out, the project area will contain a variety of neighborhood-serving commercial and office uses; a range of residential product types, including affordable and senior living facilities; and supporting recreational land uses. The overall design intent is to create a small-block fabric and mix of uses similar to the historic areas in the downtown. By integrating housing with necessary commerical and recreation amenities and providing convenient connections to the retail opportunities located in Hemet's downtown, less land is required to meet Hemet residents' needs, and open space in the City may be preserved.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
OS-2.4 Landscaping Guidelines. Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage.	***Consistent:*** The North Hemet Specific Plan incorporates landscape guidelines into its design guidelines. The guidelines apply to the entire project area of the North Hemet Specific Plan and provide design guidance relating to general landscaping, as well as parks and open space and streetscapes. The design guidelines stipulate that plant material should be selected from the proposed landscape plant palette, which contains a mix of trees and shrubs that grow well in Hemet's climate.
OS-5 Conserve and protect surface water, groundwater, and imported water resources.	
OS-5.3 Development Design. Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.	***Consistent:*** All development within the North Hemet Specific Plan would comply with all required best management practices.
OS-5.5 Water Efficient Landscaping. Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.	***Consistent:*** The North Hemet Specific Plan Design Guidelines address landscaping and water efficiency. The Design Guildelines state that: ▪ Large groupings of plant materials are encouraged to create a logical sense of order and continuity throughout the community. ▪ Hydrozoning, the grouping of plants with similar water requirements, should be applied where possible. ▪ Water conservation measures should be incorporated into all irrigation systems pursuant to the Hemet Municipal Code. The use of reclaimed water, grey water, and/or collected rainwater for landscape irrigation is encouraged. ▪ Plant material should be selected from the proposed landscape plant palette, which contains a mix of trees and shrubs that grow well in Hemet's climate.
OS-6 Conserve energy resources through the use of available technology and conservation practices.	
OS-6.1 CALGreen Standards Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.	***Consistent:*** Proposed structures would be consistent with the development criteria of the current Title 24 Building and Energy Efficiency Standards and the California Green Building Code (CALGreen). Project buildings would be energy efficient and water efficient in accordance with these design standards.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
OS-7 Improve air quality and seek to reduce green house gas emissions.	
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.	***Consistent:*** All development within the North Hemet Specific Plan would comply with all required best management practices.
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.	***Consistent:*** See response to GP policies LU-1.2, LU-1.3, and LU-1.4.
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.	***Consistent:*** Development projects within the North Hemet Specific Plan would be subject to the South Coast Air Quality Management District's Rule 403 for fugitive dust control. Adherence to this existing regulation during project-related construction activities and additional mitigation measures in this EIR for exhaust and particulate matter emissions would ensure compliance.
OS-7.12 Best Management Practices. Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.	***Consistent:*** All development within the North Hemet Specific Plan would comply with all required best management practices.
OS-8 Promote practices that fulfill present and future housing and economic needs while not harming natural resources, depleting renewable energy resources, or disrupting environmental systems.	
OS-8.2 Land Use Planning. Encourage new and infill development that provides employment opportunities for Hemet residents, is located near activity centers or along transportation corridors, and incorporates off-road trails for pedestrians and cyclists to reduce the length and number of vehicle trips.	***Consistent:*** See response to GP policies LU-1.2, LU-1.3, and LU-1.7.
OS-8.3 Mixed Use Development. Support mixed-use commercial-residential development in accordance with the Land Use Element as an opportunity to improve the City's current jobs-housing ratio and work-live balance.	***Consistent:*** See response to GP policies LU-1.2, LU-1.5 and LU-1.7.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
Recreation and Trails	
RC-1 Provide an appropriate range of active and passive parkland facilities to meet park acreage standards and the recreational needs of residents.	
RC-1.2 Park Standard. Require adequate open space in new development for both passive and active recreation. Achieve and maintain a standard of 5 acres of parkland per 1,000 residents in the City.	***Consistent:*** As discussed in Section 5.12, *Recreation*, a portion of the proposed project's parkland needs would be met through provisions for parkland onsite, including joint-use detention basins and private recreational areas. The project would develop three joint-use parks/detention areas totaling 0.77 acres. The North Hemet Specific Plan also includes requirements for common outdoor spaces as part of the development standards. Pursuant to these standards, residential developments would be required to provide 100 square feet of common outdoor space per dwelling unit for residential development. The specific plan would permit development of up to 525 dwelling units; therefore, up to 52,500 square feet (1.205 acres) of common outdoor spaces would be required. Combined with the 0.77 acre of parks/detention areas, the project would provide total park space of up to 1.975 acres. While a portion of parkland demand (based on the City's standard of 5 acres per 1,000 residents) would be met onsite by these 1.975 acres, project residents would create demand for an additional 4.15 acres of parkland that would need to be met elsewhere in the City. In order to meet the City's parkland requirements, development within the North Hemet Specific Plan would be required to pay in-lieu fees in accordance with Chapter 70 Subdivisions, Article 5, of the Hemet Municipal Code, authorized by the Quimby Act. The in-lieu fees would be used to provide and/or improve neighborhood parks that would be available to project residents.
RC-1.5 Conversion of Marginal Land. Require the utilization and maintenance of stormwater basins and undevelopable areas of any project (e.g., utility easements, undersized lots) for recreational uses such as tot lots, picnic areas, community gardens, or passive open space, as feasible.	***Consistent:*** See response to GP policy LU-2.11 and RC-1.2.
RC-2 Increase the amount and diversity of recreation areas and facilities within the City through the development process, multi-agency partnerships, and the use of creative funding strategies.	
RC-2.1 Development Standards. Require developers of new residential developments to provide on-site recreational amenities commensurate with the size of the project or contribute in-lieu fees for the development of facilities in accordance with the nexus standard.	***Consistent:*** See response to GP policy RC-1.2.
RC-2.3 Quimby Act Continue to implement the Quimby Act to provide park dedication and in-lieu fees for community recreational facilities.	***Consistent:*** See response to GP policy RC-1.2.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
RC-2.4 Specific Plan Requirement. Require a parks and recreation component in specific plans for new residential developments that: • identifies public and private park sites in accordance with approved service standards; • defines park types, design guidelines, landscape standards, and user demand; • integrates parks with neighborhood centers and schools; • physically links parkland to residential areas and facilities through an integrated system of green spaces and the City's off-road and on-road trail system; • defines design standards and programming needs consistent with the demographic trends of the City; and • incorporates principles of energy, water, and natural resources conservation.	***Consistent:*** The North Hemet Specific Plan addresses parks and recreation in its design guidelines. Issues related to parks addressed in the document include pedestrian and bicycle accessibility, connectivity between parks and residential and commerical uses, as well as recommended landscape and hardscape design materials.
RC-4 Design and manage a parkland system that is compatible with adjacent land uses.	
RC-4.2 Accessibility. Provide well-designed and easily accessible linkages to pedestrian and bike trails to encourage park users to access the park by nonvehicular means.	***Consistent:*** See response to GP policy CD-8.6.
RC-5 Design and manage a parkland system that respects the features of the natural environment and incorporates conservation features into park design and operations.	
RC-5.3 Environmentally Sensitive Design and Landscaping. Require that new parks be sited and developed in an environmentally sensitive manner with drought-tolerant landscaping, recycled water for irrigation, and natural drainage courses that recharge groundwater.	***Consistent:*** The landscape guidelines included as part of the North Hemet Specific Plan Design Guidelines apply to parks. See response to GP policy OS-5.5.
RC-6 Establish and maintain a public trail system that provides residents and visitors with safe, useable, and attractive hiking, cycling, and equestrian opportunities, linking areas within the City.	
RC-6.2 Development Requirement. Require new development to provide trails in accordance with the City's recreation and park master plan, specific plan requirements, and the policies of the General Plan.	***Consistent:*** The proposed project would include a comprehensive network of bicycle and pedestrian trails that connect residential areas with nonresidential areas and to the future transit station.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
Historic Resources	
HR-2 Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.	
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.	***Consistent:*** The proposed project is a specific plan and therefore subject to the consultation requirements of Senate Bill 18. In accordance with SB 18, the City of Hemet consulted with the tribes requested by the Native American Heritage Commission.
HR-2.2 Monitoring. Require monitoring of new developments where resources or potential resources have been identified in the review process	***Consistent:*** As discussed in section 5.3, *Cultural Resources*, applicants for new development projects within the North Hemet Specific Plan will retain a qualified archaeologist to periodically monitor ground-disturbing activities.Mitigation measures dicussed in Section 5.3 stipulate that the archaeologist will determine the required duration and extent of monitoring, and that the construction manager will adhere to the stipulations of the archaeological monitoring plan. Additionally, the archaeologist has the authority to halt any project-related activities in the event cultural resources are uncovered. Archaeological resources must be recovered, analyzed in accordance with CEQA Guidelines, and curated with either the University of California, Riverside, or the Western Science Center at the Diamond Valley Reservoir in Hemet.
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.	***Consistent:*** See response to GP policy HR-2.2.
Housing	
H-1 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: 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.	***Consistent:*** The North Hemet Specific Plan incorporates high-density and medium-high density housing in a mixed-use setting. Planning Area 1 of the specific plan is intended to be developed as a senior housing complex that may include nonassisted senior apartments or condominiums, along with a potential assisted living facility. The North Hemet Specific Plan also requires a minimum of 50 percent of the units developed to be affordable to very low, low, and moderate income families. The overall vision of the specific plan is to develop a variety of housing choices, so that the young and old, singles and families, and others of varying economic ability may find places to live.

Table 5.8-1
General Plan Consistency Analysis

Applicable City of Hemet General Plan Policies	North Hemet Specific Plan Consistency
H-2 Assist in provision of affordable housing.	
H-2.2: Encourage the provision and continued availability of a range of housing types throughout the community, including mobile homes and rental housing, for all economic segments of the community.	***Consistent:*** See response to GP policy H-1.2. The proposed project would include a mix of housing types, including senior housing and affordable housing products.
H-2.3: Continue to plan and facilitate the implementation of low and moderate income housing through all relevant federal, state, and county housing assistance programs, as well as local development standards.	***Consistent:*** See response to GP policy H-1.2. The proposed project would provide a mix of housing types and include provisions for affordable housing.
H-3 Assure adequate provision of sites for housing.	
H-3.1: Locate appropriate residential uses with convenient access to employment centers and services.	***Consistent:*** See response to GP policies CD-5.1 and LU-15.7. The proposed project would provide commercial and office uses that would be linked to the residential neighborhoods through a comprehensive system of roadways, bicycle lanes, and pedestrian pathways.
H-3.6: Promote the inclusion of a percentage of affordable units in market-rate development projects.	***Consistent:*** See response to GP policy H-1.2. The proposed project would include provisions for affordable housing. Not less than 50 percent of the total housing units on county-owned land shall be reserved for persons of low and moderate income at an affordable housing cost (for either purchase or rental).
H-4 Preserve existing neighborhoods and rehabilitate the existing housing stock.	
H-4.4: Provide and maintain an adequate level of community facilities and municipal services in all community areas.	***Consistent:*** The North Hemet Specific Plan would provide both passive and active recreational uses within the project site. The project would develop joint-use basins that would function as park space and water quality control. Additional parkland needs would be provided through payment of in-lieu fees required by the City. In addition, the proposed project provides bicycle and pedestrian trails that link the project site. Future development within the North Hemet Specific Plan would be required to pay development impact fees to ensure that public services provided by the City and local agencies would be adequate to service the proposed project.
H-5 Maintain affordable housing costs.	
H-5.3: Promote compact, mixed-use development patterns that use land efficiently, reduce pollution and increase energy and resource efficiency.	***Consistent:*** See response to GP policies CD-5.1 and LU-15.7. The proposed project would increase development intensity within the City of Hemet's greater downtown area. The proposed land uses would be designed to be transit ready and walkable, thus reducing VMT and being consistent with regional smart growth policies. In addition, buildings would incorporate sustainable design elements in accordance with the Design Guidelines of the North Hemet Specific Plan.

Source: Hemet 2011b

Greater Downtown District Plan

The North Hemet Specific Plan is within the Greater Downtown District Plan, as identified within the 2030 Hemet General Plan. The project site is within the State Street Mixed Use District overlay zone, which encourages a transformation of areas along State Street and throughout the downtown into single-use and mixed-use neighborhood centers. Pursuant to the general plan, development along State Street should focus on creation of an activity center that opens onto the downtown core. As stated in Chapter 3, *Project Description*, it is the intent of the North Hemet Specific Plan that the buildings on State Street be designed to front the street. In addition, the circulation plan has been designed to be bike and pedestrian friendly. Table 5.8-2 identifies consistency of the North Hemet Specific Plan with the goals of the Greater Downtown District Plan.

Table 5.8-2
Consistency with the Downtown Planning and Design Principles

Downtown Planning and Design Principles	*Project Compliance*
1. Create a unique sense of place that maintains the character of Hemet and differentiates the Downtown from other downtowns in Southern California. Land uses and architectural design should convey civic pride and identity.	***Consistent:*** The vision for the project is to create a new place that is a gateway into Hemet's historic downtown, complements the downtown as a mixed-use village that is compact and pedestrian oriented, and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses.
2. Build upon the City's character-defining elements for revitalization. Great downtowns are made up of buildings and spaces that have evolved over time. Future buildings should contribute to Downtown's character by employing one of Hemet's historic commercial styles.	***Consistent:*** Development within the North Hemet Specific Plan area would have compatible architectural styles that convey the historical character of the City of Hemet while allowing for variety and individuality. These styles include Traditional Farmhouse, English Tudor/Victorian, California Craftsman, Spanish Revival, and Mediterranean.
3. Preserve the historic integrity of Downtown. Encourage preservation of significant historic buildings and resources in the Downtown and discourage use of generic architecture style used by corporate and franchise business that may undermine the Downtown's character.	***Not Applicable:*** The project does not have buildings that are of national, statewide, or local importance, and therefore this principle is not applicable to the proposed project.
4. Save the best land uses for Downtown. Keep inappropriate uses such as warehouses, liquor stores, and drive-through restaurants out of Downtown and promote uses that encourage significant pedestrian activity. Encourage uses, such as book stores, coffee houses, outdoor restaurants, and entertainment venues.	***Consistent:*** The North Hemet Specific Plan guides development of a compact, mixed-use community that is integrated with existing and planned surrounding development. When built out, the project area will contain a variety of neighborhood-serving commercial and office uses; a range of residential product types, including affordable and senior living facilities; and supporting recreational land uses.
5. Encourage government and cultural uses in Downtown. Government and cultural uses give the Downtown a civic pulse that should be preserved. Cultural uses, including a performing arts center, movie theaters, and art galleries, and civic uses, such as City Hall and other government facilities should be concentrated in Downtown.	***Not Applicable:*** The project site is near the government uses in the City's downtown core.

Table 5.8-2
Consistency with the Downtown Planning and Design Principles

Downtown Planning and Design Principles	Project Compliance
6. Use Urban design to identify Downtown's entries, edges, and districts. Improvements that call attention that these parts of Downtown may include landscaping, entry features, signage, street furniture, and public art, and other design features.	***Consistent:*** Entryways would be treated with special design features, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants that are consistent with the community theme.
7. Protect the character of lot sizes and the street grid. A large part of Hemet's quaint character is defined by the scale and configuration of its Downtown parcels, block dimensions, and regular street grid.	***Consistent:*** The project's circulation network would be consistent with the design standards for the greater downtown area. The development criteria of the North Hemet Specific Plan includes cross-section standards for internal roadways that would accommodate bicycle and pedestrian movements in compliance with the Complete Streets Act.
8. Convert vacant lots into attractive and viable infill uses. It is important to maintain a continuous street façade. Empty/vacant lots are eyesores that take away from the quality of the overall streetscape.	***Consistent:*** The project would intensify land uses within the City's greater downtown area. The project would convert vacant lots into an attractive, mixed-use development.
9. Define the future Metrolink Station as Downtown's hub. If Hemet is to develop into a vibrant and rich Downtown environment, the Metrolink station must become a multi-modal hub surrounded by high density residential and mixed-use projects located within a quarter mile of the station. To encourage connectivity to the Downtown, the Metrolink Station should be located within a 10 minute walking distance.	***Consistent:*** The proposed project is designed to be transit ready. The project's circulation network consists of roadways, bicycle paths, and pedestrian trails that connect residential areas with nonresidential areas and to the future transit station.
10. Make Florida Avenue pedestrian-friendly. Currently, Florida Avenue acts as a barrier to safe pedestrian movement cuasing "one-stop" shopping trips and a dependence on automobile use. Incorporating street trees and shade canopies, and pursue the construction of a landscaped median in the downtown portion of Florida Avenue.	***Not Applicable:*** The project is not along Florida Avenue.
11. Make signs more appropriate for a pedestrian scale. Downtown signs are currently too big, too plastic, and poorly designed. Develop sign regulations more appropriate for a pedestrian scale.	***Consistent:*** Signage within the North Hemet Specific Plan is guided by the development criteria. Signs must comply with City of Hemet Municipal Code standards (Section 90.1241 to 90.1286), with limited exceptions, which would require review by the Community Development Director. Signage for the proposed project would be pedestrian scale.
12. Increase shade within pedestrian environment. Select merchant-friendly trees with semi-transparent canopies and minimal leaf litter that add shaded pedestrian areas in the Downtown. Replace old-brow storefront canopies with newer, thinner, and stronger canopies that allow some light to shine through.	***Consistent:*** The North Hemet Specific Plan includes a conceptual landscape plan. In accordance with the development criteria, a minimum of 30 percent of the public open space areas are required to contain landscaping, including shade trees. The landscape palette would be environmentally friendly for the long-term sustainability of the project area. The design guidelines also require that project buildings include elements of sustainable architecture to reduce building cooling and heating demands.
13. Maintain high quality residential design and property maintenance standards that encourage resident satisfaction and community pride, inspiring ongoing concern and care for the community. Design standards should encourage diversity in	***Consistent:*** Future development projects within the North Hemet Specific Plan are required to adhere to the standards in the design guidelines. Landscaping within public areas would be maintained through a homeowner's association.

Table 5.8-2
Consistency with the Downtown Planning and Design Principles

Downtown Planning and Design Principles	Project Compliance
residential designs to avoid monotonous-looking developments.	
14. Create connections between land uses that make alternatives to the automobile safe and attractive. Community designs should encourage both pedestrian and bicycle use.	***Consistent:*** The proposed project is designed to be transit ready. The project's circulation network consists of roadways, bicycle paths, and pedestrian trails that connect residential areas with nonresidential areas of the site.
15. Encourage the creation of cultural and recreational resources that are unique to Downtown Hemet and that benefit from close proximity to other attractions in Hemet and nearby communities. Incorporate Downtown parks, recreational services and/or open space elements into the overall design.	***Consistent:*** The proposed project would result in creation of joint-use basins that would double as park space and water quality control. In addition, the proposed project would be designed to be walkable by providing pedestrian trails that connect the project and are buffered through landscaping.

Source: Hemet 2011b

Parking Requirements

The North Hemet Specific Plan includes development criteria for parking for proposed residential, commercial, and office uses. Commercial (retail and service) uses are required to provide one parking space for every 250 square feet of gross leasable area. Office uses are required to provide one space for every 300 square feet of gross leasable area. Required residential parking spaces depend on the bedrooms or product type:

- Senior units are required to have 1 covered space per unit
- Studio units are required to have 1 covered space per unit
- One-bedroom units are required to have 1.5 covered spaces per unit
- Two-bedroom units are required to have 2 covered spaces per unit
- Live-work units are required to have 2 spaces per unit plus 1 space for every 500 square feet of nonresidential floor area

In addition, guest parking is required to be provided at a ratio of 0.25 space per unit. Parks and recreational areas are also required to provide parking at one space per 5,000 gross square feet. The North Hemet Specific Plan also encourages shared parking for mixed-use projects to meet parking demand. If shared parking is proposed, a shared-parking study is required to be submitted and approved by the Community Development Director and City Engineer. With adherence to the parking requirements in the North Hemet Specific Plan, future developments would provide adequate parking for residents, employees, and visitors, and no significant impact would occur.

SCAG RCP Consistency Analysis

As previously noted, the 2008 SCAG RCP is an advisory document to local agencies in the southern California region for their information and voluntary use while preparing local plans and handling local issues of regional significance. Table 5.8-3 provides an assessment of the proposed project's relationship to advisory and voluntary policies in various chapters of SCAG's RCP. The analysis in Table 5.8-3 concludes

that the proposed project would be consistent with the advisory and voluntary RCP policies. Therefore, implementation of the proposed project would not result in significant land use impacts related to the RCP policies.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	*Project Compliance*
Land Use And Housing Action Plan	
Policy LU-4: Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	***Consistent:*** The proposed project would redevelop a portion of the City's greater downtown area to intensify existing development, increase residential densities, and provide a mix of housing types and affordable housing opportunities.
Policy LU-4.1: Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the proposed project includes provisions for affordable housing.
Policy LU-5: Local governments should leverage federal and State and local funds to implement the Compass Blueprint.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-5.1: All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-5.2: Subregional organizations should leverage the federal transportation planning funds available at the subregional level, to complete projects that integrate land use and transportation planning and implement Compass Blueprint principles.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-6: Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-6.1: Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on updates and implementation, as required by law.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Policy LU-6.2: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, EnergyStar Homes, Green Point Rated Homes, and the California Green Builder Program.	***Consistent:*** Future development within the North Hemet Specific Plan would be built to achieve the current building and energy efficiency standards and the California Green Building Code (CALGreen). In addition, the design guidelines also require that project buildings include elements of sustainable architecture to reduce building cooling and heating demands.
Policy LU-6.3: Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy LU-6.4: Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.	***Consistent:*** The North Hemet Specific Plan is a 28.6-acre infill redevelopment project in the northern downtown area of the City of Hemet. The vision for the project is to create a new place that is a gateway into Hemet's historic downtown, complements the downtown as a mixed-use village that is compact and pedestrian oriented, and comprises a mix of housing types, senior facilities, and neighborhood-level commercial and small office uses.
Open Space and Habitat – Community Open Space Action Plan	
Policy OSC-7: Local governments should prepare a Needs Assessment to determine the adequate community open space level for their areas.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy OSC-8: Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.	***Consistent:*** The North Hemet Specific Plan is an infill redevelopment project that would utilize existing infrastructure.
Policy OSC-9: Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.	***Not Applicable:*** The project site is not adjacent to natural areas and this policy is therefore not applicable.
Police OSC-10: Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	***Consistent:*** See response to RCP Policy LU-6.4.
Policy OSC-11: Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	***Consistent:*** See response to RCP Policy LU-6.2.
Policy OSC-12: Developers and local governments should promote water-efficient land use and development.	***Consistent:*** See response to RCP Policy LU-6.2. The project would include use of drought-tolerant, California-friendly landscaping as identified in the landscape guidelines.
Policy OSC-13: Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	***Consistent:*** See response to RCP Policy LU-6.4. The mixed-use project would be transit ready and provide bicycle and pedestrian connectivity throughout the project site.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Water Action Plan	
Policy WA-9: Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, a project-specific water supply assessment was conducted that identified sufficient water supplies to meet the project's water demand in addition to regional water demand.
Policy WA-10: Developers and local governments should include conjunctive use as a water management strategy when feasible.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-11: Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	***Consistent:*** The North Hemet Specific Plan is an infill redevelopment project that would utilize existing infrastructure.
Policy WA-12: Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	***Consistent:*** See response to RCP Policy LU-6.2. The project would include use of drought-tolerant, California-friendly landscaping as identified in the landscape guidelines.
Policy WA-13: Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-14: Local governments should amend building codes to require dual plumbing in new construction, and provide incentives for plumbing retrofits in existing development, to enable the safe and easy use of recycled water in toilets and for landscaping.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the project would be consistent with CALGreen, which requires installation of low-flow fixtures and water-efficient irrigation systems.
Policy WA-15: Local governments should amend ordinances as necessary to allow municipal and private outdoor use of recycled water for all parks, golf courses, and outdoor construction needs.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. Recycled water infrastructure does not extend to the greater downtown area.
Policy WA-16: Water agencies should incentivize the use of recycled water through pricing structures that make it an attractive alternative to fresh water in non-potable situations.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-17: Water agencies should reduce salinity and remove contamination in major groundwater basins to increase conjunctive use of water resources and extend groundwater storage unless specific beneficial uses for contaminated groundwater are identified.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Policy WA-18: Local governments should create stable sources of funding for water and environmental stewardship and related infrastructure sustainability, including purchase and implementation of green infrastructure.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-19: Water purveyors should develop and implement tiered water pricing structures to discourage water waste and minimize polluting runoff.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-20: Local governments should use both market and regulatory incentive mechanisms to encourage 'water wise' planning and development, including streamlining and prioritizing projects that minimize water demand and improve water use efficiencies.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-21: Local governments should develop comprehensive partnership approaches to remove and prevent water impairments, replacing the existing regulatory command and control approach that has created delays and distrust.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-22: Local governments should create opportunities for pollution reduction marketing and other market-incentive water quality programs.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the preliminary water quality management plan (WQMP) identifies best management practices (BMPs) required for new development to achieve water quality standards.
Policy WA-23: Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage runoff flows caused by storms and impervious surfaces.	***Consistent:*** As outlined in Section 5.7, *Hydrology and Water Quality*, project applicants would be required to comply with all local, state, and federal requirements related to water quality, including the NPDES requirements established by the State Water Resources Control Board. Additionally, project applicants are required to submit a WQMP prior to the issuance of precise grading permits. The WQMP is required to identify the BMPs that would be used on individual development sites to control predictable pollutant runoff.
Policy WA-24: Local governments should prevent development in flood hazard areas lacking appropriate protections, especially in alluvial fan areas.	***Consistent:*** The potential impacts from flood hazards on the proposed project are analyzed in Section 5.7, *Hydrology and Water Quality*. As part of the hydrology analysis, several portions may be in a Special Flood Hazard Area (SFHA). However, the project would provide adequate 100-year flood protections. In addition, the elevations of any proposed habitable spaces in an SFHA would be required to be placed above the 100-year flood elevations. Final elevations would be verified by FEMA. Therefore, impacts related to flood zones are considered less than significant with improvements recommended in the hydrology analysis.
Policy WA-25: Local governments should implement green infrastructure and water-related green building practices through incentives and ordinances.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, future developments would be constructed to achieve the current Building and Energy Efficiency Standards and CALGreen.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Policy WA-26: Local governments should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, and conversion of impervious surfaces, to maximize benefits and share costs.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-27: Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	***Consistent:*** The proposed project's impacts on hydrology are analyzed in Section 5.7, *Hydrology and Water Quality*. The proposed project would include several detention basins for water quality and hydrology purposes. The project's onsite storm drainage system would ensure that no flood would occur on- or offsite.
Policy WA-28: Local governments should maintain and update Best Management Practices for water resource planning and implementation.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-29: Local governments should coordinate with neighboring communities and watershed stakeholders to identify potential collaborative mitigation strategies at the watershed level to properly manage cumulative impacts within the watershed.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-30: Local governments should adopt MOUs and JPAs among local entities to establish participation in the leadership and governance of integrated watershed planning and implementation.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-31: Local governments should increase participation in the implementation of integrated watershed management plans, including planning effort initiated in neighboring communities that cross jurisdictional lines.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy WA-32: Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	***Consistent:*** The project would require use of drought-tolerant, energy-efficient landscaping to reduce water demand. In addition, irrigation systems and indoor plumbing would be water efficient to reduce energy use.
Energy Action Plan	
Policy EN-8: Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips.	***Consistent:*** The proposed project would increase development intensity within the greater downtown area of Hemet. The North Hemet Specific Plan would provide a comprehensive system of bicycle and pedestrian trails that link residential neighborhoods to commercial and office uses. In addition, the project is designed to be transit ready to provide connectivity to the adjacent vision plan for the future Metrolink station.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Policy EN-9: Local governments should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the California Environmental Quality Act.	***Consistent:*** Service-provider letters were sent to Southern California Edison and the Southern California Gas Company to identify any constraints to providing energy and natural gas for the proposed project. As identified in Section 5.14, *Utilities and Service Systems*, no impacts were identified. In addition, energy use was evaluated as part of the project's greenhouse gas emissions analysis (Section 5.5, *Greenhouse Gas Emissions*), which identified compliance with several existing regulations that reduce fossil fuel use associated with transportation, purchased electricity, and natural gas use.
Policy EN-10: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit. • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity. • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	***Consistent:*** Future development within the North Hemet Specific Plan would be required to achieve the current building and energy efficiency standards. In addition, mitigation measures were incorporated to reduce project-related criteria air pollutants and greenhouse gas emissions, including requiring improvements in the building's energy efficiency above the current code. Renewable sources of energy, such as solar panels, can offset project-related energy demand to achieve these standards in accordance with the Tier 1 provisions of the California Green Building Code (CALGreen). Furthermore, buildings would incorporate sustainable design elements in accordance with the design guidelines of the North Hemet Specific Plan. The proposed project would also require drought-tolerant landscaping. Irrigation systems and indoor plumbing would be water efficient in accordance with CALGreen.
Policy EN-11: Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. Service-provider letters were sent to Southern California Edison and the Southern California Gas Company to identify any constraints to providing energy and natural gas for the proposed project. As identified in Section 5.14, *Utilities and Service Systems*, no impacts were identified.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Policy EN-12: Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	***Consistent:*** Future development within the North Hemet Specific Plan would be required to achieve the current building and energy efficiency standards. In addition, mitigation measures were incorporated to reduce project-related criteria air pollutants and greenhouse gas emissions, including requiring improvements in the building's energy efficiency above the current code. Renewable sources of energy, such as solar panels, can offset project-related energy demand to achieve these standards in accordance with the Tier 1 provisions of the California Green Building Code (CALGreen).
Policy EN-13: Local governments should support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-14: Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	***Consistent:*** The project's proposed land uses would complement and improve the existing and proposed circulation and transportation facilities in the project area. The proposed project would be a mixed-use transit-ready project that would increase residential densities in the City of Hemet, therefore reducing the number of vehicle miles traveled.
Policy EN-15: Utilities and local governments should consider the most cost-effective alternative and renewable energy generation facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-16: Local governments and project implementation agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as: • Encouraging investment in transit, including electrified light rail • Expanding light-duty vehicle retirement programs • Increasing commercial vehicle fleet modernization • Implementing driver training module on fuel consumption • Replacing gasoline powered mowers with electric mowers • Reducing idling from construction equipment • Incentivizing alternative fuel vehicles and equipment • Developing infrastructure for alternative fueled vehicles • Increasing use and mileage of High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and dedicated Bus Rapid Transit (BRT) lanes • Implementing truck idling rule, devices, and truck-stop electrification • Requiring electric truck refrigerator units • Reducing locomotives fuel use • Modernizing older off-road engines and equipment • Implementing cold ironing at ports • Encouraging freight mode shift • Limit use and develop fleet rules for construction equipment • Requiring zero-emission forklifts	***Not Applicable:*** This policy does not apply to residential, commercial, or office uses and is therefore not applicable. However, the proposed project is a mixed-use project that would increase development intensity within the City of Hemet's greater downtown area, adjacent to planned transit corridors.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
• Developing landside port strategy: alternative fuels, clean engines, electrification	
Policy EN-17: Utilities should consider increasing capacity of existing transmission lines, where feasible.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-18: Utilities should install and maintain California Best Available Control Technologies on all power plants at the US-Mexico border.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy EN-19: Subregional and local governments should explore participation in energy efficiency programs provided by their local utility such as the Ventura Regional Energy Office, South Bay Energy Savings Center, and the San Gabriel Valley Energy Wise program. These programs can offer customized incentives and public awareness campaigns to reduce energy consumption.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, new building would be built to achieve the current building and energy efficiency standards.
Air Quality Action Plan	
Policy AQ-5: Local governments should implement control measures from local Air Quality Management Plans (AQMPs) such as accelerating the turnover of older, more polluting mobile and stationary source equipment using AB 2766 funding per the State Implementation Plan (SIP).	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy AQ-6: Local governments should support and pursue environmentally sustainable strategies that implement and complement climate change goals and outcomes such as updating their General Plans to help address the State's AB 32 mandate. This should be consistent with state guidelines and requirements.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, a consistency analysis of the proposed project with SCAG's SCS is included in Section 5.5, *Greenhouse Gas Emissions*, which identifies that development within the North Hemet Specific Plan furthers the regional goals to reduce VMT by increasing development intensity adjacent to transportation corridors.
Policy AQ-7: Local governments should develop policies that discourage the location of sensitive receptors that expose humans to adverse air quality impacts such as amending General Plans, zoning ordinances, business licensing, and related land use permitting processes to minimize human health impacts from exposure of sensitive receptors to local sources of air pollution. Jurisdictions should consider applicable guidance documents, such as CARB's Air Quality and Land Use Handbook: A Community Health Perspective and the South Coast AQMD's Guidance Document for Addressing Air Quality Issues.	***Consistent:*** The proposed project would not site sensitive receptors near to any large sources of toxic air contaminants.
Policy AQ-8: Local governments should practice and promote sustainable building practices by:	
Policy AQ-8.1: Updating their General Plans and/or zoning ordinances to promote the use of green building practices, which include incorporating LEED design standards and utilizing energy efficient, recycled-content and locally harvested or procured materials.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Policy AQ-8.2: Developing incentive programs (e.g. density bonuses) to encourage green building and resource and energy conservation in development practices.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, buildings would incorporate sustainable design elements in accordance with the design guidelines of the North Hemet Specific Plan. Furthermore, new structures would be built to achieve the current building and energy efficiency standards and CALGreen.
Policy AQ-8.3: Adopting policies that strive for carbon neutrality for their own facilities and operations	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Solid Waste Action Plan	
Policy SW-9: Local governments should update general plans to reflect solid waste sustainability issues such as waste reduction goals and programs (1996 RCP; 135).	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-10: Local governments should discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-11: Local governments should discourage exporting of locally generated municipal solid waste (destined for landfills) outside of the SCAG region. Disposal within the county where the waste originates should be encouraged as much as possible, when appropriate. Green technologies for long-distance transport of waste (e.g., clean engines, clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with AQMP and RTP policies should be required.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-12: Local governments should maximize waste diversion goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the proposed project requires installation of recycling collection areas within 250 feet of the farthest unit they serve to encourage recycling.
Policy SW-13: Local governments should build local markets for waste prevention, reduction, and recycling practices.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-14: Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion.	***Consistent:*** The proposed project would increase development intensity within the City of Hemet's greater downtown area. The proposed land uses would be designed to be transit ready and walkable, thus reducing VMT and being consistent with regional smart growth policies. In addition, buildings would incorporate sustainable design elements in accordance with the design guidelines of the North Hemet Specific Plan. Furthermore, new structures would be built to achieve the current building and energy efficiency standards and CALGreen.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
• Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components. •	
Policy SW-15: Local governments should develop ordinances that promote waste prevention and recycling such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and instituting ordinances to divert food waste away from landfills and toward food banks and composting facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-16: Local governments should support environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-17: Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable. However, the project would require installation of recycling areas no farther than 250 feet from the farthest unit they serve to encourage recycling.
Policy SW-18: Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-19: Developers and local governments should facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.
Policy SW-20: Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Table 5.8-3
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
Policy SW-21: Local governments should increase education programs to increase public awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the County and City level and if appropriate, at local school districts and education facilities.	***Not Applicable:*** This is not a project-specific policy and is therefore not applicable.

Source: 2008 SCAG Regional Comprehensive Plan

SCAG 2012 RTP/SCS Consistency Analysis

Table 5.5-5, *Consistency with SCAG's Regional Transportation Plan/ Sustainable Communities Strategy*, shown previous in Section 5.5, *Greenhouse Gas Emissions*, provides an assessment of the proposed project's relationship to pertinent SCAG 2012 RTP/SCS goals. The analysis in Table 5.5-5 concludes that the proposed project would be consistent with the applicable SCAG RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant SCAG policies, goals, and principles. The proposed project would further the goals of the SCS by incorporating a strategy that reduces regional VMT through proximity to transit and mixed-use design. The 2012 RTP/SCS is based on local land use projections in the cities and county's general plans. The project is consistent with the General Plan land use designations for the site and included within SCAG's land use strategy and therefore consistent with the RTP/SCS.

5.8.4 Cumulative Impacts

The proposed project evaluated in this DEIR would help maintain consistency with and carry out the goals, objectives, and policies of the 2030 Hemet General Plan. The proposed project would intensity existing land uses within the City of Hemet's greater downtown area and would be consistent with local and regional plans. As a result, cumulative impacts to land use and planning are less than significant.

5.8.5 Existing Regulations and Standard Conditions

- City of Hemet General Plan

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.8-1.

5.8.7 Mitigation Measures

No mitigation measures are required.

5.8.8 Level of Significance After Mitigation

As described above, the proposed project would be consistent with local and regional plans. Impacts are less than significant and no mitigation is required.

5.9 NOISE

This section of the draft environmental impact report (Draft EIR) evaluates the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; and evaluates the potential noise and vibration impacts associated with buildout of the North Hemet Specific Plan. The noise modeling data are included in Appendix I of this Draft EIR.

5.9.1 Environmental Setting

Noise Descriptors

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

The following are brief definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, energy averaged over the measurement period.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM.

Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate the human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 dBA (the threshold of detection) to 140 dBA (the threshold of pain).

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 5.9-1 presents the subjective effect of changes in sound pressure levels.

Table 5.9-1
Change in Apparent Loudness

± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen 1988.

Sound is generated from a source and the decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss or distance attenuation.

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. For example, L_{50} is the noise level that is exceeded 50 percent of the time: half the time the noise exceeds this level and half the time it is less than this level. This is also the level that is exceeded 30 minutes in an hour. Similarly, the L_{02}, L_{08}, and L_{25} values are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. The energy-equivalent sound level (L_{eq}) is the most common parameter associated with community noise measurements. The L_{eq} metric is a single-number noise descriptor of the energy-average sound level over a given period of time. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values are the minimum and maximum root-mean-square (RMS) noise levels obtained over the stated measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and nighttime hours, state law requires that, for planning purposes and to account for this increased receptiveness of noise, an artificial decibel increment is to be added to quiet-time noise levels to calculate the 24-hour CNEL noise metric.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread, through generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 5.9-2 shows typical noise levels from familiar sources.

Table 5.9-2
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2009.

Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is the velocity, and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During project construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. These types of vibration are best measured and described in terms of velocity and acceleration.

The three main types of waves associated with groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding *cylindrical* wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation.

- Compression or P-waves are body waves that carry their energy along an expanding *spherical* wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.

- Shear or S-waves are also body waves, carrying their energy along an expanding *spherical* wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or RMS velocity. PPV is the maximum instantaneous peak of the vibration signal and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this study, all PPV and RMS velocity levels are in in/sec and all vibration levels are in dB relative to one microinch per second (abbreviated as VdB). Typically, groundborne vibration generated by human activities attenuates rapidly with distance. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Man-made vibration problems are, therefore, usually confined to short distances (500 to 600 feet or less) from the source (FTA 2006).

Construction operations generally include a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, heavy loads, and wheel-rail interactions.

Existing Noise Environment

Existing ambient daytime noise levels were measured at five locations in the project site to identify the major noise sources in the area and to document representative noise levels. These locations are shown on Figure 5.9-1, *Noise Monitoring Locations*. The noise measurements were taken during the daytime on January 26, 2012, between 1:00 PM and 3:00 PM. The noise levels were measured using a Larson-Davis Model 820 sound level meter, which satisfies the American National Standards Institute for Type 1 general environmental noise measurement instrumentation. The sound level meter and microphone were mounted on a tripod five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was programmed to record noise levels with the “slow” time constant and using the “A” weighting filter network. Meteorological conditions during the measurement periods were favorable and were noted to be representative of typical conditions; that is, clear skies, temperatures of approximately 75 degrees Fahrenheit (°F), and winds less than five mile per hour.

Noise Monitoring Locations

Specific Plan Boundary

1 Noise Monitoring Locations

Source: Google Earth 2010

0 Feet 500

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The noise levels measured during the ambient survey are summarized in Table 5.9-3. During the survey, energy-average noise levels within the project site ranged from 49.1 to 64.1 dBA L_{eq}. The existing noise levels in the vicinity of the project are dominated by traffic on State Street. The project site is also influenced by traffic noise on Oakland Avenue, Menlo Avenue, and Alessandro Street. The higher average noise levels were observed on the eastern portions of the site, closer to State Street, and were due to vehicular traffic. The existing noise levels in the western portions of the project site are characteristic of a low-density residential setting. The highest noise levels were measured adjacent to State Street.

Table 5.9-3
Existing Noise Levels

Measurement Location	Noise Levels (dBA)			Notes
	L_{min}	L_{eq}	L_{max}	
1	52.7	64.1	77.1	Northeastern portion of the project site north of Menlo Av., approximately 30 feet from the curb of State St.
2	43.8	64.1	76.6	Northwestern portion of the project site, approximately 30 feet from the curb of Menlo Av.
3	44.6	49.1	66.2	Southwestern portion of the site, approximately 20 feet from the curb of Alessandro St.
4	43.9	56.9	69.4	Southeastern portion of the site, approximately 100 feet from the curb of State St.
5	42.4	60.0	70.8	Southern boundary of the site, approximately 50 feet from the curb of Oakland Av.

Note: Noise monitoring was conducted January 26, 2012, between 1:00 PM and 3:00 PM using a Larson-Davis Model 820 sound level meter.

To facilitate the assessment of future traffic-related noise levels, the existing traffic noise conditions were modeled using the Federal Highway Administration's (FHWA) Traffic Noise Prediction computer model. Table 5.9-4 lists the calculated existing noise levels on roadways in the vicinity of the project site at 50 feet from the roadway centerline.

Table 5.9-4
Existing Conditions Traffic Noise Levels

Roadway	Segment	Daily Traffic Volumes	Noise Level at 50 Feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Menlo Av.	west of Lyon Av.	6,384	65.7	26	56	121
Menlo Av.	Lyon Av. to Palm Av.	6,912	66.1	27	59	127
Menlo Av.	Palm Av. to Gilbert St.	7,896	66.7	30	65	139
Menlo Av.	Gilbert St. to Alessandro St.	7,692	66.5	29	63	137
Menlo Av.	Alessandro St. to State St.	7,656	66.5	29	63	136
Menlo Av.	State St. to Buena Vista St.	11,196	68.2	38	81	175
Fruitvale Av.	west of State St.	2,616	59.6	10	22	47
Fruitvale Av.	east of State St.	1,860	58.1	8	17	38
Oakland Av.	west of Gilbert St.	3,984	61.5	13	29	62
Oakland Av.	Gilbert St. to Alessandro St.	4,416	61.9	14	31	67
Oakland Av.	Alessandro St. to State St.	4,536	62.0	15	32	68
Oakland Av.	east of State St.	5,842	63.1	17	37	81
Devonshire Av.	west of State St.	4,624	62.1	15	32	69
Devonshire Av.	east of State St.	3,274	60.6	12	25	55
Lyon Av.	north of Menlo Av.	8,224	66.8	31	66	143
Lyon Av.	south of Menlo Av.	8,354	66.9	31	67	144
Palm Av.	north of Menlo Av.	5,166	64.8	23	49	105
Palm Av.	south of Menlo Av.	4,752	64.5	21	46	99
Gilbert St.	Menlo Av. to Oakland Av.	1,120	57.4	7	16	33
Gilbert St.	south of Oakland Av.	1,084	57.2	7	15	33
Alessandro St.	Menlo Av. to Ancla Ln.	148	48.6	2	4	9
Alessandro St.	Ancla Ln. to Oakland Av.	288	51.5	3	6	14
State St.	north of Fruitvale Av.	17,452	72.6	74	160	344
State St.	Fruitvale Av. to Menlo Av.	18,114	72.7	76	164	353
State St.	Menlo Av. to Oakland Av.	15,470	72.0	68	148	318
State St.	Oakland Av. to Devonshire Av.	14,146	71.7	65	139	299
State St.	south of Devonshire Av.	13,064	71.3	61	132	284

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Urban Crossroads, 2012. Calculations included in Appendix I.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. Commercial

and industrial uses are not considered noise- and vibration-sensitive uses. The proposed project would include medium- and high-density residential areas and neighborhood mixed-use node land uses most of which are noise-sensitive. Beyond the project site, to the west and north, are residential land uses, which are also considered noise sensitive.

5.9.2 Regulatory Setting

To limit the community's exposure to physically and/or psychologically damaging, as well as intrusive, noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established regulations to control noise.

City of Hemet

Municipal Code

The City of Hemet regulates noise through the Municipal Code in Section 30-32, Noise Control. This section establishes noise level limits that can be produced by any electrical or mechanical device (including air conditioning units, generators, fans, pumps, blowers, saws, engines, etc.), as measured at a residential property. The limits are described in terms of frequency bands (in cycles per second) and are included in Table 5.9-5.

Table 5.9-5
City of Hemet Municipal Code Noise Level Limits

*Octave Frequency Band in Cycles per Second**	*Maximum Permissible Sound Pressure Level in Decibels*
Below 75	65
75–150	60
151–600	55
601–2,400	45
Above 2,400	40

* Reference level is 0.002 Microbar
Note: These parameters appear to be using outdated frequency band designations, as well as an incorrect reference level.

City of Hemet Construction Hours

Construction activities are controlled by limiting the hours of construction. Section 30-32(33) permits construction activity in the hours of 6:00 AM to 6:00 PM during the months of June through September, and between the hours of 7:00 AM and 6:00 PM during the months of October through May. Saturday construction is permitted between the hours of 7:00 AM and 6:00 PM (with no stated monthly conditions). Sunday construction is prohibited.

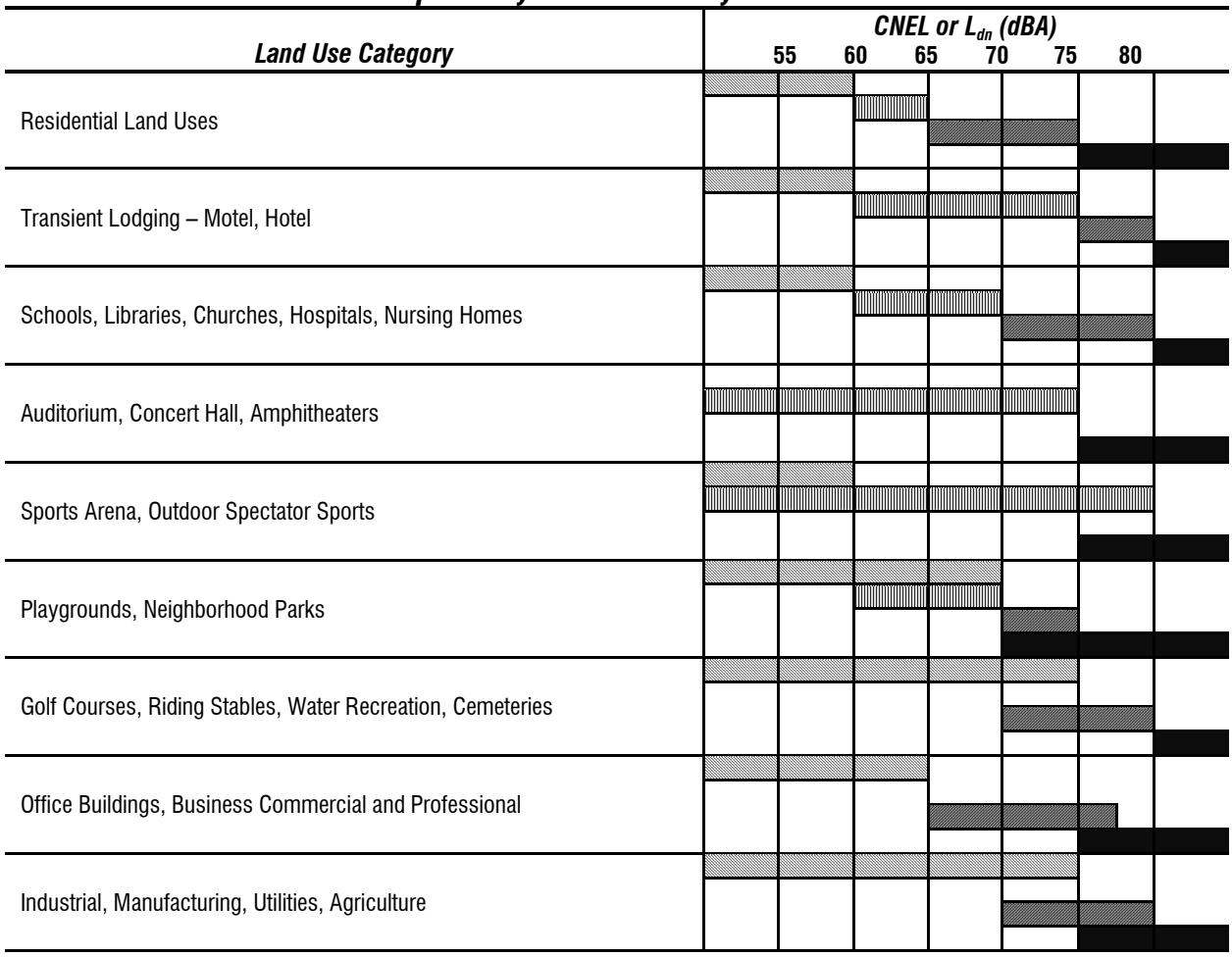
General Plan Public and Safety Element

The City of Hemet General Plan addresses noise in the public safety element. The following presents a summary of criteria and standards applicable to the proposed project.

Land Use Compatibility Criteria

The City of Hemet General Plan Public Safety Element has adopted standards for noise compatibility for land uses. The guidelines, shown in Table 5.9-6, provide planners with a tool to gauge the compatibility of new land uses relative to existing and future noise levels.

Table 5.9-6
Land Use Compatibility for Community Noise Environments



Normally Acceptable:
Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Normally Unacceptable:
New construction should be discouraged. If new construction does process, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Conditionally Acceptable:
New construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

Clearly Unacceptable:
New construction clearly should not be undertaken.

Source: City of Hemet, Public Safety Element, 2012.

Noise Standards for Transportation-Related Sources

The City of Hemet has adopted interior and exterior noise standards that apply to land uses exposed to noise levels generated by transportation-related sources. These standards, summarized in Table 5.9-7, are part of the General Plan Public Safety Element for assessing the compatibility of land uses with ambient noise levels.

Table 5.9-7
City of Hemet Noise Standards

Categories Land Use	Land Use Noise Standards (dBA CNEL)	
	Exterior	Interior
Residential Single-Family, Multifamily	65	45
Institutional/Public Classrooms	65	45
Playgrounds	70	—
Libraries	—	50
Hospitals Living Areas	—	50
Sleeping Areas	—	40
Recreation Quiet, passive areas	65	—
Noisy, active areas	70	—
Commercial and Industrial Motels, Hotels	70	—
Office Areas Professional Office	—	50

Source: City of Hemet, Public Safety Element, 2012.

Vibration Criteria

The City of Hemet does not have regulatory standards for construction or operational vibration sources. There are no state standards for construction-related vibration impacts. However, the Federal Transit Administration (FTA) provides criteria to evaluate potential structural damage and human annoyance associated with vibration, and these FTA criteria are used in this analysis.

Vibration Annoyance

Table 5.9-8 shows the FTA vibration criteria to evaluate vibration-related annoyance due to resonances of the structural components of a building. These criteria are based on the work of many researchers that suggests that humans are sensitive to vibration velocities in the range of 8 to 80 Hz.

Table 5.9-8
Groundborne Vibration Criteria: Human Annoyance

Land Use Category	Max L_v (VdB)[1]	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms.

Source: FTA 2006.
[1] L_v is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.

Vibration-Related Architectural Damage

Structures amplify groundborne vibration and wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively. The most conservative estimates are reflected in the FTA standards, shown in Table 5.9-9.

Table 5.9-9
Groundborne Vibration Criteria: Architectural Damage

Building Category	PPV (in/sec)	L_v (VdB)[1]
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2006.
[1] RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.

5.9.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if it would result in:

N-1 Exposure of persons to or generation of, noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies.

N-2 Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.

N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

N-5 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, exposure of people residing or working in the project area to excessive noise levels.

N-6 For a project within the vicinity of a private airstrip, exposure of people residing or working the project area to excessive noise levels.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold N-5
- Threshold N-6

Having been adequately addressed in the Initial Study, these topics are not included in the following analysis.

City of Hemet Thresholds

Noise Compatibility

The noise standards specified in the City of Hemet General Plan Public Safety Element are used to evaluate long-term impacts from transportation noise to the project. As shown on Table 5.9-7, for residential areas, the exterior noise standard is 65 dBA CNEL and the interior noise standard is 45 dBA CNEL. For playgrounds and active recreational areas, the noise standard is 70 dBA CNEL. For office areas such as professional offices, the interior noise standard is 50 dBA CNEL.

Stationary-Source Noise

Section 30-32 of the City's noise ordinance establishes a limit on noise that may be projected to a residential property (see Table 5.9-5). Residential uses proposed by the project would be significantly impacted by any nearby uses that generate noise levels in excess of the noise ordinance standards. In addition, the residential areas adjacent to the project site would be significantly impacted by activities at the proposed project that generate noise levels in excess of the noise ordinance standards.

Transportation-Related Noise

As discussed previously, the City's noise standard for exterior residential areas is 65 dBA CNEL. The generally accepted level at which changes in community noise levels become perceptible is 3 dBA. To evaluate project-related traffic noise impacts to offsite sensitive uses, a significant impact would occur if the proposed project would increase the noise level at a roadway segment more than 3 dBA and if the increase would result in a noise level exceeding 65 dBA CNEL in a residential zone or at a noise-sensitive land use.

A cumulative noise assessment evaluates noise increases that occur over a long period of time. An increase in community noise of 5 dBA is generally accepted as being readily perceptible. The significance threshold for a cumulative offsite traffic noise impact is that the total noise increase must exceed 5 dBA, the future noise level at a sensitive receptor must exceed 65 dBA CNEL, and the project contribution to the noise increase must exceed 3 dBA.

Construction

The City of Hemet does not have standards for construction noise impacts. Rather, construction activities are controlled by limiting their hours. The potential for construction noise impacts to be objectionable depends on the magnitude of noise generated by the construction equipment, the frequency of noise during the construction day, and the total duration of construction.

Vibration

Because no applicable state or local standards exist to evaluate vibration impacts from construction activities, the FTA criteria is recommended. Vibration annoyance impacts are considered significant when average vibration levels produced by construction equipment would be perceptible during the daytime at offsite vibration-sensitive structures. This perception threshold is given as 78 VdB (FTA 2006). In addition, vibration that is strong enough to cause structural damage based on the FTA criteria (0.2 in/sec for typical wood-framed buildings or 0.5 in/sec for reinforced concrete, steel, or timber) would be considered significant (FTA 2006).

5.9.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.9-1 MOBILE-SOURCE NOISE WOULD NOT EXPOSE NOISE-SENSITIVE RECEPTORS TO LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN EXISTING REGULATIONS. [THRESHOLDS N-1 AND N-3]

Impact Analysis: The proposed project would have the potential to generate project-related traffic noise impacts to noise sensitive uses along roadways evaluated in the traffic impact analysis prepared for the proposed project (Urban Crossroads 2012). The following analysis describes the anticipated noise levels from traffic generated by the North Hemet Specific Plan. Traffic noise modeling was compiled for the following scenarios, according to the traffic study prepared for this project:

- Existing: Existing conditions (2010 traffic counts) without the proposed project.
- Existing With Project Phase 1: Existing volumes plus the new traffic generated by the proposed project's first phase of development.
- Existing With Project Phase 2: Existing volumes plus the new traffic generated by buildout of the proposed project.
- Interim-Year 2016 Without Project: Existing volumes plus six years of ambient growth (2010 to 2016) plus traffic from pending and approved but not yet constructed developments in the area.
- Interim-Year 2016 With Project: Volumes and transportation system from the interim-year 2016 without the project plus the new traffic generated by the proposed project's first phase of development.
- Buildout-Year 2020 Without Project: Existing volumes plus 10 years of ambient growth (2010 to 2020) plus traffic from pending and approved but not yet constructed developments in the area.
- Buildout-Year 2020 With Project: Volumes and transportation system from the buildout year 2020 without project plus the new traffic generated by the buildout of the proposed project.

The traffic noise levels for this project were estimated using the FHWA Highway Traffic Noise Prediction Model (RD-77-108). The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle

speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the vicinity of proposed project site are included in Appendix I. Tables 5.9-10 through 5.9-13 compare the noise levels at 50 feet from the centerline of each roadway segment without and with the project for existing, 2016, and 2020 conditions.

Phase 1

Table 5.9-10 shows the project's impacts over existing conditions, and Table 5.9-11 shows the project's impacts compared to 2016 baseline conditions. Traffic noise increases due to the project's Phase 1 range from 0 to 0.6 dBA.

Table 5.9-10
Phase 1 Project-Related Traffic Noise, Existing Conditions

Roadway	Segment	CNEL at 50 feet (dBA)		Increase from Existing (dBA)
		No Project	With Phase 1 Project	
Menlo Av.	west of Lyon Av.	65.7	65.9	0.2
Menlo Av.	Lyon Av. to Palm Av.	66.1	66.6	0.5
Menlo Av.	Palm Av. to Gilbert St.	66.7	67.0	0.3
Menlo Av.	Gilbert St. to Alessandro St.	66.5	67.0	0.5
Menlo Av.	Alessandro St. to State St.	66.5	67.1	0.6
Menlo Av.	State St. to Buena Vista St.	68.2	68.3	0.1
Fruitvale Av.	west of State St.	59.6	59.7	0.1
Fruitvale Av.	east of State St.	58.1	58.2	0.1
Oakland Av.	west of Gilbert St.	61.5	61.5	0.0
Oakland Av.	Gilbert St. to Alessandro St.	61.9	61.9	0.0
Oakland Av.	Alessandro St. to State St.	62.0	62.1	0.1
Oakland Av.	east of State St.	63.1	63.1	0.0
Devonshire Av.	west of State St.	62.1	62.1	0.0
Devonshire Av.	east of State St.	60.6	60.6	0.0
Lyon Av.	north of Menlo Av.	66.8	66.8	0.0
Lyon Av.	south of Menlo Av.	66.9	66.9	0.0
Palm Av.	north of Menlo Av.	64.8	64.8	0.0
Palm Av.	south of Menlo Av.	64.5	64.5	0.0
Gilbert St.	Menlo Av. to Oakland Av.	57.4	57.4	0.0
Gilbert St.	south of Oakland Av.	57.2	57.2	0.0
Alessandro St.	Menlo Av. to Ancla Ln.	48.6	48.6	0.0
Alessandro St.	Ancla Ln. to Oakland Av.	51.5	51.5	0.0
State St.	north of Fruitvale Av.	72.6	72.6	0.0
State St.	Fruitvale Av. to Menlo Av.	72.7	72.8	0.1
State St.	Menlo Av. to Oakland Av.	72.0	72.0	0.0
State St.	Oakland Av. to Devonshire Av.	71.7	71.7	0.0
State St.	south of Devonshire Av.	71.3	71.3	0.0

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Urban Crossroads, 2012.

Table 5.9-11
Phase 1 Project-Related Traffic Noise, 2016 Conditions

Roadway	Segment	CNEL at 50 feet (dBA)		Project Contribution
		No Project	With Project	
Menlo Av.	west of Lyon Av.	67.3	67.4	0.1
Menlo Av.	Lyon Av. to Palm Av.	67.8	68.0	0.2
Menlo Av.	Palm Av. to Gilbert St.	68.1	68.4	0.3
Menlo Av.	Gilbert St. to Alessandro St.	67.9	68.2	0.3
Menlo Av.	Alessandro St. to State St.	67.8	68.3	0.5
Menlo Av.	State St. to Buena Vista St.	69.1	69.2	0.1
Fruitvale Av.	west of State St.	60.6	60.7	0.1
Fruitvale Av.	east of State St.	58.7	58.7	0.0
Oakland Av.	west of Gilbert St.	62.4	62.5	0.1
Oakland Av.	Gilbert St. to Alessandro St.	62.6	62.7	0.1
Oakland Av.	Alessandro St. to State St.	62.8	62.9	0.1
Oakland Av.	east of State St.	63.8	63.9	0.1
Devonshire Av.	west of State St.	62.6	62.6	0.0
Devonshire Av.	east of State St.	61.0	61.2	0.2
Lyon Av.	north of Menlo Av.	67.9	67.9	0.0
Lyon Av.	south of Menlo Av.	68.3	68.3	0.0
Palm Av.	north of Menlo Av.	65.7	65.8	0.1
Palm Av.	south of Menlo Av.	65.3	65.4	0.1
Gilbert St.	Menlo Av. to Oakland Av.	58.2	58.4	0.2
Gilbert St.	south of Oakland Av.	58.2	58.5	0.3
Alessandro St.	Menlo Av. To Ancla Ln.	51.0	51.3	0.3
Alessandro St.	Ancla Ln. to Oakland Av.	52.0	52.0	0.0
State St.	north of Fruitvale Av.	73.6	73.6	0.0
State St.	Fruitvale Av. to Menlo Av.	73.7	73.8	0.1
State St.	Menlo Av. to Oakland Av.	72.9	73.1	0.2
State St.	Oakland Av. to Devonshire Av.	72.6	72.7	0.1
State St.	south of Devonshire Av.	72.3	72.4	0.1

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Urban Crossroads, 2012.

Phase 2

Table 5.9-12 shows the project's impacts over existing conditions, and Table 5.9-13 shows the project's impacts compared to 2020 baseline conditions. Traffic noise increases due to the project's Phase 2 range from 0 to 5.8 dBA.

Table 5.9-12
Phase 2 Project-Related Traffic Noise, Existing Conditions

Roadway	Segment	CNEL at 50 feet (dBA)		Project Contribution
		No Project	With Project	
Menlo Av.	west of Lyon Av.	65.7	66.1	0.4
Menlo Av.	Lyon Av. to Palm Av.	66.1	67.1	1.0
Menlo Av.	Palm Av. to Gilbert St.	66.7	67.7	1.0
Menlo Av.	Gilbert St. to Alessandro St.	66.5	68.0	1.5
Menlo Av.	Alessandro St. to State St.	66.5	67.8	1.3
Menlo Av.	State St. to Buena Vista St.	68.2	68.5	0.3
Fruitvale Av.	west of State St.	59.6	60.0	0.4
Fruitvale Av.	east of State St.	58.1	58.2	0.1
Oakland Av.	west of Gilbert St.	61.5	61.7	0.2
Oakland Av.	Gilbert St. to Alessandro St.	61.9	62.2	0.3
Oakland Av.	Alessandro St. to State St.	62.0	62.5	0.5
Oakland Av.	east of State St.	63.1	63.4	0.3
Devonshire Av.	west of State St.	62.1	62.2	0.1
Devonshire Av.	east of State St.	60.6	60.9	0.3
Lyon Av.	north of Menlo Av.	66.8	66.9	0.1
Lyon Av.	south of Menlo Av.	66.9	67.1	0.2
Palm Av.	north of Menlo Av.	64.8	65.0	0.2
Palm Av.	south of Menlo Av.	64.5	64.6	0.1
Gilbert St.	Menlo Av. to Oakland Av.	57.4	57.4	0.0
Gilbert St.	south of Oakland Av.	57.2	57.8	0.6
Alessandro St.	Menlo Av. To Ancla Ln.	48.6	54.4	5.8
Alessandro St.	Ancla Ln. to Oakland Av.	51.5	55.7	4.2
State St.	north of Fruitvale Av.	72.6	72.7	0.1
State St.	Fruitvale Av. to Menlo Av.	72.7	72.9	0.2
State St.	Menlo Av. to Oakland Av.	72.0	72.5	0.5
State St.	Oakland Av. to Devonshire Av.	71.7	71.9	0.2
State St.	south of Devonshire Av.	71.3	71.5	0.2

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Urban Crossroads, 2012.

Table 5.9-13
Phase 2 Project-Related Traffic Noise, 2020 Conditions

Roadway	Segment	CNEL at 50 feet (dBA)		Project Contribution
		No Project	With Project	
Menlo Av.	west of Lyon Av.	68.0	68.3	0.3
Menlo Av.	Lyon Av. to Palm Av.	68.5	69.0	0.5
Menlo Av.	Palm Av. to Gilbert St.	68.7	69.4	0.7
Menlo Av.	Gilbert St. to Alessandro St.	68.5	69.5	1.0
Menlo Av.	Alessandro St. to State St.	68.4	69.3	0.9
Menlo Av.	State St. to Buena Vista St.	69.6	69.8	0.2
Fruitvale Av.	west of State St.	61.1	61.4	0.3
Fruitvale Av.	east of State St.	59.0	59.0	0.0
Oakland Av.	west of Gilbert St.	62.9	63.1	0.2
Oakland Av.	Gilbert St. to Alessandro St.	63.2	63.5	0.3
Oakland Av.	Alessandro St. to State St.	63.3	63.6	0.3
Oakland Av.	east of State St.	64.3	64.6	0.3
Devonshire Av.	west of State St.	62.9	63.1	0.2
Devonshire Av.	east of State St.	61.4	61.7	0.3
Lyon Av.	north of Menlo Av.	68.4	68.5	0.1
Lyon Av.	south of Menlo Av.	68.9	69.1	0.2
Palm Av.	north of Menlo Av.	66.2	66.4	0.2
Palm Av.	south of Menlo Av.	65.8	65.9	0.1
Gilbert St.	Menlo Av. to Oakland Av.	58.7	58.9	0.2
Gilbert St.	south of Oakland Av.	58.8	59.4	0.6
Alessandro St.	Menlo Av. To Ancla Ln.	52.1	55.7	3.6
Alessandro St.	Ancla Ln. to Oakland Av.	52.4	56.1	3.7
State St.	north of Fruitvale Av.	74.1	74.2	0.1
State St.	Fruitvale Av. to Menlo Av.	74.3	74.4	0.1
State St.	Menlo Av. to Oakland Av.	73.4	73.9	0.5
State St.	Oakland Av. to Devonshire Av.	73.2	73.4	0.2
State St.	south of Devonshire Av.	72.9	73.0	0.1

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Urban Crossroads, 2012.

Summary of Traffic Noise Impacts

A noise impact may occur if there is a noise increase of 3 dB or more from project-related traffic over existing conditions and the CNEL is 65 dBA or greater in the vicinity of noise-sensitive land uses. As shown on the tables above, no roadway segments would have an increase of 3 dBA or more resulting in a noise level over 65 dBA CNEL; therefore, implementation of the proposed project would not cause a substantial permanent increase in ambient noise levels in the vicinity of noise-sensitive receptors. Thus, project-related traffic noise impacts would be less than significant.

IMPACT 5.9-2: STATIONARY-SOURCE NOISE WOULD NOT EXPOSE NOISE-SENSITIVE RECEPTORS TO LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN EXISTING REGULATIONS. [THRESHOLDS N-1 AND N-3]

Impact Analysis: Stationary-source noise is regulated by Chapter 30-32 of the City of Hemet Municipal Code. Buildout of the North Hemet Specific Plan would result in a general increase in residential and commercial development in the City. Residential uses do not generate considerable amounts of noise. Potentially significant sources of noise proposed by the project are the operation of air conditioning units, truck deliveries, and possible outdoor gathering spaces and recreational areas.

HVAC Systems and Use of Other Mechanical Equipment

Noise generated by an electrical or mechanical device (including air conditioning units, generators, fans, etc.) and activities such as trash collection and recycling are regulated by the City's noise ordinance, which limits the acceptable noise at a residential property. As part of the North Hemet Specific Plan, common trash collection and recycling areas, if required, would be provided within 250 feet of the farthest unit they are to serve, and trash and recycling receptacles would be completely screened from public rights-of-way and parking areas through site orientation, screening materials (walls/landscaping), or a combination of both, and would be situated so as to eliminate noise and visual intrusion and eliminate fire hazards.

Stationary equipment specifications and precise locations of equipment and locations of future residences are not currently known. To comply with the City's noise standards, HVAC systems and other equipment would be selected based on their noise rating or should be designed with features to reduce noise such as barriers and parapet walls, equipment enclosures, and/or appropriate equipment placement. The project would be required to comply with the exterior noise limits provided in the City's Municipal Code, and the implementation of Mitigation Measures 9-1 and 9-2 (which require completion of noise studies as part of the application process for the development of individual projects within the specific plan) would assure that the stationary noise impacts from onsite equipment would be less than significant to the existing adjacent and the proposed project's residential areas.

Truck Idling and Deliveries

The anticipated amount of commercial development is relatively small, and it is anticipated that truck deliveries would be sporadic. Noise from truck loading/unloading activities would be primarily from the back-up alarms and truck engine noise when maneuvering in the commercial/retail loading areas. Truck back-up alarms have the potential to generate high noise levels for short periods of time during maneuvers. Commercial trucks are prohibited from nonessential idling for more than five minutes when they are within 100 feet of any noise-sensitive land use under the California Air Resources Board's In-Use Idling Airborne Toxic Control Measure (CARB Rule 2485). As part of the North Hemet Specific Plan, businesses using commercial vehicles that weigh more than 15,000 pounds or vehicles with more than two axles are prohibited. Loading/unloading, delivery, packing, or refuse areas would be screened from any abutting lot or any public street or right-of-way; and no (business) use would allow loading or unloading of heavy trucks between the hours of 8 PM and 6 AM.

As part of the specific plan, all future commercial development would incorporate designs that would minimize noise impacts at nearby residences from loading/unloading and service areas. Truck deliveries would be sporadic, would use two-axle vehicles, and would occur during daytime hours. Because truck deliveries would be sporadic, short-lived, only during daytime hours, and screened from any abutting lot or public street, noise from truck deliveries would be less than significant.

Outdoor Gathering Spaces and Recreational Areas

The proposed specific plan may include individual projects with neighborhood parks and areas that serve as public gathering space for informal meetings, neighborhood events, and child play/sport activities. Other potential developments include restaurant and entertainment establishments that may have outdoor patios with the potential to generate high noise levels from crowds and music. Specific plans and uses are not available at the time of the preparation of this analysis. The noise ordinance sets limits that cannot be exceeded at a noise-sensitive property. Compliance with the City's noise ordinance is required in the specific plan area (refer to Table 5.9-5). Outdoor activities may occur intermittently, and if future patrons, residents, and their guests should engage in activities that exceed the City's municipal code, the City can take actions to abate that activity. In addition, restaurant and entertainment establishments would require conditional use permits that would require a consideration of potential noise impacts and regulate the operation of those uses to ensure that restaurant and entertainment noise would be less than significant to residential units.

IMPACT 5.9-3 FUTURE RESIDENTIAL USES MAY BE EXPOSED TO NOISE LEVELS THAT EXCEED THE CITY'S LAND USE COMPATIBILITY CRITERIA. [THRESHOLDS N-1]

Impact Analysis: A project would normally have a significant effect on the environment if it would place new noise-sensitive receptors in an area that exceeds the noise standards established in the City of Hemet General Plan or noise ordinance. The following analysis for land use compatibility addresses (1) transportation noise impacts, and (2) noise impacts to the proposed project from existing nearby commercial and industrial uses.

Transportation Noise Impacts to the Project

As discussed above, proposed noise-sensitive areas would need to comply with the City's exterior and interior noise standards presented in Table 5.9-7. The Burlington Northern-Santa Fe (BNSF) railroad tracks (that extend from the Perris Valley) run north–south parallel to the site and approximately 700 feet to the east. According to the EIR prepared for the City's General Plan update, BNSF operates two or three short trains on that line per year to transport potatoes during the harvest season. A commuter rail feasibility study was prepared on November 9, 2005 for the Riverside County Transportation Commission (RCTC) to evaluate the feasibility of operating passenger trains (Metrolink) by 2030. At this time there are no plans for freight service expansion or new passenger train service on the San Jacinto Branch Line (Urban Crossroads 2006). Noise from train operations is sporadic and short-term, lasting a few seconds during a passby event. The ambient noise levels in the vicinity of the project site are dominated by traffic on State Street, Oakland Street, Menlo Avenue, and Alessandro Street. The exact locations of residential developments have not yet been determined, and therefore specific impacts cannot be determined. To evaluate long-range 2020 traffic noise impacts to the proposed project, distances to noise level contours were calculated. Table 5.9-14 presents the anticipated 60, 65, and 70 dBA CNEL noise level contours represented as a distance from the centerline of the street segments that are adjacent to the project site.

Table 5.9-14
Noise Level Contours for Roads Adjacent to the Project

Roadway	Segment	Daily Traffic Volumes[1]	Noise Level at 50 Feet (dBA CNEL)	Distance to Noise Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Menlo Av.	Alessandro St. to State St.	14,507	69.3	RW[2]	97	209
Oakland Av.	Alessandro St. to State St.	6,587	63.6	RW	41	87
Alessandro St.	Menlo Av. To Ancla Ln.	758	55.7	RW	RW	26
Alessandro St.	Ancla Ln. to Oakland Av.	834	56.1	RW	RW	27
State St.	Fruitvale Av. to Menlo Av.	26,600	74.4	98	212	456
State St.	Menlo Av. to Oakland Av.	23,652	73.9	91	196	422

[1] For long-range 2020 With Project conditions.
[2] RW = Noise level contour within the road right-of-way.

The areas of the project site that would be most affected by traffic noise would be along the eastern boundaries facing State Street. Areas along the southern boundary adjacent to Oakland Avenue and along Menlo Avenue would be within the 65 dBA CNEL noise level contour. The areas least affected by noise would be on the west portions of the site, facing Alessandro Street.

Exterior Noise

Noise-sensitive exterior areas may be exposed to noise levels that exceed the City's 65 dBA CNEL standard for residential and passive recreational outdoor areas and 70 dBA CNEL for playground and active recreational areas. Any siting of noise-sensitive exterior land uses within a noise environment that exceeds the applicable standard creates a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. An acoustical analysis would be required for proposed residential outdoor living areas and recreational areas such as backyards, playgrounds, swimming pools, and ball fields within the 65 dBA CNEL noise contour of a roadway to ensure that residential outdoor living areas and recreational areas would meet the applicable exterior noise standards. The required noise reduction to meet the applicable standards (ranging from 65 to 70 dBA CNEL) could include increased setback from the road, shielding with noise barriers, or placing outdoor noise-sensitive areas behind buildings. Implementation of Mitigation Measure 9-2 would reduce noise impacts to less than significant.

Interior Noise

Typical construction methods and building materials utilized in the construction of new homes would provide 25 dB exterior-to-interior noise level reduction, with windows closed. Based on a 25 dB noise level reduction, residential structures constructed with standard materials in areas with exterior noise environments below 70 dBA CNEL (i.e., outside of the 70 dBA CNEL contour line) would provide sufficient interior noise reduction to comply with the interior 45 dBA CNEL standard. However, as shown in Table 5.9-13, sensitive uses within 98 feet of the centerline of State Street would be subject to noise levels higher than 70 dBA CNEL, so they may not routinely meet the interior standard. Mitigation Measure 9-1 would require that a final noise study be prepared prior to building construction for buildings proposed within 98 feet of the centerline of State Street to ensure that all habitable rooms would meet the 45 dBA CNEL interior noise standard. This noise study would need to be submitted after the precise grading and architectural plans are prepared, but prior to issuance of building permits. The

required reduction can be accomplished with enhanced construction design or materials such as upgraded dual-glazed windows and/or upgraded exterior wall assemblies. With the implementation of Mitigation Measure 9-1, the proposed project land uses would meet the 45 dBA CNEL interior noise standard, reducing noise impacts to a less than significant level.

Stationary Noise Impacts to the Project

The historic Hemet Stock Farm is located south of the site across Oakland Avenue. However, while many of the original structures still remain, use of the historic farm ended in the 1990s. A potential noise source affecting the project site is the construction business across State Street, to the east of the site. Potential noise sources from operation of the construction business include trucks maneuvering and the operation of mechanical equipment. The nearest buildings are approximately 300 feet from the proposed project's eastern site boundary. During field observations, the dominant source of noise was traffic on State Street. The existing businesses are required to comply with the City's noise ordinance standard, which limits noise levels to affected residential properties. Because traffic noise on State Street generally overshadows noise from the operation of the nearby commercial uses and because these uses are required to comply with the City's noise ordinance standards, stationary noise impacts to the project would be less than significant and no mitigation would be required.

IMPACT 5.9-4: CONSTRUCTION ACTIVITIES WOULD GENERATE SIGNIFICANT LEVELS OF VIBRATION. [THRESHOLD N-2]

Impact Analysis: A project would normally have a significant effect on the environment if it would result in exposure of persons to or the generation of excessive groundborne vibration or groundborne noise levels.

Construction activities can generate varying degrees of ground vibration depending on the type of construction and equipment. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near the construction site varies depending on soil type, ground strata, and receptor building construction. Vibration can result in no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight building damage at the highest levels. Ground vibration from construction activities rarely reaches levels that can significantly damage structures, but it can achieve the audible and perceptible ranges in buildings close to a construction site. Groundborne vibration would be generated during the demolition of existing structures, grading, and building construction. Unless there are large generators of vibration, such as pile drivers, or receptors are in close proximity to construction equipment, vibration is generally only perceptible at structures when vibration rattles windows, picture frames, and other interior objects. Table 5.9-15 lists vibration levels for different types of construction equipment.

Table 5.9-15
Construction Equipment Vibration Levels

Equipment	Approximate RMS[1] Velocity Level at 25 Feet (VdB)	Approximate PPV Velocity at 25 Feet (in/sec)
Pile Driver (impact) Upper Range	112	1.518
Pile Driver (impact) Lower Range	104	0.644
Pile Driver (sonic) Upper Range	105	0.734
Pile Driver (sonic) Lower Range	93	0.170
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
FTA Criteria – Human Annoyance (Daytime)	78	—
FTA Criteria – Architectural Damage	—	0.200 Wood-Framed 0.500 Reinforced Masonry

Source: FTA 2006.
[1] RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second and a crest factor of 4.

Vibration Annoyance

Vibration is typically not perceptible in outdoor environments, but sensed when objects in nearby structures generate noise, such as rattling windows or picture frames. Therefore, impacts are evaluated in terms of indoor receivers (FTA 2006). The nearest sensitive receptor structures subject to annoyance from the construction of individual projects are the existing homes approximately 60 feet to the west of the project site across Alessandro Street and the homes approximately 30 feet to the north of the project site boundary. In addition, the proposed project's residential areas could be affected by construction occurring in subsequent phases. Levels of vibration produced by construction equipment are based on the FTA's significance threshold for vibration annoyance of 78 VdB for barely perceptible levels of vibration during the daytime (note that construction would be limited to daytime hours to comply with the City's municipal code). Table 5.9-16 shows the potential vibration levels (VdB) that can be generated by heavy construction equipment at receptors located 30, 60, 100, and 350 feet away. As shown in this table, since vibration levels dissipate rapidly with distance, construction activity involving pile driving at 350 feet away from a sensitive receptor would not exceed the 78 VdB threshold for vibration annoyance. For equipment that inherently produced lower vibrational energy, the vibration annoyance threshold distance would be considerably closer to the sources (e.g., for a large bulldozer, the annoyance threshold distance would be less than 60 feet).

Table 5.9-16
Construction Equipment Vibration Levels by Distance

Equipment	Distance (feet)			
	30	60	100	350
Pile Driver (impact) Upper Range	112	101	94	78
Pile Driver (impact) Lower Range	104	93	86	70
Pile Driver (sonic) Upper Range	105	94	87	71
Pile Driver (sonic) Lower Range	93	82	75	59
Vibratory roller	94	83	76	60
Large bulldozer	87	76	69	53
Caisson drilling	87	76	69	53
Loaded trucks	79	68	61	45
Jackhammer	58	47	40	24
Small bulldozer	86	75	68	52

Source: FTA 2006.

Construction that involves vibration-intensive equipment, such as pile drivers, jack hammers, and vibratory rollers, would result in a significant vibration impact.

Vibration-Induced Architectural Damage

In addition to vibration-induced annoyance, project-related construction vibration was evaluated for its potential to cause structural damage based on FTA's architectural damage criteria (see Table 5.9-8). The FTA threshold of 0.2 PPV inch per second is the point at which there is a risk of architectural damage to normal houses with plastered walls and ceilings. Table 5.9-17 shows the potential vibration levels (in PPV in inches/sec) that can be generated by heavy construction equipment at receptors 30, 60, and 100 feet away.

Table 5.9-17
Vibration by Distance (in/sec)

Equipment	Distance (feet)		
	30	60	100
Pile Driver (impact) Upper Range	1.518	0.408	0.190
Pile Driver (impact) Lower Range	0.644	0.173	0.081
Pile Driver (sonic) Upper Range	0.734	0.197	0.092
Pile Driver (sonic) Lower Range	0.170	0.046	0.021
Vibratory roller	0.210	0.056	0.026
Large bulldozer	0.089	0.024	0.011
Caisson drilling	0.089	0.024	0.011
Loaded trucks	0.076	0.020	0.010
Jackhammer	0.035	0.009	0.004
Small bulldozer	0.003	0.001	0.000

Note: Calculations included in Appendix I.

Typically, only construction equipment generating extremely high levels of vibration, such as pile drivers, has the potential for vibration-induced structural damage. Project-related construction activities could potentially result in vibration levels at nearby sensitive structures that exceed the 0.2 PPV in/sec criteria for vibration-induced structural damage. Therefore, impacts from vibration-induced architectural damage are considered potentially significant.

IMPACT 5.9-5: CONSTRUCTION ACTIVITIES WOULD TEMPORARILY INCREASE AMBIENT NOISE. [THRESHOLD N-4]

Impact Analysis: A project would normally have a significant effect on the environment if it would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The project would be constructed in two phases beginning in 2013 and would be built out by 2020. Phase 1 encompasses the planning areas north of Menlo Avenue and would commence in 2013 and be complete by 2016. Phase 2 includes the planning areas south of Menlo Avenue and would commence in 2017 and would be complete by 2020. Note that while the total length of construction activities is estimated as six years for the buildout of the entire North Hemet Specific Plan, individual construction activities in each of the seven planning areas would have their own schedule, and certain phases would be constructed much farther from existing sensitive receptors. Therefore, exposure of any one sensitive receptor to elevated construction noise levels would be much shorter in duration.

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment. Based on their proximity to the project site, existing residences surrounding the North Hemet Specific Plan area would be exposed to construction noise and would be subject to noise impact criteria for noise-sensitive land uses. Commercial and retail uses east of the specific plan area across State Street are not considered noise-sensitive uses.

Mobile-Source Noise

The transport of workers and equipment to the construction site and truck hauls associated with demolition debris and soil haul would incrementally increase noise levels along roadways in the vicinity of the project site. Construction-related traffic would be limited to the haul routes, which are Menlo Avenue, Oakland Avenue, and State Street. The existing roadway volumes on these streets range from approximately 4,500 to 17,700 average daily trips. The project site is flat and there would be no underground parking structures that would require major excavation and soil export. Thus, construction of the project is not expected to generate substantial truck trips for soil export or import. During the demolition of the project's Phase 1, approximately 139 haul truck trips would be required during the debris removal phase over a period of approximately two months; during the demolition of the project's Phase 2, approximately 265 haul truck trips would be required during the debris removal phase over a period of approximately two months. Although there would be a relatively high single-event noise exposure potential with passing trucks, the expected number of workers and haul trucks is minimal compared to the existing daily traffic volumes on these designated haul roads, and construction traffic would be spread throughout the workday. Typically, a doubling of vehicle trips would increase noise levels by 3 dB, which is the increment that could cause a perceived increase in noise adjacent to truck haul routes. It is anticipated that construction-related trips generated by the project would not double the volumes of traffic currently generated on the local roadways within the project's study area. Therefore, noise impacts from construction-related trips would be less than significant.

Onsite Construction Equipment Noise

The other type of short-term noise impact is related to demolition, grading, and building construction.

Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days; mobile equipment moves around a construction site with variations in power settings and loads. To determine the energy-average L_{eq} sound level from the equipment's operation under varying power settings, the equipment's noise rating at a reference distance, while operating at full power, is adjusted by considering the duty cycle of the activity. Table 5.9-18 lists maximum construction equipment noise levels from a reference distance of 50 feet away and the industry standard duty cycles for typical development activities.

Table 5.9-18
Construction Equipment Noise Levels

Equipment	*Noise Level (dBA) at 50 ft*	*Typical Duty Cycle*
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%

Source: Thalheimer 2000.
KVA = kilovolt amps

Each stage of construction has a different equipment mix depending on the work to be accomplished during that stage. The noise produced at each stage is determined by combining the L_{eq} contributions from each piece of equipment used at a given time. Construction activities associated with the proposed project would likely not require blasting or pile driving. In the construction of residential and mixed-use projects, demolition and grading activities generate the highest noise levels because they require the largest equipment.

Because of the effects of noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase, construction activities would result in different noise levels at a given sensitive receptor. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels in excess of 80 dBA at 50 feet from the equipment. As noise from construction equipment is intermittent and diminishes at a rate of 6 dB per doubling distance, the average noise levels at noise-sensitive receptors would be much lower because mobile construction equipment would move around the site with different loads and power requirements. The development of the specific plan would take six years to complete, but it is anticipated that exposure of individual receptors to elevated construction noise levels would be much shorter (e.g., a few months). Furthermore, construction of new residential and nonresidential land uses would depend on market conditions, resulting in intermittent construction activities in the specific plan area. Construction noise impacts would depend on the distance from the receptor to the location where individual construction activities (e.g., construction subphases) would occur and would also depend on the presence of intervening structures,

Construction of individual developments associated with buildout of the North Hemet Specific Plan would temporally increase the ambient noise environment at nearby existing and future residential areas; at each individual receptor, the temporary increase would likely last for a few months during the six-year period to develop the specific plan. Adherence to the City's Municipal Code would require that activities be limited to the daytime hours (i.e., the least noise-sensitive portions of the day), between 6:00 AM and 6:00 PM during the months of June through September and between 7:00 AM and 6:00 PM during the months of October through May. On Saturday, the acceptable time window is between 7:00 AM and 6:00 PM, and no construction is allowed on Sundays. Even with these time constraints, construction activities associated with any individual development may occur in close proximity to noise-sensitive receptors, and noise disturbances may occur for prolonged periods of time. Therefore, construction noise impacts are considered potentially significant. Implementation of Mitigation Measure 9-3 would reduce construction noise impacts, but the resulting reduced levels would remain significant.

5.9.5 Cumulative Impacts

Cumulative noise impacts occur when multiple sources of noise, though individually not substantial, combine and lead to excessive, cumulative noise exposure at noise-sensitive uses.

Short-Term Construction

Cumulative construction noise impacts have the potential to occur when multiple construction projects in the same general area generate noise within the same time frame and contribute to the increases in the ambient noise environment. Based on noise levels generated by construction activities associated with the project site; the duration of construction activities, which would occur intermittently for approximately six years; and the proximity of the sensitive receptors, construction noise from the project would substantially elevate ambient noise levels and would significantly contribute to the cumulative noise environment. Cumulative construction noise impacts are considered potentially significant. Implementation of Mitigation Measure 9-3 would reduce construction noise impacts, but not to less than significant levels.

Long-Term Operation

A significant cumulative noise impact would occur where cumulative noise increases by 5 dB or more, the project's cumulative contribution is 3 dB or more, and the ambient noise levels exceed the 65 dBA CNEL noise compatibility standard in the vicinity of existing noise-sensitive land uses. Cumulative noise impacts due to traffic describe how much noise levels are projected to increase over existing conditions with the development of the proposed project along with all other traffic growth projected with buildout of the General Plan. Cumulative increases in traffic noise levels were estimated by comparing the 2020 with-project scenario to existing conditions. Table 5.9-19 shows that the cumulative noise increases in CNEL would range from 0.9 to 7.1 dB. However, the project contribution at any roadway segment would be less than 0.5 dB, and the remainder of the 0.9 to 7.1 dB increments would be due to general growth in the vicinity of the project site. The cumulative offsite traffic noise impact for the proposed project would not exceed the significance criteria described above and would be less than significant.

Table 5.9-19
Cumulative Traffic Noise

Roadway	Segment	CNEL at 50 feet (dBA)			
		Existing	2014 With Project	Overall Increase	Project Contribution
Menlo Av.	west of Lyon Av.	65.7	68.3	2.6	0.1
Menlo Av.	Lyon Av. to Palm Av.	66.1	69.0	2.9	0.2
Menlo Av.	Palm Av. to Gilbert St.	66.7	69.4	2.7	0.3
Menlo Av.	Gilbert St. to Alessandro St.	66.5	69.5	3.0	0.3
Menlo Av.	Alessandro St. to State St.	66.5	69.3	2.8	0.5
Menlo Av.	State St. to Buena Vista St.	68.2	69.8	1.6	0.1
Fruitvale Av.	west of State St.	59.6	61.4	1.8	0.1
Fruitvale Av.	east of State St.	58.1	59.0	0.9	0.0
Oakland Av.	west of Gilbert St.	61.5	63.1	1.6	0.1
Oakland Av.	Gilbert St. to Alessandro St.	61.9	63.5	1.6	0.1
Oakland Av.	Alessandro St. to State St.	62.0	63.6	1.6	0.1
Oakland Av.	east of State St.	63.1	64.6	1.5	0.1
Devonshire Av.	west of State St.	62.1	63.1	1.0	0.0
Devonshire Av.	east of State St.	60.6	61.7	1.1	0.2
Lyon Av.	north of Menlo Av.	66.8	68.5	1.7	0.0
Lyon Av.	south of Menlo Av.	66.9	69.1	2.2	0.0
Palm Av.	north of Menlo Av.	64.8	66.4	1.6	0.1
Palm Av.	south of Menlo Av.	64.5	65.9	1.4	0.1
Gilbert St.	Menlo Av. to Oakland Av.	57.4	58.9	1.5	0.2
Gilbert St.	south of Oakland Av.	57.2	59.4	2.2	0.3
Alessandro St.	Menlo Av. To Ancla Ln.	48.6	55.7	7.1	0.3
Alessandro St.	Ancla Ln. to Oakland Av.	51.5	56.1	4.6	0.0
State St.	north of Fruitvale Av.	72.6	74.2	1.6	0.0
State St.	Fruitvale Av. to Menlo Av.	72.7	74.4	1.7	0.1
State St.	Menlo Av. to Oakland Av.	72.0	73.9	1.9	0.2
State St.	Oakland Av. to Devonshire Av.	71.7	73.4	1.7	0.1
State St.	south of Devonshire Av.	71.3	73.0	1.7	0.1

Source: FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Urban Crossroads, 2012. Detailed calculations are included in Appendix I.

Unlike traffic noise, whose effects can extend well beyond the limits of the project site, stationary-source noise (mechanical equipment, loading/unloading activities, etc.) would typically only impact noise-sensitive receptors near the project site. Because there are no existing major stationary noise sources in the vicinity of the project site, and project-related stationary noise would be less than significant, cumulative noise impacts due to stationary noise sources would be less than significant.

5.9.6 Applicable Regulations and Standard Conditions

- City of Hemet Municipal Code, Section 30-32
- California Building Code, Title 24, Part 2, California Code of Regulations
- California Green Building Standards, Title 24, Part 11, California Code of Regulations. The new 2010 Green Building Code, which is Part 11 of the California Code of Regulations, Title 24, requires all new nonresidential buildings within 1,000 feet of freeways, within 5 miles of most airports, or with property lines with exterior sound levels that regularly exceed 65 dBA to have a building envelope with a minimum rating of STC[1] 50 and exterior windows with a minimum rating of STC 30. In addition, it requires wall and floor-to-ceiling assemblies separating tenant spaces from other tenant spaces or public spaces to have a minimum rating of STC 40.

5.9.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1 and 5.9-2.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.9-3 Future residential uses may be exposed to noise levels that exceed the City's exterior and interior noise standards.
- Impact 5.9-4 Construction activities would have the potential to generate significant levels of vibration.
- Impact 5.9-5 Construction activities would temporarily increase ambient noise.

5.9.8 Mitigation Measures

Impact 5.9-3

9-1 Prior to issuance of a building permit, applicants for new residential development in the North Hemet Specific Plan that would be constructed within 98 feet of the centerline of State Street shall submit an acoustic report prepared to the satisfaction of the City of Hemet Community Development Director or Building Department to ensure that all habitable rooms would meet the 45 dBA CNEL interior noise standard. These noise studies would need to be submitted after the precise grading and architectural plans are prepared, but prior to issuance of building permits. The study reports shall demonstrate that interior noise levels in habitable rooms shall not exceed 45 dBA CNEL, as defined by the California Building Code. The required reduction can be accomplished with enhanced construction design or materials such as upgraded dual-glazed windows and/or upgraded exterior wall assemblies. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report's recommendations.

[1] Sound Transmission Class (STC) is a single-number rating used to compare walls, floor-ceiling assemblies and doors for their sound-insulating properties with respect to speech intrusion, household appliance noise, and exterior sound infiltration. The STC is derived from laboratory measurements of sound transmission loss across a series of 16 frequency bands.

9-2 Any siting of residential outdoor living areas and recreational areas—such as backyards, playgrounds, swimming pools, and ball fields—within 97 feet of the centerline of Menlo Avenue, 41 feet from the centerline of Oakland Avenue, 212 feet of the centerline of State Street north of Menlo Avenue, and 196 feet of the centerline of State Street south of Menlo Avenue would be required to submit an acoustical report prepared to the satisfaction of the City of Hemet Community Development Director prior to issuance of a building permit. The report shall demonstrate that noise at these noise-sensitive areas shall not exceed the City's 65 dBA CNEL exterior standard for residential and passive recreational outdoor areas or 70 dBA CNEL for playground and active recreational areas. Acoustical design features may be incorporated into the project design to reduce exterior noise, such as berms/walls. These features shall be shown on all building plans and incorporated into construction of the project. City inspectors shall verify compliance of the building with the acoustic report.

Impact 5.9-4

9-3 Projects that involve high-vibration construction activities, such as pile driving or vibratory rolling/compacting, shall be evaluated for potential vibration impacts to nearby sensitive receptors. The project developer shall retain a vibration expert to assess vibration levels prior to the start of construction. If construction-related vibration is determined to exceed the Federal Transit Administration's vibration-annoyance criteria of 78 VdB during the daytime or FTA vibration-induced architectural damage criteria of 0.2 peak particle velocity for wood-framed structures, the construction contractor shall require the use of lower-vibration-producing equipment and techniques. Examples of lower-vibration equipment and techniques include smaller equipment, such as small bulldozers, which generate substantially less vibration than large bulldozers; avoid the use of vibratory rollers near sensitive areas; and use drilled piles, sonic pile driving, or vibratory pile driving as opposed to impact pile driving.

Impact 5.9-5

9-4 Prior to issuance of grading permits, the project applicant shall ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities.

- Properly maintain and tune all construction equipment to minimize noise.
- Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions.
- Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible.
- Material delivery, soil haul trucks, and equipment servicing shall be restricted to the hours of 6:00 AM to 6:00 PM during the months of June through September, and between the hours of 7:00 AM and 6:00 PM during the months of October through May. These activities are permitted between the hours of 7:00 AM and 6:00 PM on Saturdays and not at all on Sundays.

5.9.9 Level of Significance After Mitigation

Impact 5.9-3

Implementation of Mitigation Measures 9-1 and 9-2 would reduce noise impacts associated with interior and exterior noise at future residential developments to less than significant.

Impact 5.9-4

Implementation of Mitigation Measure 9-3 would reduce vibration annoyance impacts to less than significant.

Impact 5.9-5

Mitigation Measure 9-4 would reduce noise generated by construction activities associated with the project to the extent feasible. Project-related construction activities would occur during the least noise-sensitive portion of the day and mitigation measures would reduce noise, but due to the length of construction activities and level of noise from the possible overlap of construction projects, Impact 5.9-5 would remain significant and unavoidable. However, it should be noted that while the total duration of construction activities is six years total for Phase 1 and Phase 2 construction activities, impacts of construction activities at any one particular location within the project site would be for a much shorter duration (e.g., months at any one location). Furthermore, construction of new residential and nonresidential land uses would depend on market conditions, resulting in intermittent construction activities within the specific plan area. Construction noise impacts would depend on the distance from the receptor to the location where individual construction activities (e.g., construction subphases) would occur and would also depend on the presence of intervening structures.

5.10 POPULATION AND HOUSING

This section of the draft environmental impact report (DEIR) examines the potential for socioeconomic impacts of the proposed North Hemet Specific Plan, including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as affordable.

The analysis in this section is based, in part, upon the following sources of information:

- *2010 Census QuickFacts and American FactFinder Pages for Hemet (city) and Riverside County, California: Data from 2010 Census and from American Community Survey 1-Year Estimate for 2010,* US Census Bureau
- *Adopted 2008 Regional Transportation Plan (RTP) Forecast by City*, Southern California Association of Governments

5.10.1 Environmental Setting

Population

The official US Census is described in Article I, Section 2 of the US Constitution. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census.

Riverside County Population

As housing has become more expensive and buildable land more scarce in the coastal regions of Los Angeles and Orange Counties, Riverside County has experienced a significant growth in population. Riverside County saw its first appreciable growth spurt between 1980 and 1990, when the county population passed the one million mark. According to the US Census Bureau, the County of Riverside had a population of 2,189,641 in 2010. The Inland Empire counties, including Riverside, will continue to see the greatest percentage in population growth in the entire Southern California Association of Governments (SCAG) region. By 2025, one in four SCAG residents will live in the Inland Empire, and Riverside County is expected to contain 13 percent of that regional population.

City of Hemet Population

According to the US Census Bureau, the City of Hemet had a population of 78,657 in 2010 and accounted for less than 4 percent of the County of Riverside's total population. As shown in Table 5.10-1, within the past 10 years, the population of the City has increased at a slower pace than the county's.

Table 5.10-1
Riverside County and City of Hemet Population, 2010–2035

				Percent Increase	
	2010[1]	2020[2]	2035[2]	2010–2020	2010–2035
County of Riverside	2,189,641	2,682,710	3,418,623	23%	56%
City of Hemet	78,657	103,078	135,446	31%	72%

[1] 2010 US Decennial Census (US Census Bureau 2012a, 2012b).
[2] SCAG RTP 2012 Growth Forecast (SCAG 2012).

Parts of the project site are developed with single-family residences, and there is a mobile home park onsite at the southwest corner of Menlo Avenue and State Street. The project site contains 15 single-family residential units and 36 mobile homes.

Housing

The Census Bureau defines a "household" as any group of people occupying a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons sharing living quarters. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households. Household characteristics are important indicators of the types and sizes of housing needed in a community.

Riverside County Housing

Housing growth in Riverside County is forecast to grow faster from 2010 to 2020 and from 2010 to 2035 than population growth, as shown in Table 5.10-2. From 2010 to 2020, countywide households are forecast to increase approximately 29 percent. Detached single-family units made up 68 percent of the county's housing stock in 2010. The average number of persons per household in the County in 2010 was estimated to be 3.24. The April 2010 vacancy rate in the county was 14.3 percent (US Census Bureau 2012).

Table 5.10-2
Riverside County and City of Hemet Households, 2010–2035

				Percent Increase	
	2010[1]	2020[2]	2035[2]	2010–2020	2010–2035
County of Riverside	686,260	882,821	1,132,512	29%	65%
City of Hemet	30,092	44,537	59,920	48%	99%

[1] 2010 US Census (US Census Bureau 2012).
[2] SCAG RTP 2012 Growth Forecast (SCAG 2012).

City of Hemet Housing

The City of Hemet contained 35,305 housing units and 30,092 occupied housing units, as reported by the 2010 Census. The average number of persons per household in the City in 2010 was 2.61, calculated from 2010 Census data. The City vacancy rate in 2010 was 14.8 percent. Persons per household in the City were less than the Riverside County average of 3.24 for 2010. These averages reflect the relatively large number of households in the City of Hemet occupied by senior citizens. In 2010, 11,672 households, or 40.4 percent of total occupied households, were headed by householders aged 65 or older.

Employment

Riverside County Employment

The employed civilian labor force in Riverside County was estimated at 854,828 in 2010 (see Table 5.10-3), and the unemployment rate was estimated as 16.3 percent, by the Census Bureau. The unemployment rate for Riverside County in April 2010, the same month as that reported by the US Census Bureau, was reported as 14.3 percent by the California Employment Development Department (EDD 2011).

Table 5.10-3
Riverside County and City of Hemet Employment, 2010–2035

Employment	2010[1]	2020[2]	2035[2]	Percent Increase 2010–2020	Percent Increase 2010–2035
County of Riverside	854,828	909,622	1,231,588	6%	44%
City of Hemet	22,355	39,328	54,302	76%	143%

[1] 2010 US Census (US Census Bureau 2012).
[2] SCAG RTP 2012 Growth Forecast (SCAG 2012).

Table 5.10-4 illustrates that the majority of Riverside County's employment is in managerial and professional, and sales and office occupations.

Table 5.10-4
Riverside County Labor Force, Occupation, and Employment, 2010

Occupation (Category)	Total	% Total
Managerial and professional	242,617	28.4%
Service	173,307	20.3%
Sales and office	238,845	27.9%
Natural Resources, Construction, and Maintenance	99,976	11.7%
Production, transportation, and material moving	108,083	12.6%
Employed civilian labor force	854,828	100.0%
Unemployment percentage	16.3%	N/A
Total Civilian Labor Force	**1,021,664**	**N/A**

Source: 2010 US Census (US Census Bureau 2012).

City of Hemet Employment

As shown in Table 5.10-3, the employed civilian labor force in the City of Hemet was estimated at 22,355, and the unemployment rate as 23.2 percent in 2010 by the US Census.

Jobs-Housing Balance

The jobs-housing ratio is a general measure of the "balance" between the number of jobs and number of housing units within a geographic area, without regard to economic constraints or individual preferences. The ratio expresses quantitatively the relationship between where people work and where they live. The location of development within the region is an important factor in the ability of people to access jobs and housing and to promote growth patterns that optimize use of the transportation system. Jobs-housing goals and ratios are advisory only. No ideal jobs-housing ratio has been adopted through state, region, or city policies. The recommended target standard and rages for jobs-housing unit ratios are based on the assumption that the average number of workers per household is approximately 1.5; however, this number can vary from community to community (Weitz 2003).

City of Hemet

There were an estimated 35,505 housing units in Hemet in 2010 (US Census 2010), and estimated employment in Hemet in 2010 is 22,355, for a jobs-housing ratio of 0.63. Therefore, the City of Hemet is

considered housing-rich. However, due to the large number of seasonal homes in the City, the City is less housing-rich than the ratio indicates.

Western Riverside County

While Riverside County and the Western Riverside Council of Governments (WRCOG) subregion are expected to gain new employment opportunities through 2025, the county in general is anticipated to remain housing-rich, and the jobs-housing ratio imbalance will continue to be an issue in the region in 2025.

Regulatory Framework

State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

State

Community Redevelopment Law and Relocation Assistance and Property Acquisition Guidelines

California Community Redevelopment Law (CCRL; California Health and Safety Code Sections 33000 et seq.) and Relocation Assistance and Property Acquisition Guidelines (California Code of Regulations, Title 25, Sections 6000 et seq.) establish the standard relocation requirements in California. Pursuant to CCRL Section 33411, a method or plan must be prepared for the relocation of families, persons, and nonprofit local community institutions to be temporarily or permanently displaced from a designated project area. The Relocation Assistance and Property Acquisition Guidelines are designed to ensure that uniform, fair, and equitable treatment is afforded persons involuntarily displaced from their homes or business as a result of the actions of an agency, in order that such persons shall not suffer disproportionate injury as a result of action taken for the benefit of the public as a whole. Several relocation plans have been prepared by the Redevelopment Agency for the County of Riverside for the acquisition and relocation of residential and commercial properties onsite.[1]

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates how much of California's projected population growth would occur in each county in the state based on Department of Finance population projections and historical growth trends. Where there is a regional council of governments, HCD provides the regional housing need to the council, who assigns a share to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

Each city and county must update its general plan housing element on a regular basis (generally, every five years). Among other things, the housing element must incorporate policies and identify potential sites that would accommodate the city's share of the regional housing need. Before adopting an update to its housing element, the city or county must submit the draft to HCD for review. The department will advise the local jurisdiction whether its housing element complies with the provisions of California law.

[1] Pursuant to Assembly Bill 1x26 (2011), the Riverside County Board of Supervisors designated the Housing Authority of the County of Riverside (HACR) as the successor agency to the Redevelopment Agency for Riverside County.

The councils of governments are required to assign regional housing shares on a similar five-year schedule. At the beginning of each cycle, HCD provides population projections to the councils of governments, who then allocate shares to their cities and counties. The shares of the regional need are allocated before the end of the cycle so that the cities and counties can amend their housing elements by the deadline.

Regional

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. It is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment.

SCAG released its current Regional Comprehensive Plan (RCP) in 2008. The RCP is a major advisory plan that addresses regional issues like housing, traffic/transportation, water, and air quality. It presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life and 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 is an advisory document for preparing local plans and handling local issues of regional significance.

In 2011, SCAG released the draft Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), which integrates mobility, economy and sustainability principles. SCAG anticipates adoption of the RTP/SCS in April 2012 (SCAG 2011). The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs and changing demographics, and transportation demands. The regional vision of the SCS maximizes current local efforts that support the goals of Senate Bill 375 (SB 375), and includes several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The overall land use development pattern supports the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures (SCAG 2011). The project's consistency with SCAG policies, including the draft SCS policies, is discussed in Section 5.8, *Land Use and Planning*. The discussion in this section focuses on the project's consistency with SCAG's policies in general that encourage local jurisdictions to balance job and housing opportunities.

Local

City of Hemet General Plan Housing Element

California State Planning and Zoning Law requires that every city and county prepare and adopt a long-term comprehensive general plan for the development of the respective jurisdiction. The general plan is a policy document designed to guide the physical development of the jurisdiction in a manner consistent with its physical, social, economic, and environmental goals. The general plan provides a framework of policies and programs within which local decision makers may direct the growth of the community. Housing is the only general plan element that is subject to approval or disapproval by the state and the only element that must be updated on a specific timeline—usually every five years. The City adopted its housing element in January 2012. The housing element policies are established to guide the development, redevelopment, and preservation of a balanced inventory of housing to meet the needs of present and future residents of the City.

Housing element goals and polices that are relevant to the proposed project, and project consistency with such goals and policies, are discussed in Section 5.8, *Land Use*.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

P-1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

P-2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

P-3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

5.10.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.10-1: THE NORTH HEMET SPECIFIC PLAN WOULD RESULT IN 1,370 ADDITIONAL PEOPLE AND 94 EMPLOYEES WITHIN THE CITY OF HEMET. [THRESHOLD P-1]

Impact Analysis: The proposed project would result in population and employment growth by directly introducing new homes and businesses in the City. The North Hemet Specific Plan would permit development of up to 525 residential units, 118,919 square feet of commercial space, and 16,335 square feet of office space, resulting in an additional 1,370 people and 94 employees.

Population Growth

Between 2010 and 2020, the City of Hemet population is projected to increase by 31 percent. SCAG projects the City of Hemet population to increase to 135,446 by 2035 (SCAG 2012), a 72 percent increase over the 2010 population. The residential units proposed as part of the project (up to 525 units) would range in density up to 18 dwelling units per acre for medium-high density units and up to 30 dwelling units per acre for high-density units. At buildout and full occupancy, the project would add about 1,370 people to the City. This projected population increase represents approximately 1 percent of the 2035 SCAG population forecast for Hemet. Population in Hemet is projected to increase by 56,789 persons between 2010 and 2035. The population generated by the proposed project would account for approximately 2.4 percent of that increase. The actual population increase would depend on the number of new dwelling units constructed and the average size of new households. The projected population increase would be substantial, but is consistent with the City's 2030 General Plan land use designations for the project site and anticipated City and regional population forecasts. Project-generated housing would also be within forecast housing growth in the City between 2010 and 2020 and 2010 and 2035.

Employment

Western Riverside County is rich in housing and poor in jobs. Many residents of western Riverside County travel to surrounding counties to work. Implementation of the proposed project would induce employment

growth consistent with and anticipated in regional plans (SCAG 2008b). Buildout of the North Hemet Specific Plan is estimated to create 94 jobs, as shown below in Table 5.10-5.

Table 5.10-5
Estimated Employment by Operation of Built-out Specific Plan

Land Use	*Quantity*	*Employment Generation*[1]	*Total Employment Generation*
Commercial- Retail and Service	118,919 square feet	1 employee per 1,844 square feet	64
Office	16,335 square feet	1 employee per 541 square feet	30
Total	**135,254 square feet**	**Not applicable**	**94**

[1] Source: Natelson Company 2001.
Notes:
Employment generation rates are for Riverside County.
Rate for "Other Retail/Svc" used for Commercial-Retail and Service.
Rate for "Low-Rise Office" used for Office.

As shown in Table 5.10-3, the forecast employment increase in Hemet between 2010 and 2035 is 31,947. The potential increase in employment that would be generated by the proposed project would account for approximately 0.3 percent of this increase. The potential employment growth that would be induced by the proposed project is well within existing employment forecasts for the City; therefore, project-related employment growth would not be a significant impact.

Jobs-Housing Balance

The proposed project would change the ratio between jobs and housing in the City of Hemet and the County of Riverside. Jobs/housing balance is one of SCAG's indicators of a project's effect on growth in the project area. SCAG considers an area balanced when the jobs-housing ratio is 1.35; communities with more than 1.35 jobs per dwelling unit are considered jobs rich, and less than 1.35 are housing rich (SCAG 2004). SCAG applies the jobs-housing ratio at the regional and subregional level as a tool for analyzing the fit between jobs, housing, and infrastructure.

Table 5.10-6 shows the jobs-housing ratio for the City of Hemet. The City of Hemet in 2020 is forecast to have 44,537 households and 39,328 jobs, for a jobs-housing ratio of 0.88, a housing-rich ratio.[2] The proposed project is estimated to generate 525 residential units and 94 jobs. Consequently, with the proposed project, there would be 45,062 households and 39,422 jobs in the City in 2020. This would correlate to a jobs-housing ratio of 0.87. The proposed project would not significantly alter the jobs-housing ratio in the City of Hemet.

[2] The jobs-housing balance estimate provided above in Section 5.10-1 for the City of Hemet in 2010 is 0.63. That estimate is based on housing units. There are no estimates of housing units in 2020 available from the US Census Bureau, SCAG, or the California Department of Finance; thus, estimates of households are used for forecast 2020 conditions. Since number of households does not include vacant housing units, and thus is lower than the number of housing units, the jobs-housing balance estimate using households (0.74 in 2010) is higher than that using housing units (0.63).

Table 5.10-6
Forecast Jobs-Housing Balance for City of Hemet

	Employment	Households	Jobs-Housing Balance
2010 Census	22,355	30,092	0.74
2020 SCAG Forecast	39,328	44,537	0.88
Proposed Project	94	525	0.18
2020 SCAG Forecast plus Proposed Project	39,422	45,062	0.87

Source: SCAG 2008.

Consistency with Regional Policies and Forecasts

SCAG's RCP has policies that support the use of SCAG regional growth forecasts in the preparation and review of local and regional plans and projects. Policy 3.01 states, "The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review" (SCAG 2008b). Furthermore, the South Coast Air Quality Management District's guidelines state that a proposed project is considered consistent with regional growth forecasts if the project's density, location, and land use pattern are consistent with the local jurisdiction's general plan in force at the time of adoption of the regional forecasts (SCAQMD 1993). The project site is designated Mixed Use in the City of Hemet General Plan adopted January 24, 2012. The project would be consistent with the City's General Plan, and thus would be consistent with SCAG's regional growth forecasts. In addition, the proposed project is consistent with the draft SCS policies. The proposed project is a mixed-use project and is designed to be walkable and transit-ready to support the potential extension of Metrolink service to downtown Hemet. Project-related employment and population growth would be consistent with the regional growth forecasts and no significant impacts would occur.

IMPACT 5.10-2: RESIDENTS AND BUSINESSES DISPLACED BY THE NORTH HEMET SPECIFIC PLAN WOULD BE RELOCATED IN ACCORDANCE WITH THE RELOCATION PLANS PREPARED BY THE HOUSING AUTHORITY OF THE COUNTY OF RIVERSIDE. [THRESHOLD P-2 AND P-3]

Impact Analysis: Project development would displace 50 residential units: 14 single-family units and 36 mobile-home units in the Town and Country Mobile Home Park. The average household size in the City of Hemet is 2.61 persons, calculated from 2010 US Census data. Thus, the 50 housing units onsite are estimated to house 131persons. The Housing Authority of the County of Riverside (HACR) has prepared several relocation plans for displacement of onsite residents and business, including residents of the Town and Country Mobile Home Park, in accordance with the Community Redevelopment Law and Relocation Assistance and Property Acquisition Guidelines. Pursuant to Assembly Bill X1 26 and X1 27, HACR cannot enter into new contracts to buy or sell property. However, redevelopment agencies must continue to make payment of enforceable obligations, including previous commitments for relocation assistance. The relocation plans prepared by the county for past purchases identify a plan for the relocation of families, persons, and nonprofit local community institutions to be displaced from a designated project area. The Town and County Mobile Home Park was not acquired by HACR prior to Assembly Bill X1 26 and X1 27. To ensure that people onsite would not be displaced, the requirements of the Relocation Assistance and Property Acquisition Guidelines for relocation of affected persons if acquired by a private developer shall be applicable through adherence to Mitigation Measure 10-1.

The estimated number of vacant housing units in Hemet in 2010 is 5,213 units, or 14.8 percent, of the total housing units in the City. The vacancy rate for Riverside County in 2010 was 14.3 percent; that is, there were 114,447 vacant housing units in the county that year. Considering the numbers of vacant housing units in the

City of Hemet and in the region, the displacement of 131 persons would not be a substantial adverse impact. In addition, the proposed project would have 525 units, including senior housing, to assist the City is achieving its regional housing needs assessment (RHNA) goals. Buildout of the North Hemet Specific Plan would not require construction of substantial numbers of housing units offsite.

5.10.4 Cumulative Impacts

The proposed project would contribute to future population growth within the City. The estimated population resulting from buildout of the specific plan would be 1,370 persons. Related projects are detailed in Table 4-1, *Approved and Pending Cumulative Projects*, and summarized below in Tables 5.10-7 and 5.10-8. As shown in these tables, buildout of the proposed specific plan and related projects are estimated to add 19,985 residents and 1,836 employees to the cities of Hemet and San Jacinto.

Table 5.10-7
Cumulative Projects Summary: Housing Units and Residents

City	Project Category	Residential Units	Persons per Household[1]	Estimated Residents
Hemet	Proposed Specific Plan	525	2.61	1,370
	Related Projects	3,516	2.61	9,177
	Subtotal	**4,041**	**2.61**	**10,547**
San Jacinto	Related Project	2,809	3.36	9,438
Total	Not applicable	**6,850**	Not applicable	**19,985**

[1] Averages for each city calculated from 2010 US Census data.

Table 5.10-8
Cumulative Projects Summary: Employment-Generating Land Uses

City	Project Category	Land Use	Units	Square Feet per Employee[1]	Estimated Employees
Hemet	Proposed Specific Plan	Commercial	118,919 sf	1,844	64
		Office	16,335 sf	541	30
	Related Projects	Commercial and Medical Office	743,850 sf	541	1375
		Hotel	105 beds 700 sf/bed 73,500 sf	2,074	35
		Industrial	16,200	2,161	7
		Institutional	16,000	843	19
		Hospital and Assisted Living	109 beds 500 sf/bed 54,500 sf	513	106
	Subtotal	—	—	—	**1,639**
San Jacinto	Related Projects	Commercial	81,800	541	151
		Industrial	98,550	2,161	46
	Subtotal	—	—	—	**197**
Total		—	—	—	**1,836**

Notes: sq= square feet
[1] Source: Natelson Company 2001; rates for hotel and hospital uses from U.S. EIA 2006.

Projected population and employment growth in the cities of Hemet and San Jacinto due to cumulative projects are compared to total projected increases in the two cities during the 2010–2035 period in Table 5.10-9. As shown, estimated increases in population, housing, and employment in the cities of Hemet and San Jacinto due to cumulative projects are well within regional projections over the 2010–2035 period. Therefore, cumulative impacts to population and housing are less than significant, and the specific plan would not have cumulatively considerable impacts to population and housing.

Table 5.10-9
Cumulative Population and Employment Generation

City	Cumulative Projects	Existing Data and Projections			Cumulative Projects Generation/ 2010–2035 Projections
		2010 Census	2035 SCAG Projections	Projected Increase 2010–2035	
Population					
Hemet	10,547	78,657	135,446	66,234	18.6%
San Jacinto	9,438	44,199	83,302	51,907	24.1%
Total	**19,985**	**122,856**	**218,748**	**95,892**	**20.8%**
Housing Units					
Hemet	4,041	30,092	59,920	29,828	13.5%
San Jacinto	2,809	13,152	29,518	16,366	17.2%
Total	**6,850**	**43,244**	**89,438**	**46,194**	**14.8%**
Employment					
Hemet	1639	22,355	54,302	31,947	5.1%
San Jacinto	197	14,496	11,226	-3,270	-6.0%
Total	**1,836**	**36,851**	**65,528**	**28,677**	**6.4%**

5.10.5 Existing Regulations and Standard Conditions

State

- Community Redevelopment Law (California Health and Safety Code Sections 33000 et seq.)
- Relocation Assistance and Property Acquisition Guidelines (California Code of Regulations, Title 25, Sections 6000 et seq.)
- Housing Element Law (California Government Code Section 65300)

Regional

- SCAG Regional Comprehensive Plan
- SCAG Regional Transportation Plan/ Sustainable Communities Strategy

City of Hemet

- 2030 General Plan. Chapter 11: Housing Element.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.10-1.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.10-2 Residents and businesses displaced by the North Hemet Specific Plan would be relocated in accordance with the Relocation Plans prepared by the Housing Authority of the County of Riverside.

5.10.7 Mitigation Measures

Impact 5.10-2

10-1 The City of Hemet shall require that the applicant for redevelopment of the Town & Country Mobile Home Park prepare a Relocation Plan that is consistent with the standard relocation requirements of the City of Hemet. The Relocation Plan shall be approved by the Community Development Director prior to the approval of the Final Map and shall address the relocation of families and persons to be temporarily or permanently displaced from the site. The Relocation Plan shall:

- Document current residents and their housing needs six months prior to the proposed evacuation of the mobile home park. The Plan shall detail how the residents will be accommodated based on specific information on residents needs and the available housing resources.

- Relocation housing units shall be identified which are decent, safe and sanitary, as well as comparable to residents' existing housing in size, quality and affordability. If strictly comparable units are not available in the market at the time of relocations, the applicant shall relocate residents to larger or better quality units according market standards.

- The applicant shall ensure that the relocation-housing unit was affordable for 42 months after relocation (e.g., buy a mobile home in a different mobile home park and pay the difference in space rent between Town & Country and the new park for 42 months).

- Relocated households shall be provided with a $500 moving allowance.

5.10.8 Level of Significance After Mitigation

Implementation of Mitigation Measure 10-1 would ensure impacts would be less than significant.

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5.11 PUBLIC SERVICES

This section of the draft environmental impact report (DEIR) addresses public services, including: fire protection and emergency medical services, police protection, school services, and library services. Park services are addressed in Section 5.12, *Recreation*. Public utilities and service systems, including water, wastewater, and solid waste, are addressed in Section 5.14, *Utilities and Service Systems*. Responses to questionnaires sent to the service providers are included as Appendix J to this DEIR.

5.11.1 Fire Protection and Emergency Medical Services

5.11.1.1 Environmental Setting

Fire protection is provided to the City of Hemet by the Hemet Fire Department (HFD). HFD has a staff of 49: 15 fire captains, 15 fire engineers, and 15 firefighters. The City of Hemet is divided into target areas, which are response areas for each of the City's fire stations. The project site is in Target Area One. Station 1 is at 220 North Juanita Street, 0.4 mile southeast of the project site. Station 1 is equipped with one fire engine, one truck, and one squad vehicle; daily staffing at Station 1 is six.

The two other target areas nearest to the site are Target Areas Two and Three. Target Area Two is approximately one mile south of the site, and Target Area Three is about 0.9 mile west of the site. Station 2 is at 895 West Stetson Avenue, roughly 1.9 miles south of the site. Station 2 is equipped with two fire engines, and its daily staffing is three. Station 3 is at 4110 West Devonshire Avenue, approximately 2.4 miles west of the site. Station 3 is equipped with one fire engine and its daily staffing is three.

Ballot Measure C established performance standards for fire protection in the City of Hemet: a response time of five minutes or less for 80 percent of fire and emergency medical calls, both citywide and to response areas (Hemet 2011a).

Regulatory Framework

The City of Hemet charges development impact fees for fire suppression facilities in the amounts of $480 per multifamily residential unit, $424 per townhome/duplex unit, and $0.24 per square foot for commercial and office space (Hemet 2010).

The City of Hemet established a Public Safety Community Facilities District (CFD) in 2005 (Community Facilities District 2005-01) to levy special taxes on developed and entitled property for the purposes of financing police and fire protection. The funds are to be used for equipment, operating costs including salaries and benefits, and City overhead costs for providing those services.

5.11.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

FP-1 Result in a substantial adverse physical impact associated with the provisions 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.

5.11.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the initial study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.11-1: THE PROPOSED PROJECT WOULD INTRODUCE NEW STRUCTURES, RESIDENTS, AND WORKERS INTO THE HEMET FIRE DEPARTMENT'S SERVICE BOUNDARIES, THEREBY INCREASING DEMAND FOR FIRE PROTECTION FACILITIES AND PERSONNEL. PROJECTS WITHIN THE NORTH HEMET SPECIFIC PLAN WOULD BE REQUIRED TO PAY FIRE SUPPRESSION FACILITIES DEVELOPMENT IMPACT FEES. [THRESHOLD FP-1]

Impact Analysis: The project would add up to 525 high-density and medium-high-density residential units and up to 135,254 square feet of commercial and office uses into the HFD's service area. Thus, the project would result in some increase in calls for HFD fire protection and emergency medical services. Existing fire protection facilities and staffing are expected to be sufficient to provide services to the project, and project development is not anticipated to require the HFD to construct new or expanded facilities or increase its staff (Shobert 2010). In addition, development in the North Hemet Specific Plan would be required to pay development impact fees for its proportional share of new fire and emergency services demand to enable the construction of new fire service facilities. The primary means by which projects in the City ensure long-term demand for fire services is mitigated is through creation of a Public Safety CFD. Projects in the North Hemet Specific Plan would be required to establish a CFD that finances fire protection services. Finally, additional tax revenue generated by the development of the proposed project would also contributes additional funds to the City's General Fund, which contribute to fire and emergency medical services in the City. The project would not have substantial impacts on HFD services.

5.11.1.4 Cumulative Impacts

Analysis of cumulative projects in this EIR is based on a list of related projects provided in Table 4-2, plus a growth factor to account for growth in the San Jacinto Valley other than that reflected in the related projects list. The HFD does not anticipate that development of cumulative projects would have a substantial adverse impact on its ability to provide fire protection and emergency medical services to its service area. Each cumulative project would be charged a development impact fee for fire suppression facilities, in the amounts listed above in Section 5.11.1.1 to ensure capital costs associated with the incremental increase in demand for public services would be adequately mitigated. In addition, new developments are required to establish a CFD to ensure that long-term operational costs for public services are fully funded. Payment of such fees and establishment of the CFD would help reduce cumulative impacts to fire protection.

5.11.1.5 Existing Regulations and Standard Conditions

City of Hemet

- Development Impact Fees for Fire Suppression Facilities
- City of Hemet Public Safety Community Facilities District 2005-01

5.11.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1. This conclusion applies to both project-specific and cumulative impacts.

5.11.1.7 Mitigation Measures

No mitigation measures are required.

5.11.1.8 Level of Significance After Mitigation

No significant impacts have been identified, and no significant and unavoidable impacts would occur.

5.11.2 Police Protection

5.11.2.1 Environmental Setting

Police protection is provided to the City of Hemet by the Hemet Police Department (HPD). The HPD's staff includes 68 sworn officers and 27 civilian employees; its current staffing ratio is 0.9 per 1,000 residents (Webb 2010).

In addition to patrol, traffic, and detective bureaus, the HPD includes the following units:

- Gang Task Force: HPD is the host agency for Region 3 of the Riverside County Regional Gang Task Force, staffed with officers from five agencies.
- Crime Suppression Unit: targets high-risk offenders, narcotics, prostitution, and criminal activity in the City of Hemet.
- Special Operations Unit: a Special Weapons and Tactics (SWAT) unit.
- Crime-Free Multi-Housing Program: a coalition of law enforcement and apartment owners, managers, and tenants.

There are three HPD facilities: the main police station at 450 Latham Avenue, which is the closest; the East Substation at 1985 East Florida Avenue; and the West Substation at 3663 West Florida Avenue.

Ballot Measure C established performance standards for police protection in the City of Hemet: a seven-minute average response time for emergency service calls in urban areas and a nine-minute average response time for emergency service calls in rural areas. In addition, the police department strives for a police to population ratio of 1.3 officers per 1,000 residents (Hemet 2011a).

Regulatory Framework

The City of Hemet charges development impact fees for law enforcement facilities in the amounts of $404 per multi-family residential unit; $357 per single-family; $471 per townhome/duplex unit; and $0.223 per square foot for commercial and office space (Hemet 2010).

The City of Hemet established a Public Safety CFD in 2005 (Community Facilities District 2005-01) to levy special taxes on developed and entitled property for the purposes of financing police and fire protection. The funds are to be used for equipment, operating costs including salaries and benefits, and City overhead costs for providing those services.

5.11.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

PP-1 Result in a substantial adverse physical impact associated with the provisions 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.

5.11.2.3 Environmental Impacts

IMPACT 5.11-2: DEVELOPMENT OF THE NORTH HEMET SPECIFIC PLAN WOULD INTRODUCE NEW STRUCTURES, RESIDENTS, AND WORKERS INTO THE HEMET POLICE DEPARTMENT'S SERVICE BOUNDARIES, THEREBY INCREASING THE REQUIREMENT FOR POLICE PROTECTION FACILITIES AND PERSONNEL, REQUIRING REASSESSMENT OF BUDGET ALLOCATIONS FOR POLICE SERVICES IN HEMET. [THRESHOLD PP-1]

Impact Analysis: The City of Hemet had a 2010 population of 78,657 people (US Census 2010). The proposed project would add up to 525 high-density and medium-high-density residential units, 135,254 square feet of commercial and office uses, and up to 1,370 residents in the police department's service area.[1] Based on the police department's service ratio, the existing City population generates a demand for approximately 99 officers. The proposed project would result in a demand for approximately 2 additional officers.

HPD would be able to provide police protection to the project from existing police facilities. However, HPD's staffing has been reduced substantially in recent years due to budget cuts as a result of the recession. Any increase in population would have an adverse effect on police service levels to the proposed project as well as the entire community. Individual developments in the North Hemet Specific Plan would be required to pay development impact fees for capital costs associated with police services. In addition, projects in the North Hemet Specific Plan would be required to establish a CFD that finances police protection services to ensure that long-term demand for police services is mitigated. Additional tax revenue generated by the development of the proposed project would also contribute additional funds to the City's General Fund. Police department needs would be assessed and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. In addition, a site development plan review by the Planning Commission is required for all proposed projects to ensure compliance with the specific plan and other applicable regulations, including those for safety to reduce criminal opportunity. Impacts to police services generated by the North Hemet Specific Plan would be less than significant.

[1] Based on a population density of 2.61 persons per household in the City of Hemet (US Census 2010)

5.11.2.4 Cumulative Impacts

Related projects in combination with the proposed project would generate demand for police services. HPD staffing has been reduced in recent years, so any substantial population increase in the City of Hemet would have an adverse impact on HPD service levels. With growth in the City's population, increased HPD staff would be needed to maintain existing service levels (Webb 2010). Individual developments in the North Hemet Specific Plan would be required to pay development impact fees that contribute to police staffing and facilities. In addition, new developments are required to establish a CFD to ensure that long-term operational costs for public services are fully funded. Additional tax revenue generated by the development of the cumulative projects would contribute additional funds to the City's General Fund. Police department needs would be assessed and budget allocations revised accordingly to ensure that adequate levels of service are maintained throughout the City. Impacts to police services would not be cumulatively considerable.

5.11.2.5 Existing Regulations and Standard Conditions

- City of Hemet development impact fees for law enforcement facilities.
- City of Hemet Community Facilities District 2005-01

5.11.2.6 Level of Significance Before Mitigation

With implementation of existing City plans, programs, and policies, and project design features pertaining to provision of security features, the impacts of the proposed project related to law enforcement would be less than significant.

5.11.2.7 Mitigation Measures

No mitigation measures are necessary.

5.11.2.8 Level of Significance After Mitigation

As described above, impacts to police facilities and services would be less than significant.

5.11.3 School Services

5.11.3.1 Environmental Setting

Two school districts provide public K–12 education to the project site: The Hemet Unified School District (HUSD) provides school services to the part of the site south of Menlo Avenue, while the San Jacinto Unified School District (SJUSD) serves the portion of the site north of Menlo Avenue.

The Hemet Unified School District provides public K–12 education for the City of Hemet, part of the City of San Jacinto, and unincorporated areas of Riverside County east, west, and south of the City of Hemet, including the communities of Idyllwild, Anza, Aguanga, and Winchester. HUSD operates 15 elementary schools; 4 middle schools, with a fifth middle school opening in Fall 2010; 4 comprehensive high schools; and an alternative high school. During the 2011–2012 school year HUSD's total enrollment was 22,017 students (Bridwell 2012a). Elementary schools in the district are impacted; that is, they do not have sufficient capacity to accommodate students generated by future population growth in the district.

The San Jacinto Unified School District provides public K–12 education for most of the City of San Jacinto; part of the City of Hemet; unincorporated areas of Riverside County east, north, and west of San Jacinto; and parts of the cities of Beaumont and Moreno Valley north of San Jacinto. SJUSD operates 7 elementary schools, two middle schools, a comprehensive high school, and an alternative high school. SJUSD's total enrollment as of April 2012 was 9,260 students (Gonzalez 2012a). Existing HUSD and SJUSD schools serving students from the project site are listed in Table 5.11-1.

Table 5.11-1
Hemet Unified School District and San Jacinto Unified School District
Schools Serving Project Site

School	Location	Grades	Capacity	Enrollment
Hemet USD				
Jacob Wiens Elementary School	935 East Campus Way, Hemet	K–5	550 permanent plus 8 portable classrooms	794
Rancho Viejo Middle School	985 North Cawston Avenue, Hemet	6–8	1450 permanent	1,338
Tahquitz High School	4425 West Commonwealth Avenue, Hemet	9–12	2,400	1,549
San Jacinto USD				
Park Hill Elementary	1157 East Commonwealth Avenue, San Jacinto	K–5	825	839
North Mountain Middle School	1202 East 7th Street, San Jacinto	6–8	1,119	981
San Jacinto High School	500 Idyllwild Drive, San Jacinto	9–12	3,518	2,256

Sources: HUSD: Bridwell 2012b, data for October 28, 2011; SJUSD: Gonzalez 2012b, data in e-mail sent February 6, 2012.

Regulatory Framework

Senate Bill 50

Senate Bill 50 (SB 50, also known as Proposition 1A, codified in California Government Code Section 65995) was enacted in 1988 to address how schools are financed and how development projects may be assessed for associated school impacts. SB 50 provides three ways to determine funding levels for school districts.

- **Level 1 Fee.** Education Code Section 17620 provides the basic authority for school districts to levy fees against construction for the purpose of funding construction or reconstruction of school facilities and receive a 50 percent match from state bond money, subject to limits set forth in Government Code Section 65995.

- **Level 2 Fee.** The alternative school fee collected pursuant to Government Code Section 65995.5. Certain requirements in accordance with Government Code Section 65995.5 have to be met to collect this level of fees.

- **Level 3 Fee.** The alternative school fee collected pursuant to Government Code Section 65995.7. This fee is collected only when the State Allocation Board is no longer approving apportionments for new construction funding.

The general school fees (Level 1 fees) collected by HUSD pursuant to Education Code Section 17620 and Government Code Section 65995 are currently $3.55 per square foot for family residential development and $0.47 per square foot for commercial and senior age-restricted development. School fees collected by SJUSD are $4.11 per square foot for residential development and $0.47 per square foot for commercial development.

5.11.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

SS-1 Result in a substantial adverse physical impact associated with the provisions 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.

5.11.3.3 Environmental Impacts

IMPACT 5.11-3: BUILDOUT OF THE NORTH HEMET SPECIFIC PLAN WOULD GENERATE APPROXIMATELY 531 NEW STUDENTS WHO WOULD IMPACT THE CAPACITIES OF AREA SCHOOLS IN THE HEMET UNIFIED SCHOOL DISTRICT AND SAN JACINTO UNIFIED SCHOOL DISTRICT. PROJECTS IN THE NORTH HEMET SPECIFIC PLAN WOULD BE REQUIRED TO PAY SB 50 SCHOOL FEES. [THRESHOLD SS-1]

Impact Analysis: The project would add up to 525 high-density and medium-high-density residential units in a mix of affordable, senior, and market-rate units. The proportion of maximum residential development between the two districts is explained below.

Hemet Unified School District

Student Generation

The maximum residential development that would be permitted within the HUSD under the project would be:

- 250 high-density units
- 83 medium-high-density units
- 333 total units

Student generation rates used by HUSD for affordable family apartments, plus estimated student generation by the maximum 333 residential units that would be permitted in the part of the site within HUSD, are shown below in Table 5.11-2. The specific plan includes a variety of housing types, including family apartments, assisted living units, senior units, and market-rate housing. Units such as assisted living units, senior units, and market-rate housing are expected to generate fewer students per unit than would affordable family apartments. Therefore, student generation shown in the table is a conservative estimate. As shown in this table, the units that would be permitted in the part of the site in HUSD are conservatively forecast to generate about 452 students.

Table 5.11-2
Estimated Student Generation in the Hemet Unified School District

School Level	Student Generation	
	Per Unit[1]	Total
Elementary (K–6)	0.720	240
Middle (7–8)	0.252	84
High (9–12)	0.385	128
Total	**Not applicable**	**452**

[1] Source: Koonce 2010. Rate for affordable multifamily apartments. Based on a maximum of 333 residential units in the HUSD.

Impacts on HUSD Schools

Jacob Wiens Elementary School. Jacob Wiens Elementary School is a small campus (9.3 acres) that already contains eight portable classrooms in addition to its permanent buildings. Its enrollment in the 2011–2012 school year is 794, compared to its permanent capacity of 550. There is no space on campus for expansion (Koonce 2010). The project is estimated to generate 240 elementary school students within HUSD boundaries. HUSD elementary schools are currently impacted.

Rancho Viejo Middle School. Rancho Viejo Middle School (RVMS) is also impacted: its capacity is 1,450 and its enrollment in the 2011–2012 school year is 1,338. The proposed project alone would generate about 84 middle school students, which would increase enrollment at Rancho Viejo to 1,422, just 28 below its capacity. There are approved tract maps for 9,573 residential units within the attendance boundaries of RVMS and Tahquitz High School (Koonce 2010); some of these approved units have been completed. RVMS does not have capacity to accommodate students generated by planned development within its attendance area.

Tahquitz High School. Tahquitz High School's (THS) permanent capacity is 2,400 and its enrollment in 2011–2012 is 1,549. North Hemet Specific Plan buildout would generate roughly 128 high school students, which would increase THS's enrollment to 1,677. However, 9,573 residential units have been approved within THS's attendance boundaries; thus, students generated by currently planned development would exceed THS's capacity.

San Jacinto Unified School District

Student Generation

The proposed project would permit development of up to 192 high-density units in the part of the project site within SJUSD.

Forecast student generation by the part of the project in SJUSD, calculated using student generation rates from SJUSD, are shown below in Table 5.11-3.[2] As shown in this table, buildout of the residential units the project would permit within SJUSD would generate about 79 students.

[2] Using rates for multifamily units, since the project would permit high-density residential units on the part of the site within SJUSD. SJUSD also provided student generation rates for single-family detached and single-family attached units.

Table 5.11-3
Estimated Student Generation in the San Jacinto Unified School District

School Level	Student Generation	
	Per Unit[1]	Total
Elementary (K–5)	0.1990	38
Middle (6–8)	0.0896	17
High (9–12)	0.1244	24
Total	**Not applicable**	**79**

[1] Source: Collins 2010. Based on a maximum of 192 residents within the SJUSD.

Impacts on SJUSD Schools

Park Hill Elementary School. The enrollment at Park Hill Elementary School (PHES) in 2011–2012, 839, is 14 more than its capacity of 825. The project would generate about 38 additional elementary school students over the capacity at PHES. PHES enrollment is forecast to increase to 1,062 by 2016 (SJUSD 2012), 237 students more than the school's current capacity.

North Mountain Middle School. North Mountain Middle School (NMMS) enrollment in 2011–2012 is 981, 138 fewer than its capacity of 1,119. The project is estimated to generate about 17 students in NMMS's attendance area. There is adequate capacity at NMMS for project-generated students. NMMS enrollment is forecast to decrease to 927 by 2016 (SJUSD 2012), 192 fewer than the school's existing capacity.

San Jacinto High School. San Jacinto High School (SJHS) enrollment in 2011–2012 is 2,256; its capacity is 3,518. Project buildout would generate about 24 high school students in SJHS's attendance area; the school has adequate capacity for those students. SJHS enrollment is forecast to decline to 1,967 by 2016 (SJUSD 2012), 1,551 below its capacity.

School Impact Assessment Fees (SB 50)

The need for additional school services is addressed by compliance with school impact assessment fees per Senate Bill 50 (SB 50). Payment of fees is considered full mitigation per California Government Code Section 65995(h). SB 50 establishes a per-pupil funding formula for new school construction, requires local districts to match state funds for new construction, allows school districts to establish reimbursement agreements with developers to cover their fees, and authorizes an Affordable Housing Assistance Program. The current amounts of SB 50 fees charged per residential unit by HUSD and SJUSD are shown in Table 5.11-4.

Table 5.11-4
SB 50 School Impact Fees

School District	Cost Per Square Foot		
	Family Residential Units (no age restriction)	Senior Age-Restricted Residential Units	Commercial
Hemet USD[1]	$3.55	$0.47	$0.47
San Jacinto USD[2]	$4.11 (type of housing unit not specified)		$0.47

[1] Source: Koonce 2010.
[2] Source: Collins 2010.

5.11.3.4 Cumulative Impacts

Extensive development is planned within the HUSD and SJUSD. Student generation by the proposed project in combination with other planned and proposed developments in the districts will require the development of new schools, expanded schools, or both. Cumulative impacts to schools currently serving the project site are discussed above in Section 5.11.3.3. As with project impacts, payment of SB 50 fees is considered full mitigation for impacts to schools under California Government Code Section 65995(h).

5.11.3.5 Existing Regulations and Standard Conditions

5.11.3.6 Level of Significance Before Mitigation

Project-specific and cumulative impacts to school facilities and services would be significant before assessment of SB 50 fees, an existing legal requirement. Payment of fees by the project would reduce project-related impacts to less than significant, and payments by related projects would reduce cumulative impacts to less than significant.

5.11.3.7 Mitigation Measures

No mitigation measures are required.

5.11.3.8 Level of Significance After Mitigation

No significant and unavoidable impacts would occur.

5.11.4 Library Services

5.11.4.1 Environmental Setting

Library services are provided to the project area by the City of Hemet Public Library. In addition, Riverside County operates a separate public library system that serves the greater region. The nearest branch of the county public library system to the project site is in the Valley Vista library, which has 35,000 volumes.

The City's new 52,000-square-foot library was constructed in 2003 at 300 East Latham Avenue, approximately 0.6 mile southeast of the project site. The library has a collection of approximately 104,000 volumes and a staff of eight, down almost one-third from 2008 as a result of the recent recession (Disher 2010). It is currently open 38 hours per week on Wednesday through Saturday. However, the library has made online reference services available to its users 24 hours a day, 7 days a week, so a question can be asked and answered at any time, even when the library is closed.

The Hemet Public Library provides a broad array of library services: loaning books and audiovisual materials, answering questions, and providing children's programming, public computers, book discussion groups, and free wireless access for those who bring their own laptops to the library. In addition, the library offers adult literacy and Families for Literacy programs for English-speaking adults and their families (with tutoring provided by trained volunteers) and a local history collection and services through the Heritage Room (staffed by volunteers from the local historical society). The library offers a homework center, a community meeting room, and a large children's area with a dedicated storytelling room. The second floor of the library contains a large, multipurpose room for community events and workshops. On average, 1,600 people visit the library each day; of these, 320 use the public Internet services (Hemet 2011b). The City of Hemet has established performance objectives for its library system according to the schedule in Table 5.11-5.

Table 5.11-5
Library System Performance Objectives

Population	Volumes per Capita	Square Feet per Capita
Under 100,000	2.50	0.50
100,000 to 200,000	1.75	0.45
Over 200,000	1.50	0.40

Source: Hemet 2011a.

Regulatory Framework

Library Expansion Facilities Development Impact Fee (City Council Resolution No. 3981)

The City of Hemet assesses Library Expansion Facilities Development Impact Fees to new development projects. These fees are used to construct new facilities commensurate with increased demand. The location and target dates for construction of these facilities will not be identified until a sufficient amount of impact fees are collected within the service area to warrant property acquisition and facility development. Development impact fee rates are reviewed periodically, and the most recent update occurred in August 2006. In accordance with City Council Resolution No. 3981, the current development impact fee for Library Expansion Facilities is $631 per multifamily residential unit and $557 per condominium or duplex.

5.11.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LS-1 Result in a substantial adverse physical impact associated with the provisions 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 library services.

5.11.4.3 Environmental Impacts

IMPACT 5.11-4: THE NORTH HEMET SPECIFIC PLAN WOULD GENERATE 1,370 PEOPLE, RESULTING IN AN INCREASED DEMAND FOR LIBRARY SERVICES. PROJECTS WITHIN THE NORTH HEMET SPECIFIC PLAN WOULD BE REQUIRED TO PAY LIBRARY EXPANSION FACILITY DEVELOPMENT IMPACT FEES. [THRESHOLD LS-1]

Impact Analysis: The City of Hemet had a 2010 population of 78,657 people (US Census 2010). Project buildout would add up to 1,370 residents into the Hemet Public Library service area.[3] Therefore, the project would result in an increase in demand for library services and materials at the Hemet Public Library. The performance objective for a population of under 100,000, is 2.50 volumes per person and 0.50 square feet per person. Current demand in the City for library services based on these performance objectives is 196,643 volumes and 39,329 square feet. The library has a collection of approximately 104,000 volumes and is 52,000 square feet. The proposed project would increase demand at the Hemet Public Library by 3,425 items and 685 square feet. Library facilities would be adequate to meet the needs of the community with the proposed project. However, the library is in need of additional circulation materials to serve the proposed

[3] Based on a population density of 2.61 persons per household in the City of Hemet (US Census 2010).

project in addition to the existing demand within the City. Because families and children make the greatest use of the public library system, the greatest need is for materials and staffing to serve this segment of the population. In addition, the library has reduced service hours and reduced staff by nearly one-third within the past two years due to budget cuts as a result of the recent recession. To ensure that the proposed project mitigates its fair share of library service impacts to the Hemet Public Library, the City of Hemet has enacted development impact fees for library facilities. Development within the North Hemet Specific Plan would be subject to these fees. In addition, funding for library staffing is allocated by the City's General Fund. Implementation of the proposed project would generate additional revenues that could be used to fund additional services. Therefore, this impact is less than significant.

5.11.4.4 Cumulative Impacts

Growth within the City of Hemet would trigger the need for additional volumes and potentially the need for additional library facilities in the City. However, as with the proposed project, cumulative development would be required to pay their fair share of development impact fees to mitigate potential impacts to library services. Consequently, cumulative impacts are less than significant.

5.11.4.5 Existing Regulations and Standard Conditions

City of Hemet Development Impact Fees for Library Expansion Facilities.

5.11.4.6 Level of Significance Before Mitigation

Projects in the North Hemet Specific Plan would be required to pay library impact fees to ensure adequate library services.

5.11.4.7 Mitigation Measures

No mitigation measures are required.

5.11.4.8 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are required.

5.12 RECREATION

This section of the draft environmental impact report (DEIR) analyzes project impacts to parks and recreation services in the City of Hemet.

5.12.1 Environmental Setting

Existing Conditions

Regional Recreation Services and Parks

Regional recreation services are provided by the Valley Wide Recreation and Park District (VWRPD), which provides park services to residents within an 800-square-mile area that includes Hemet, San Jacinto, Valle Vista, Sage, Aguanga, Winchester, Menifee, and French Valley. These services are funded by property taxes, program fees, benefit assessments, and grants (Hemet 2011b). Recreation programs are offered at Searl Sports Park (fitness classes) and Valley Wide Regional Park (dance, martial arts, tennis, horseback riding, and several team sports).

Local Recreational Services and Parks

The City maintains a system of park, recreational, and open space lands, including public parks, private parks and recreational facilities, golf courses, special use parks, and joint-use facilities with the Hemet Unified School District. The City classifies parkland by size, use, and ownership, as described below:

Mini parks, also known as pocket parks, are generally smaller than two acres and contain passive facilities, such as small landscaped spaces with benches and picnic tables, and buffering from adjacent urban land uses. These parks are intended to serve the immediate neighborhood within a quarter-mile radius of the park.

Neighborhood parks satisfy nonprogrammed recreational needs and include passive open space, active play areas, and limited practice and play fields. Neighborhood parks are typically between 5 and 10 acres. Neighborhood parks service an area of approximately a half mile.

Community parks serve a broader purpose than neighborhood parks, accommodating more structured activities with lighted athletic complexes and group picnic areas as well as passive parkland. Community parks are intended to serve the recreational needs of several neighborhoods and generally have a service area of up to two miles. Community parks are generally between 20 and 30 acres. Hemet's community parks were primarily built at a time when the City demographics favored an older population; therefore, the parks are undersized for the current demographics, and the active park amenities are deficient.

Regional parks generally provide facilities for a wide range of sports and recreational activities, including field sports, volleyball, swimming, tennis, basketball, fitness activities, hiking or cycling trails, and play. Regional parks are generally 40 acres or larger and may include a community center or gymnasium for indoor activities. They are intended to satisfy recreational needs citywide or regionally. (Hemet 2011b)

Parks in the City of Hemet are built and maintained by the City Public Works Department and by the VWRPD. Parks within one mile of the project site are described below in Table 5.12-1; locations of the parks are shown on Figure 5.12-1, *Public Parks within One Mile of Project Site*.

Table 5.12-1
Parks within One Mile of the North Hemet Specific Plan

Park and Location Relative to Project Site	Type	Acreage	Recreational Facilities
Owned and Managed by City of Hemet			
Welch Green (0.5 mile southeast of site) Northwest corner of Florida and Palm (Hemet)	Mini Park	1.0	Landscaped Area; seating area.
Weston Park (0.5 mile southeast of site) 700 East Florida Avenue, Hemet	Neighborhood Park	4.0	Playground; basketball court; restroom; landscaped area; shuffleboard courts.
Rodeghier Green (0.75 mile south of site) Northeast corner of Acacia and Palm (Hemet)	Mini Park	0.25	Landscaped area; bench.
Owned and Managed by Valley-Wide Parks and Recreation District			
Searl Youth Sports Park (0.3 mile northeast of site) 1001 North Buena Vista, Hemet	Community Park	11.0	Three lighted baseball fields; lighted soccer field; picnic area; snack bar; community building with restrooms.
Santa Fe Ball Field (0.8 mile southeast of site) 252 South Santa Fe, Hemet	Neighborhood Park	5.0	Softball field; radio-controlled racetrack.
Valley Wide Regional Park (0.9 mile north of site) 901 West Esplanade, San Jacinto	Regional Park	36	Three lighted baseball fields; six lighted tennis courts; six soccer fields; picnic area; play area; batting cages; volleyball court; horseshoe pits; fitness trail; gymnasium; multipurpose room; snack bar.

Source: Hemet 2011b.

Regulatory Framework

Ballot Measure C

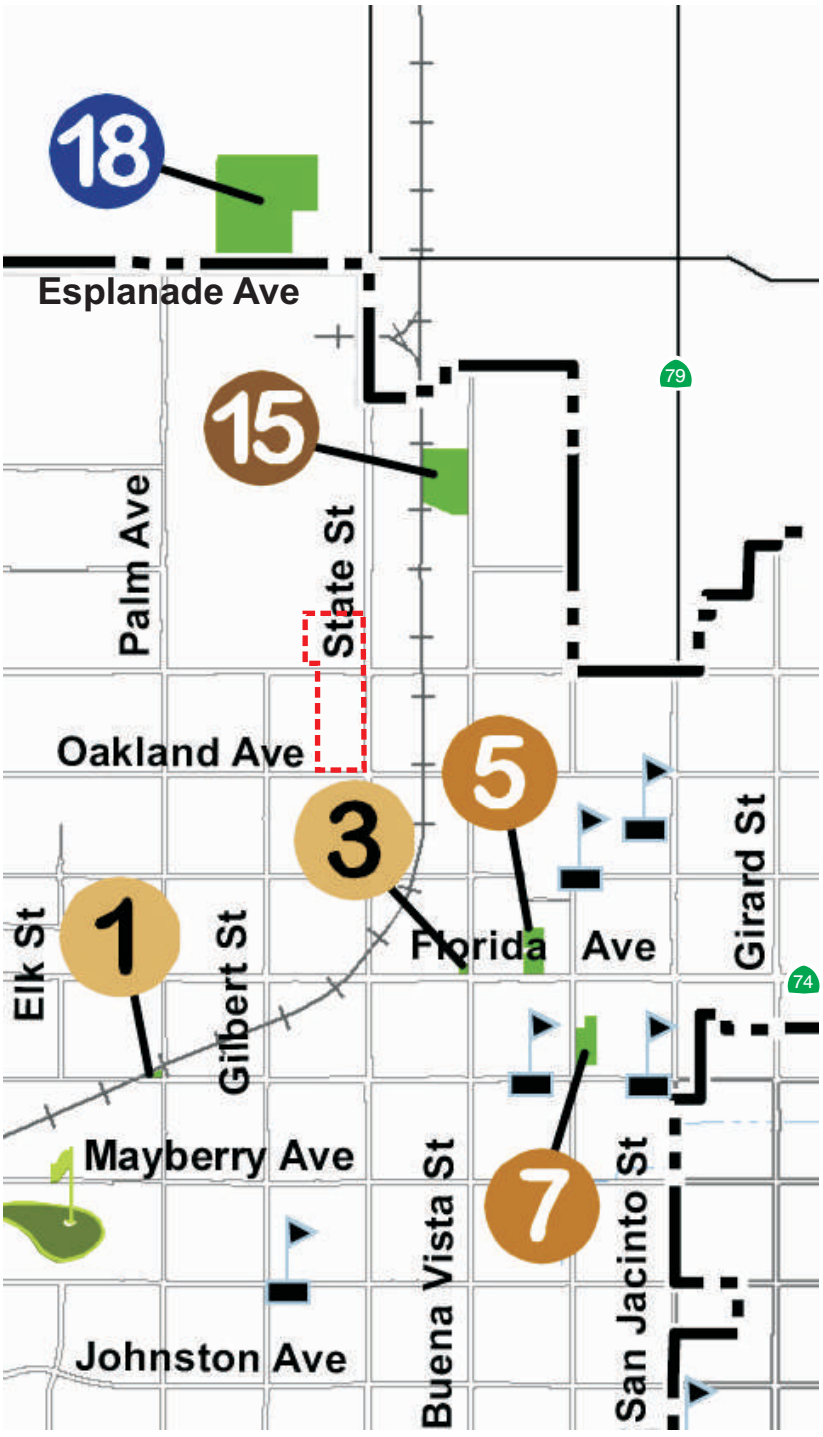
Ballot Measure C established performance standards for parkland in the City of Hemet in 1988. Pursuant to Measure C, the City established a park ratio of 5.0 acres of parkland per 1,000 residents.

Quimby Act

The California Subdivision Map Act (Quimby Act), Section 66477 of the California Government Code, provides local jurisdictions with the authority to acquire parklands in association with new land divisions. This provision of state law allows a city, by ordinance, to require the dedication of land, dedication of improvements, payment of an in-lieu fee, or any combination of these items, for park and recreational purposes as a condition of approving a subdivision map. These provisions are included in Chapter 70 Subdivisions, Article X, of the Hemet Municipal Code. For new development, redevelopment involving changes in land use, and some additions to existing structures, the City of Hemet charges development impact fees for parks and recreation facilities in the following amounts:

- $1,453 per dwelling unit for detached single-family units
- $1,101 per dwelling unit for duplex and townhome units
- $1,247 per dwelling unit for multifamily dwellings (Hemet 2010)

Public Parks within One Mile of Project Site



1 Rodeghier Green Park
3 Welch Memorial Park
5 Weston Park
7 Santa Fe Ball Field
15 Searl Sports Park
18 Valley Wide Regional Park

Project Site
Hemet City Limits

0 Mile 1

Source: Hemet 2011b

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5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

R-1 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.

R-2 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.

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.12.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.12-1: THE PROPOSED PROJECT WOULD GENERATE 1,370 RESIDENTS WHO WOULD INCREASE THE USE OF EXISTING PARKS AND RECREATIONAL FACILITIES, NECESSITATING CONSTRUCTION OF PARKS ONSITE AND PAYMENT OF IN-LIEU FEES FOR OFFSITE PARK FACILITIES TO SATISFY DEMAND. [THRESHOLD R-1, R-2, AND R-3]

Impact Analysis: The project would permit development of a maximum of 442 high-density and 83 medium-high-density residential units, a total of 525 units, and generate 1,370 persons to the City of Hemet. [1] At the City of Hemet General Plan standard of 5.0 acres of parkland per 1,000 residents, the project would create a need for 6.85 acres of parkland. Project development is expected to generate an increase in use of existing parks; much of the increased use would likely occur at parks within one mile of the project site, shown previously in Table 5.12-1.

A portion of the proposed project's parkland needs would be met through provisions for parkland onsite, including joint-use detention basins and private recreational areas. The project would develop three joint use parks/detention areas totaling 0.77 acres.[2] The North Hemet Specific Plan also includes requirements for common outdoor spaces as part of the development standards. Pursuant to these standards, residential developments would be required to provide 100 square feet of common outdoor space per dwelling unit for residential development. The specific plan would permit development of up to 525 dwelling units; therefore, up to 52,500 square feet (1.205 acres) of common outdoor spaces would be required. Combined with the 0.77 acres of parks/detention areas, the project would provide total park space of up to 1.975 acres. In addition, each commercial development project with a commercial gross leasable area of 15,000 square feet or more would provide or contribute 50 square feet of outdoor gathering space per 1,000 square feet of

[1] Based on a population density of 2.61 persons per household in the City of Hemet (U.S. Census 2010).

[2] It should be noted that the parks/detention areas would not always be available for park use; they would be unavailable during storms and for several days after storms. Water would be pumped out of the basins within 48 to 72 hours after storms; then soil in the basins would need a few days to dry out before being useful as parkland again.

gross leasable area. However, public gathering space contributed by commercial uses is likely to be oriented toward commercial uses—such as outdoor eating areas—and so is not counted toward the City parkland requirement. Planned basin acreage and common outdoor areas by phase compared to the General Plan standard are shown in Table 5.12-2.

Table 5.12-2
Parkland Provided Compared to Parkland Standard

Phase	Units	People[1]	Park Acreage Needed	Common Outdoor Areas in Residential Projects(Acres)[2]	Joint Use Park/ Detention Areas		Total Parks and Common Outdoor Areas Provided	Park Acreage Surplus/ (Deficit)
					Name	Acres		
1	192	501	2.505	0.441	A-1	0.29	0.73	(1.775)
2	333	869	4.345	0.764	A-2	0.24	1.24	(3.105)
					B	0.24		
					Subtotal	0.48		
Total	**525**	**1,370**	**6.85**	**1.205**	**NA[3]**	**0.77**	**1.97**	**(4.88)**

[1] Based on a population density of 2.61 persons per household in the City of Hemet (US Census 2010).
[2] Outdoor gathering areas that would be required for commercial projects by the North Hemet Specific Plan Development Standards (50 square feet of outdoor gathering space per 1,000 square feet of gross leasable area for each commercial development project with a commercial gross leasable area of 15,000 square feet or more) are not included in this table. It is assumed that most of the outdoor gathering areas would be oriented toward commercial uses, such as outdoor eating areas, and would not be usable as public park space; in addition, it is unknown how many commercial projects developed pursuant to the specific plan would contain 15,000 or more square feet of commercial gross leasable area.
[3] NA = Not Applicable

As shown in this table, parkland provided onsite would fall short of the City standard by 4.88 acres. While a portion of parkland demand would be met onsite, project residents would create demand for an additional 4.88 acres of parkland that would need to be met elsewhere in the City. In order to meet the City's parkland requirements, development within the North Hemet Specific Plan would be required to pay in-lieu fees in accordance with Chapter 70 Subdivisions, Article 5, of the Hemet Municipal Code. The in-lieu fees would be used to provide and/or improve neighborhood parks that would be available to project residents. Future parks and/or park improvements would be subject to independent CEQA review. In addition, larger community and regional parks that are in or close to Hemet would provide additional recreational opportunities for project residents. The proposed project would provide new recreational facilities and pay in-lieu fees to satisfy parkland demand and therefore would not have a significant impact on existing neighborhood and regional parks or other recreational facilities that would result in, or accelerate, substantial physical deterioration of the facilities.

5.12.4 Cumulative Impacts

Related projects would involve development of 6,328 residential units in the cities of Hemet and San Jacinto. Using the City of Hemet standard of 5 acres of parkland per 1,000 residents and the average household size for the City of Hemet of 2.61 persons, related projects would create a need for approximately 82.6 acres of parkland. A portion of future parkland needs would be met by future development projects lands dedicated onsite. The remainder of demand generated by cumulative projects would be met through payment of in-lieu fees. Such fees for the City of Hemet are described above in Section 5.12.1. The City of San Jacinto also charges in-lieu fees for park facilities, park land acquisition, and park land improvements. The amounts of these fees combined in 2011 were $3,010 per single-family residential unit and $2,542 per multifamily residential unit in accordance with Chapter 16.40, Park Dedication and Fees, of the City of San Jacinto

Municipal Code. The impacts from development of future public and private parks generated by the demand from cumulative projects is speculative and would be analyzed in CEQA documentation for those projects at the time they are proposed. Consequently, the project's cumulative contribution to cumulative impacts to parks and parkland would be less than significant.

5.12.5 Existing Regulations and Standard Conditions

City of Hemet

- Public Parklands and/or Dedication. City of Hemet Municipal Code, Chapter 70 Subdivisions, Article X, of the Hemet Municipal Code

5.12.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-1.

5.12.7 Mitigation Measures

No mitigation measures are required.

5.12.8 Level of Significance After Mitigation

Impacts would be less than significant.

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5.13 TRANSPORTATION AND TRAFFIC

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the North Hemet Specific Plan to result in transportation and traffic impacts in the City of Hemet and its Sphere of Influence (SOI). The analysis in this section is based in part on the following technical report(s):

- *North Hemet Revitalization Plan Traffic Impact Analysis*, Urban Crossroads, revised July 23, 2012.

Complete copies of this study are included in the Technical Appendices to this Draft EIR (Appendix K). Consistency with local regulations regarding parking is included in Section 5.8, *Land Use and Planning*.

5.13.1 Environmental Setting

Traffic Study Area

The study area is shown in Figure 5.13-1*, Traffic Study Area Roadways and Intersections*.

Existing Roadway Network

Existing roadways in the traffic study area are described below in Table 5.13-1. Roadway locations and lane configurations are shown on Figure 5.13-2, *Existing Number of Through Lanes and Intersection Controls*.

Table 5.13-1
Existing Study Area Roadways

Roadway	Direction	Lanes	General Plan Designation	Sidewalks
Lyon Avenue	North-south	2, undivided	Secondary Roadway	Both sides of Lyon Ave. south of Menlo Ave.; west side of Lyon Ave. north of Menlo Ave.
Palm Avenue	North-south	2, undivided	Secondary Roadway north of Menlo Avenue; Collector Roadway south of Menlo Avenue	Both sides of Palm Avenue north of Menlo Avenue; east side of Palm Avenue south of Menlo Avenue
Gilbert Street	North-south	2, undivided	Collector Roadway	none
Alessandro Street	North-south	2, undivided	Local roadway	On west side of Alessandro Street
State Street	North-south	4, divided	Divided Secondary Roadway	Both sides of State Street between Fruitvale Avenue and Oakland Avenue; east side of State Street between Oakland Avenue and Devonshire Avenue.
Buena Vista Street	North-south	2, undivided	Collector roadway	Limited sidewalks
Menlo Avenue	East-west	2, undivided	Secondary Roadway	Limited sidewalks
Ancla Street	East-west	2, undivided	Local street (not classified)	None
Oakland Avenue	East-west	2, undivided	Collector roadway	Limited sidewalks
Devonshire Avenue	East-west	2, undivided	Express Collector between Lyon Street and State Street and Collector east of State Street	Limited sidewalks

Existing Intersections

Existing traffic study area intersections are listed in Table 5.13-2. Intersection locations and lane configurations are also shown on Figure 5.13-2.

Table 5.13-2
Existing Study Area Intersections

Intersection	*Traffic Control*	*Crosswalks*
Lyon Avenue/Menlo Avenue	All-Way Stop	north and east legs
Palm Avenue/Menlo Avenue	All-Way Stop	none
Gilbert Street/Menlo Avenue	Cross-Street Stop	none
Gilbert Street/Oakland Avenue	Cross-Street Stop	none
Alessandro Street/Menlo Avenue	Cross-Street Stop	none
Alessandro Street/Ancla Lane	Cross-Street Stop	none
Alessandro Street/Oakland Avenue	Cross-Street Stop	none
State Street/Fruitvale Avenue	Signal	All four legs
State Street/Menlo Avenue	Signal	All four legs
State Street/Oakland Avenue	Signal	All four legs
State Street/Devonshire Avenue	Signal	South leg
Buena Vista Street/Menlo Avenue	All-Way Stop	West leg

Bicycle Lanes

There are no existing bicycle lanes or routes in the traffic study area. The City of Hemet General Plan shows planned Class II (striped and signed) bicycle lanes on State Street, Menlo Avenue, Oakland Avenue, Lyon Avenue, and Devonshire Avenue, and Class III (signed, designated shared use) bicycle routes on Gilbert Street and Palm Avenue.

Existing Public Transit Service

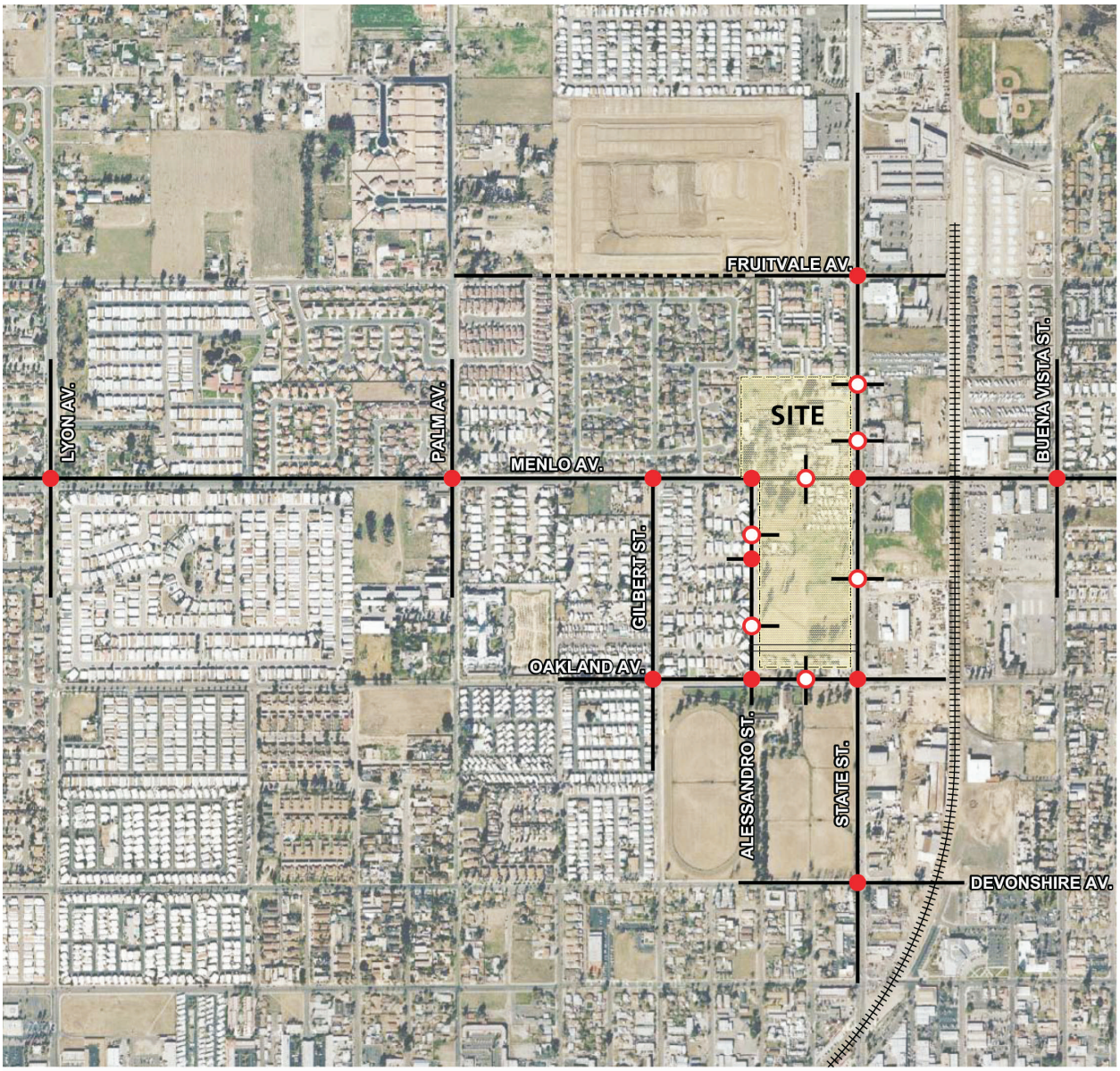
Public transit bus services are provided in the study area by the Riverside Transit Agency (RTA); bus routes serving the study area are described in Table 5.13-3.

Table 5.13-3
Riverside Transit Agency Bus Routes Serving the Study Area

		Operation		
Route	*General Direction of Travel*	*Roadways in Study Area*	*Days per Week*	*Frequency*
31	North-South from Banning to Hemet	State Street	Seven days	70 minutes
32	North-South from San Jacinto to Hemet	State Street	Seven days	70 minutes
33	East-West in Hemet	State Street, Menlo Avenue	Monday-Friday	70 minutes
74	East-West from San Jacinto to Perris	Oakland Avenue, Lyon Avenue	Monday-Friday	75 minutes
212	East-West from San Jacinto to Riverside	State Street, Devonshire Avenue	Monday-Friday peak hours	30+ minutes
217	North-South from San Jacinto to Escondido	State Street, Devonshire Avenue	Monday-Friday peak hours	20+ minutes

Source: RTA 2011.

Traffic Study Area Roadways and Intersections



LEGEND:

- = EXISTING INTERSECTION ANALYSIS LOCATION
- = FUTURE INTERSECTION ANALYSIS LOCATION
- = ROADWAY SEGMENT TO BE ANALYZED

0 Feet 1,500

Source: Urban Crossroads 2011

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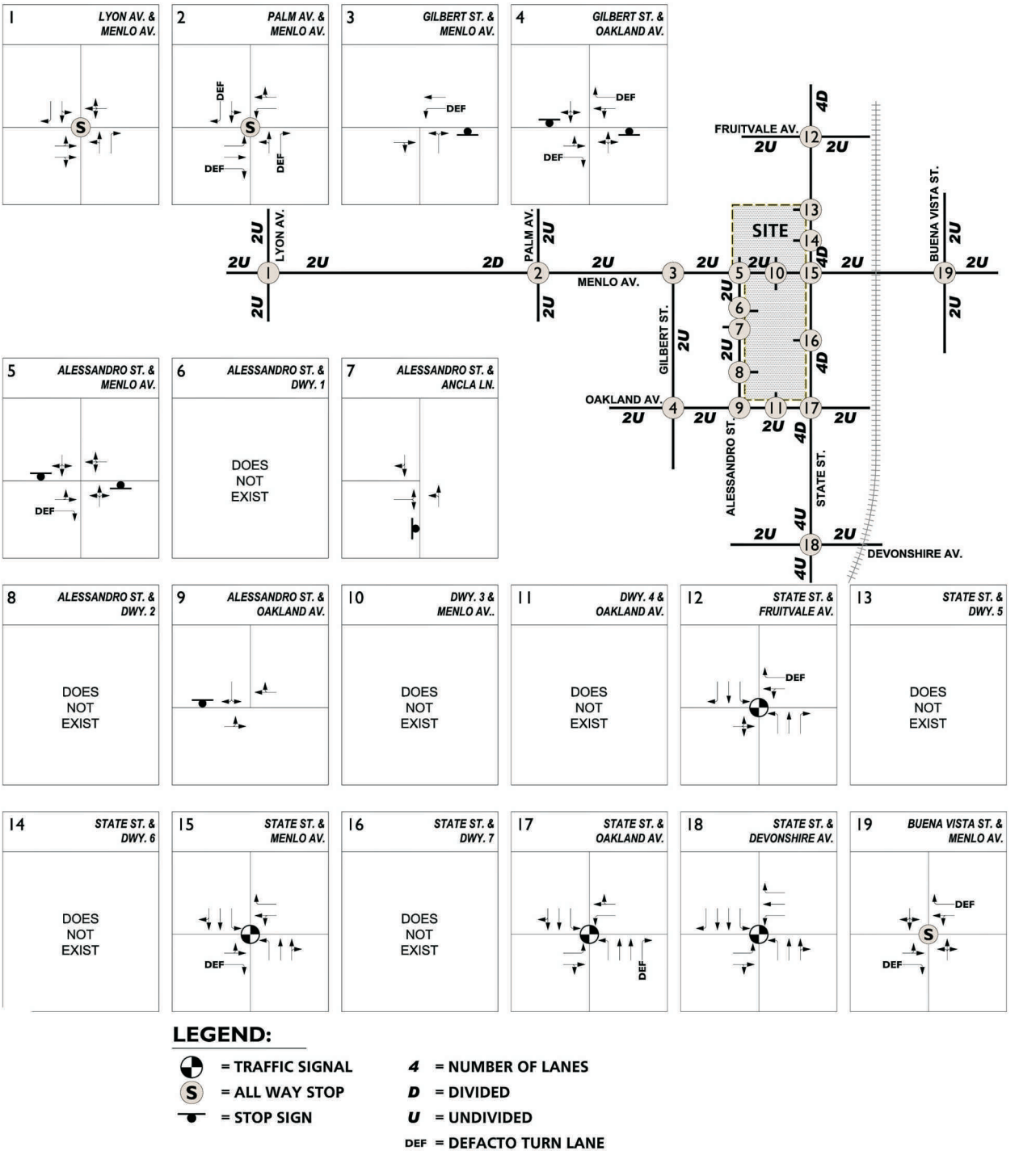
Existing Number of Through Lanes and Intersection Controls



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Source: Urban Crossroads 2011

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Level of Service Criteria

Intersection Level of Service Analysis

Intersection operation is evaluated by the average delay in seconds experienced by each motorist using the intersection. Delay was estimated for signalized intersections using the method in Chapter 16 of the 2000 Highway Capacity Manual (HCM), and was estimated for unsignalized intersections using methods in Chapter 17 of the HCM; use of each method is required by the City of Hemet. After delay has been estimated using one of the two methods above, intersection operation is classified based on delay in a Level of Service (LOS), a qualitative description of traffic flow. Intersection LOS are described in Table 5.13-4. The minimum acceptable LOS for intersections is LOS D under City of Hemet policy.

Table 5.13-4
Levels of Service

Level of Service	*Description*	*Unsignalized Intersections Delay (Seconds)*	*Signalized Intersection Delay (Seconds)*
A	Unsignalized – Little or no delays. Signalized – Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	0 to 10.00
B	Unsignalized – Little or no delays. Signalized – Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 15.00	10.01 to 20.00
C	Unsignalized – Short traffic delays. Signalized – Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	15.01 to 25.00	20.01 to 35.00
D	Unsignalized – Average traffic delays. Signalized – Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	25.00 to 35.00	35.01 to 55.00
E	Unsignalized – Long traffic delays. Signalized – Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	35.01 to 50.00	55.00 to 80.00
F	Unsignalized – Extreme traffic delays with intersection capacity exceeded. Signalized – Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	> 50.01	> 80.01

V/C = volume-to-capacity ratio

Segment Level of Service

City of Hemet policy requires evaluation of traffic impacts on roadway segments for projects that would add over 1,000 vehicles per day to a roadway segment. Roadway segment operation is evaluated in terms of volume to capacity ratio (V/C ratio). The minimum acceptable level of service for roadway segments, by City

of Hemet policy, is LOS C; the capacity of each lane at LOS C is defined by the City as 1,520 vehicles per hour.

Exiting Traffic Conditions

Existing Trip Generation

Existing trip generation for land uses onsite by planning area are shown in Table 5.13-5. As shown in this table, existing land uses within the North Hemet Specific Plan area generate 2,023 daily trips and 140 trips in the morning peak hour and 169 trips in the evening peak hour.

Table 5.13-5
Existing Trip Generation

TAZ	Planning Area	Land Use	Quantity	AM Peak Hour	PM Peak Hour	Daily
1	1	Single-Family Detached Residential	2 Units	2	2	19
		Automotive Service Business	5,690 SF	17	19	114
			TAZ 1 Subtotal	**18**	**21**	**133**
2	2	Single-Family Detached Residential	9 units	7	9	86
		Automotive Service Business	1,820 SF	5	6	36
		Specialty Retail	6,500 SF	8	18	288
			TAZ 2 Subtotal	**20**	**33**	**411**
3	5, 6, 7	Single-Family Detached Residential	6 Units	5	6	58
		High-Turnover (Sit-Down) Restaurant	1,450 SF	17	16	184
		Convenience Market (15–16 hours)	2,900 SF	90	100	1,450
		Pass-By Reduction (for Convenience Market) (25%)		*-22*	*-25*	*-363*
			TAZ 3 Subtotal	**89**	**97**	**1,329**
4	4	Mobile Home Park[1]	30 Units	13	18	150
			Total	**140**	**169**	**2,023**

TAZ = traffic analysis zone
[1] The analysis for trip generation is conservative since it only considers 30 mobile home units. The Town & Country Mobile Home Park consists of 36 mobile home units.

Intersection Traffic Conditions

Existing delay and LOS for each study area intersection is shown below in Table 5.13-6, *Existing Intersection Operation*. All study area intersections currently operate at acceptable LOS C or better.

Table 5.13-6
Existing Intersection Operation

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Lyon Avenue at Menlo Avenue	22.7	C	20.3	C
Palm Avenue at Menlo Avenue	13.9	B	15.5	C
Gilbert Street at Menlo Avenue	11.8	B	11.3	B
Gilbert Street at Oakland Avenue	11.2	B	11.9	B
Alessandro Street at Menlo Avenue	13.7	B	11.8	B
Alessandro Street at Ancla Lane	8.5	A	8.4	A
Alessandro Street at Oakland Avenue	10.3	B	10.5	B
State Street at Fruitvale Avenue[1]	17.9	B	18.5	B
State Street at Menlo Avenue[1]	32.2	C	38.1	D
State Street at Oakland Avenue[1]	17.8	B	18.5	B
State Street at Devonshire Avenue[1]	24.1	C	24.7	C
Buena Vista Street at Menlo Avenue	15.6	C	21.6	C

Notes: Existing AM and PM peak hour intersection volumes can be found in the traffic study, Appendix K, of this EIR.
[1] Signalized intersection.

Existing Roadway Daily Traffic Volumes

Existing daily traffic volumes for study area roadway segments are shown in Figure 5.13-3.

5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

T-3 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.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold T-3
- Threshold T-5

These impacts will not be addressed in the following analysis.

Significance Criteria

Intersection Analysis

The minimum acceptable LOS for intersections is LOS D under City of Hemet policy. An intersection operating at LOS E or LOS F is considered deficient. Specific criteria to identify project-related impacts are not specified in the City of Hemet General Plan, and therefore traffic impact methodology is based on the County of Riverside guidance for the purpose of determining project and cumulative traffic impacts. Based on Riverside County traffic study guidelines, a significant traffic impact would occur when an intersection that currently operates at an acceptable level of service (i.e., LOS D or better) falls to an unacceptable level of service (i.e., LOS E or F) with the addition of project traffic. Therefore, existing plus project traffic conditions are compared to existing conditions, and future year with-project conditions are compared to future year without-project conditions to identify significant impacts according to the following criteria:

- If an intersection is projected to operate at an acceptable level of service without the project (i.e., LOS D or better) and the addition of 50 or more peak hour trips by the project is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS E or F), the impact is considered significant.

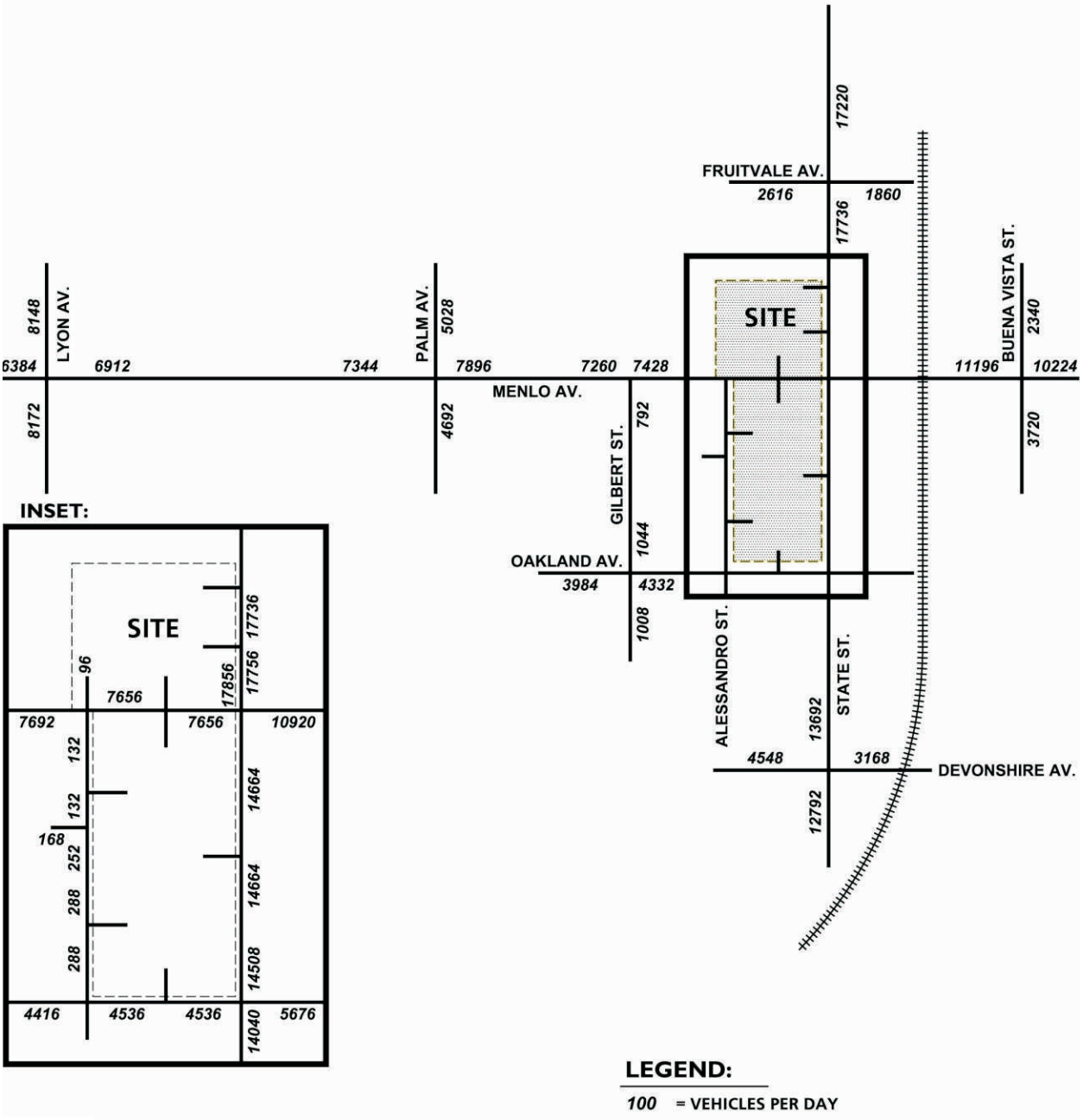
- If an intersection is projected to operate at an unacceptable level of service without the project (i.e., LOS E or F), and the project contributes 50 or more peak hour trips, the impact is considered significant.

A significant cumulative impact is identified when a facility is projected to operate below the level of service standards due to cumulative future traffic and project-related traffic increases of 50 or more peak hour trips. Cumulative traffic impacts are created when the proposed project combined with other future developments contributes to the overall traffic impacts and requires additional improvements to maintain acceptable level of service operations with or without the project. A project's contribution can be reduced to less than significant if the project is required to implement or fund its fair share of improvements that would alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact may occur.

Segment Analysis

In addition, the City of Hemet initiative, Measure C (Ordinance 1293, adopted July 7, 1988), establishes that LOS D should be maintained on all roadway segments and intersections within the City. Measure C ensures that new development does not place a service burden on existing residents. In the 1992 General Plan, the City recognized that certain segments and intersections would exceed LOS D: Florida Avenue, Stetson Avenue, and Sanderson Avenue and the intersections of Sanderson Avenue at Florida Avenue ad Devonshire Avenue. Measure C incorporated these problematic roads into the measure language, and these roads do not need to comply with Measure C's LOS D standard. The General Plan Update adopted in January 2012 resolves the LOS problems identified for Stetson Avenue, but Florida Avenue and Sanderson Avenue would still operate below LOS D with implementation of the General Plan (Hemet 2012). However, these other roads are not within the project study area.

Existing Daily Traffic Volumes



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Source: Urban Crossroads 2011

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5.13.3 Environmental Impacts

Modeling Methodology

The amount of traffic added to the roadway system by the project and the known cumulative developments are both estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment.

Trip Generation

Existing and project-generated trips are estimated based on trip generation ratios collected by the Institute of Transportation Engineers (ITE) in *Trip Generation* (8th edition) and corrected for pass-by trips and reductions for internal capture of trips. Internal capture is the reduction in trip generation to account for trips within the site. Pass-by trips are intermediate stops between an origin and a primary destination without a route diversion; such trips are from traffic passing on streets next to the site. Planning Areas 1 and 2 are estimated to be operational by 2016 (Phase 1), and Planning Areas 3, 4, 5, 6, and 7 are estimated to be operational by 2020 (Phase 2), as shown previously in Figure 3-8, *Phasing Plan*. Estimated trip generation by Phase 1 and Phase 2 of the project is shown in Table 5.13-7.

Table 5.13-7
Project Trip Generation

TAZ	Planning Area	Land Use	Quantity	AM Peak Hour	PM Peak Hour	Daily
PHASE 1 (2016)						
1	1	Senior Housing	96 Units	21	26	356
		Assisted Living	137 Beds	23	40	375
		Internal Capture		0	-1	-3
		Existing Land Uses		-18	-21	-133
		Subtotal, TAZ 1		**26**	**43**	**596**
2	2	Office	16,340 SF	44	97	331
		Commercial	38,120 SF	55	229	2,436
		Internal Capture		-5	-27	-292
		Pass-By (25%)		0	-50	-536
		Existing Land Uses		-20	-33	-411
		Subtotal, TAZ 2		**74**	**215**	**1,528**
		Phase 1 Subtotal		**100**	**259**	**2,123**
PHASE 2 (2020)						
3	3, 4, 5, 6, 7	Apartments	252 Units	135	164	1,756
		Condo/Townhse	81 Units	36	42	474
		Internal Capture		0	-2	-3
		Existing Land Uses		-89	-97	-1329
		Subtotal, TAZ 3		**81**	**108**	**899**
4	4, 6	Commercial	80,800 SF	117	485	5,164
		Internal Capture		-13	-88	-821
		Pass-by (25%)		0	-99	-1,086
		Existing Land Uses		-13	-18	-150
		Subtotal, TAZ 4		**90**	**280**	**3,108**
		Phase 2 Subtotal		**171**	**387**	**4,006**
		TOTAL		**271**	**646**	**6,130**

TAZ = traffic analysis zone

Trip Distribution and Assignment

Project-related traffic was distributed to the circulation network via primary project driveways to determine impacts to nearby intersections. The assignment of traffic from the site to the adjoining roadway system has been based upon the site's trip generation, trip distribution patterns, and proposed arterial highway and local street systems that would be in place by the time of initial occupancy of the site. For the purposes of evaluating traffic impacts, the project has been divided into four traffic analysis zones (TAZs), shown in Figure 5.13-4.

- Project TAZ 1 includes trip distribution for the senior housing and assisted living, Planning Area 1, in Phase 1 (2016).
- Project TAZ 2 includes trip distribution for the office and commercial retail uses, Planning Area 2, in Phase 1 (2016).
- Project TAZ 3 includes trip distribution of the apartments and condominium/townhomes in Planning Areas 3 through 7, in Phase 2 (2020).
- Project TAZ 4 includes trip distribution for the commercial retail uses in Planning Areas 4 and 5, in Phase 2 (2020).

Cumulative Traffic Growth

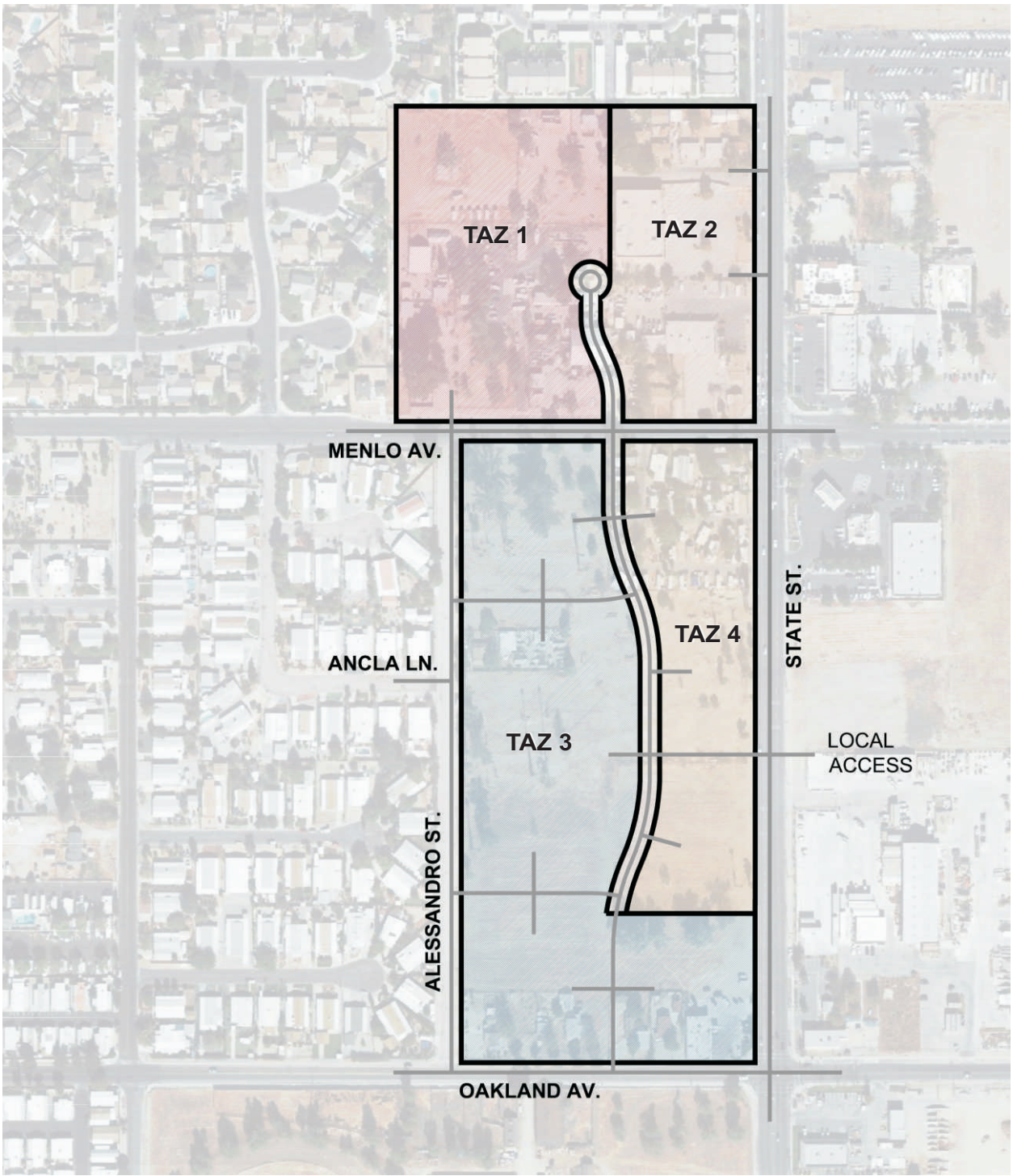
Ambient Traffic Growth

To assess future conditions, project traffic is combined with existing traffic and area-wide growth. Future traffic forecasts have been based upon six and ten years of background (ambient) growth at 2 percent per year for 2016 and 2020 conditions, respectively. The total ambient growth rate is 12.62 percent for 2016 conditions and 21.90 percent for 2020 conditions. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by known cumulative development. The remaining growth is anticipated to be accounted for by development of future projects in the study area that have been approved and/or are being processed concurrently.

Cumulative Projects Traffic Growth

The cumulative development projects included in this analysis were compiled through consultation and coordination with both the City of Hemet and the City of San Jacinto. These projects are assumed to contribute traffic to at least one or more of the study area intersections (see Appendix K). In an effort to more accurately represent current and anticipated future economic conditions, the forecast growth in traffic volumes related to cumulative development has been based on a different absorption percentage for the interim year and project buildout. The future traffic scenarios assume 40 percent of the projected cumulative development traffic for 2016 conditions and 60 percent of the projected cumulative development traffic for 2020 conditions. Annual traffic growth between 2 percent and 50 percent per year for some intersections and roadway segments is anticipated based on the aforementioned absorptions percentages.

Project Site Traffic Analysis Zones



Source: Urban Crossroads 2011

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According to information published by the Riverside County Center for Demographic Research and used as the basis for completing the "Western Riverside Council of Governments Traffic Uniform Mitigation Fee Nexus Update Study: 2009 Program Update," the population of Western Riverside County is projected to increase by 62 percent between 2007 and 2035, for a compounded rate of 1.73 percent annually. During the same period, employment in Western Riverside County is expected to increase by 111 percent, or 2.71 percent annually. Therefore, combining the 2 percent forecast increase in ambient traffic with estimated traffic generation by cumulative projects, the annual growth in traffic utilized in this evaluation is conservative.

Phase 1: 2016

Cumulative development projects and trip generation at buildout of Phase 1 are included in Appendix K. Traffic generated by cumulative projects was distributed onto study area roadways based on current traffic distribution and expected travel patterns from cumulative projects. Traffic volumes that would be generated on study area roadways by cumulative projects in 2016 without-project conditions (baseline conditions) are shown on Figure 5.13-5, *Average Daily Trips Generated by Cumulative Projects: 2016 Without-Project Conditions*. Intersection operation in 2016 without-project conditions is shown below in Table 5.13-8. As shown in this table, three intersections would operate at unacceptable LOS in 2016 without the project: Menlo Avenue at Lyon Avenue in both peak hours; and Menlo Avenue at both Palm Avenue and Buena Vista Avenue in the PM peak hour.

Table 5.13-8
Baseline 2016 Intersection Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Lyon Avenue at Menlo Avenue	40.6	**E**	97.9	**F**
Palm Avenue at Menlo Avenue	17.7	C	36	**E**
Gilbert Street at Menlo Avenue	13.9	B	14.3	B
Gilbert Street at Oakland Avenue	11.6	B	13.1	B
Alessandro Street at Menlo Avenue	16	C	16.3	C
Alessandro Street at Ancla Lane	8.5	A	8.6	A
Alessandro Street at Oakland Avenue	10.7	B	11	B
State Street at Fruitvale Avenue[1]	18.8	B	18.7	B
State Street at Menlo Avenue[1]	35.6	D	54	D
State Street at Oakland Avenue[1]	18.5	B	20.2	C
State Street at Devonshire Avenue	24.5	C	26.1	C
Buena Vista Street at Menlo Avenue	18.9	C	**46.3**	**F**[2]

Notes: 2016 AM and PM peak hour intersection volumes can be found in the traffic study, Appendix K, of this EIR.
[1] Signalized intersection
[2] While the delay in the PM peak hour would be below the 50.01-second threshold for LOS F shown above in Table 5.13-4, the LOS is considered F here because the V/C ratio would be over 1.00.

Phase 2: 2020

Forecast intersection operation in 2020 without the project is described below in Table 5.13-9. Estimated traffic volumes on study area roadways generated by cumulative projects in 2020 without-project conditions (baseline) are shown in Figure 5.13-6. Four intersections are estimated to operate at unacceptable LOS in 2020 under without-project conditions: Menlo Avenue at Lyon Avenue in both peak hours, and Menlo Avenue at Palm Avenue, Menlo Avenue at State Street, and Menlo Avenue at Buena Vista Avenue in the PM peak hour.

Table 5.13-9
Baseline 2020 Intersection Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Lyon Avenue at Menlo Avenue	**84.3**	**F**	**162.5**	**F**
Palm Avenue at Menlo Avenue	26	D	**76**	**F**
Gilbert Street at Menlo Avenue	15.7	C	17.1	C
Gilbert Street at Oakland Avenue	12.2	B	14.1	B
Alessandro Street at Menlo Avenue	18	C	19.7	C
Alessandro Street at Ancla Lane	8.6	A	8.6	A
Alessandro Street at Oakland Avenue	11	B	11.4	B
State Street at Fruitvale Avenue[1]	19.1	B	19.1	B
State Street at Menlo Avenue[1]	41.6	D	**74.8**	**F**
State Street at Oakland Avenue[1]	19.3	B	21.1	C
State Street at Devonshire Avenue[1]	24.7	C	26.6	C
Buena Vista Street at Menlo Avenue	27.8	D	**81.7**	**F**

Notes: 2020 AM and PM peak hour intersection volumes can be found in the traffic study, Appendix K, of this EIR.
[1] Signalized intersection

The following impact analysis addresses thresholds of significance for which the initial study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.13-1: PHASE 1 PROJECT-RELATED TRAFFIC WOULD CONTRIBUTE TO CUMULATIVE AND/OR PROJECT IMPACTS TO FOUR INTERSECTIONS: MENLO AVENUE AT LYON AVENUE, PALM AVENUE, STATE STREET, AND BUENA VISTA STREET. [THRESHOLD T-1].

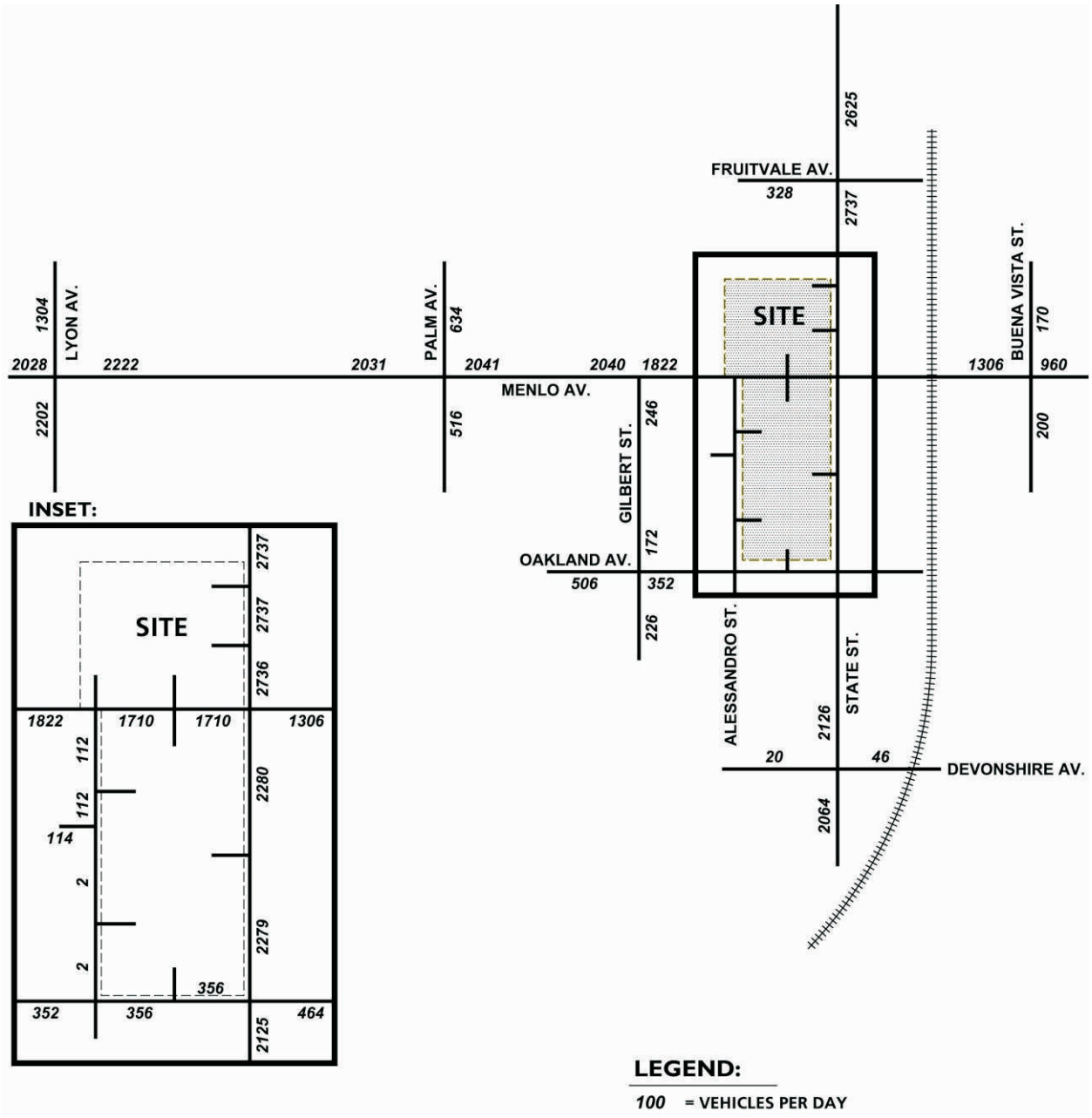
Impact Analysis: Implementation of the proposed North Hemet Specific Plan would result in the demolition and subsequent construction of residential, commercial, and office uses in a mixed-use environment. Planning Areas 1 and 2 are estimated to be operational by 2016 (Phase 1), as shown previously in Figure 3-8, *Phasing Plan*. Estimated trip generation by Phase 1 of the project is shown in Table 5.13-7. The North Hemet Specific Plan is forecast to generate a net increase of 2,123 average daily trips and a net increase of 10 trips in the morning peak hour and 259 trips in the evening peak hour. Impacts to the circulation network during Phase 1 are described below.

Phase 1 (Interim Year)

Proposed Access and Circulation

Phase 1 encompasses the portion of the project north of Menlo Avenue. During Phase 1, access to the North Hemet Specific Plan would be by one proposed roadway segment (Driveway 3) that would extend from Menlo Avenue north to the middle of the site. Two driveways—Driveways 5 and 6—would provide right-in-right-out access from the eastern side of the site of Phase 1 to and from State Street. Project circulation improvements for opening year 2016 are shown in Figure 5.13-7, *Phase 1 Project Circulation Improvements*. Proposed traffic controls are cross-street stops at all four proposed driveways; at completion of Phase 1 the intersection of Alessandro Street and Menlo Avenue would have cross-street stops at both the north (proposed) and south (existing) legs of the intersection.

Average Daily Trips Generated by Cumulative Projects: 2016 Without-Project Conditions



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Source: Urban Crossroads 2011

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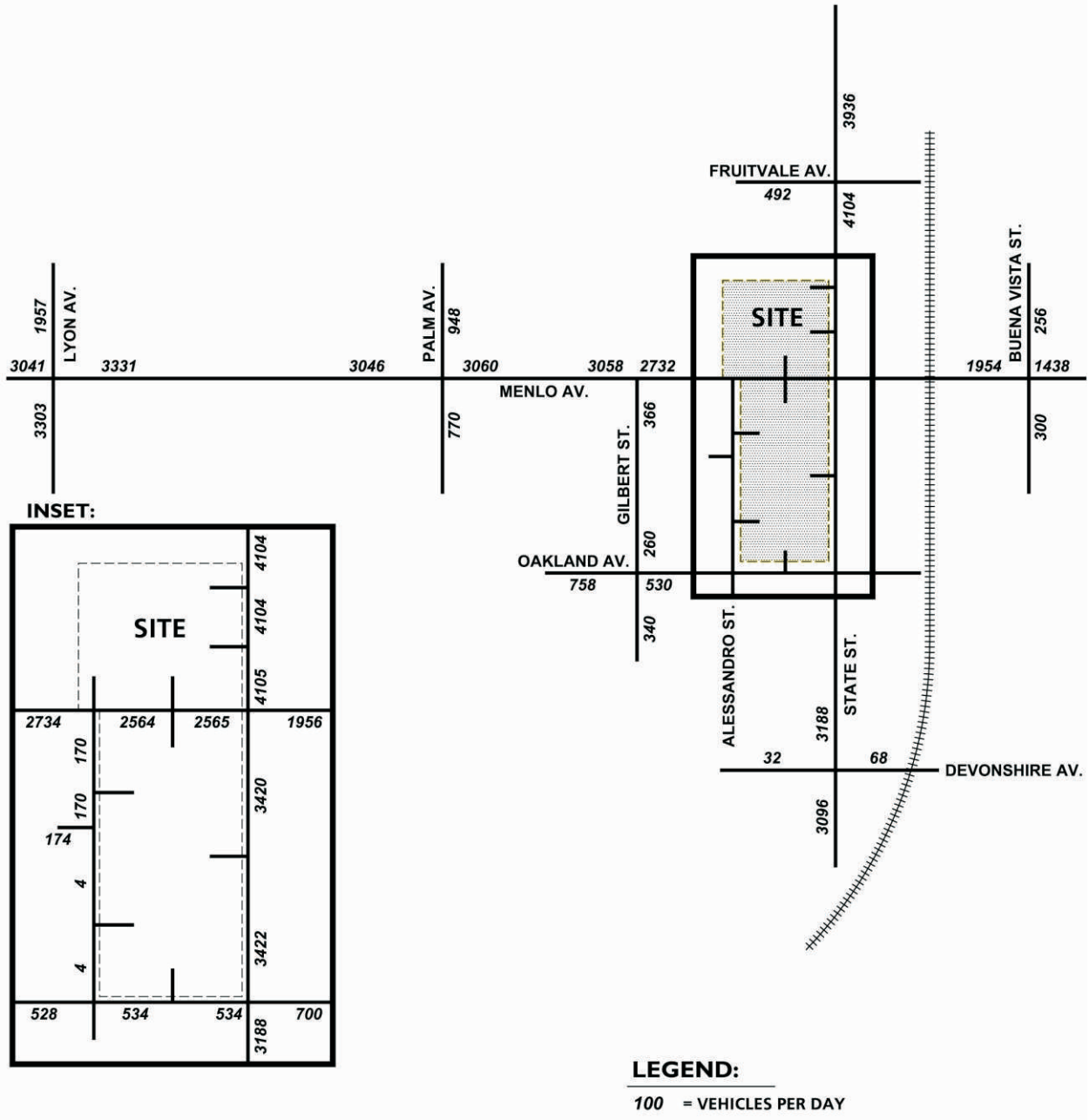
Average Daily Trips Generated by Cumulative Projects: 2020 Without-Project Conditions



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Source: Urban Crossroads 2011

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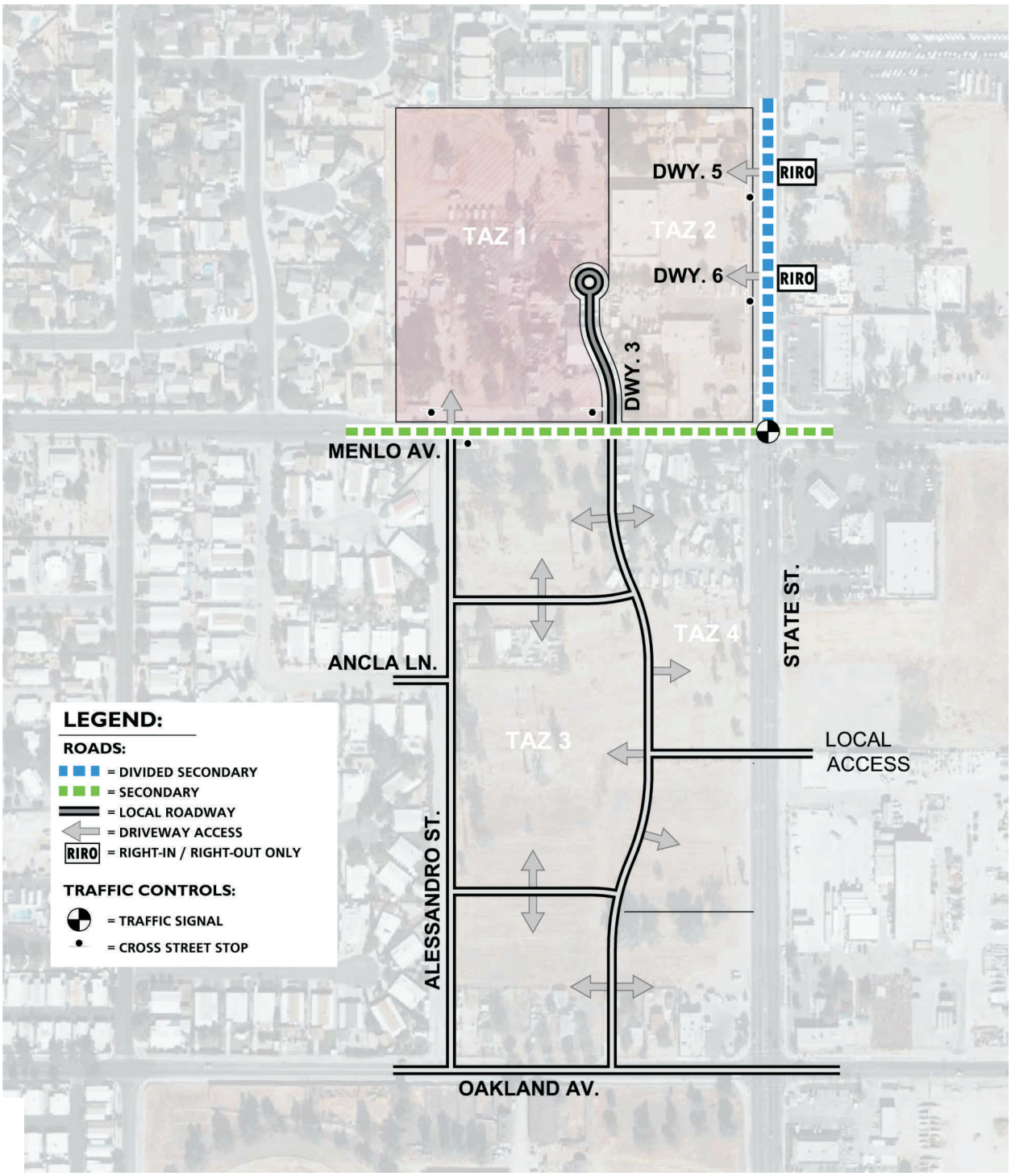
Phase I Project Circulation Improvements



Source: Urban Crossroads 2011

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The project would widen the following onsite roadways:

- The east half of State Street between the north site boundary and Menlo Avenue would be widened to its ultimate half-width per its General Plan designation as a Divided Secondary. The full-width right-of-way would be 94 feet wide.[1] The half-width roadway would be 35 feet wide, consisting of two 12-foot traffic lanes, half a 12-foot-wide painted median, and a 5-foot-wide bicycle lane.

- Menlo Avenue would be widened to its ultimate full width per its General Plan designation as a Secondary. The full-width right-of-way would be 94 feet wide. The roadway would be 64 feet wide and would include four 12-foot traffic lanes.

Trip Distribution

Trips generated by Phase 1 were distributed over study area roadways based on existing and proposed land uses, roadways and traffic patterns in the study area, and proposed site access and circulation. Average daily trips generated by Phase 1 of the specific plan on study area roadway segments are shown on Figure 5.13-8, *Average Daily Trips Generated by Specific Plan Phase 1*.

Intersection Impacts

Existing plus Project Scenario

LOS at study area intersections generated by Phase 1 of the North Hemet Specific Plan are shown below in Table 5.13-10 for the Existing plus Phase 1 Project scenario. This scenario excludes cumulative traffic growth; therefore, project-generated traffic impacts are mitigated based on the Existing plus Project plus Cumulative scenario. As shown in this table, intersections would operate at an acceptable LOS of D or better, and development of Phase 1 of the North Hemet Specific Plan would not have substantial traffic impacts on any study area intersection.

[1] Roadway right-of-way widths generally may expand somewhat near intersections to accommodate left-turn and right-turn lanes.

Table 5.13-10
Intersection Level of Service: Existing plus Phase 1 Project Scenario

Intersection	AM Peak Hour				PM Peak Hour			
	Existing		Existing + Project		Existing		Existing + Project	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Lyon Avenue at Menlo Avenue	22.7	C	24.0	C	20.3	C	23.3	C
Palm Avenue at Menlo Avenue	13.9	B	14.8	B	15.5	C	18.7	C
Gilbert Street at Menlo Avenue	11.8	B	12.0	B	11.3	B	11.8	B
Gilbert Street at Oakland Avenue	11.2	B	11.3	B	11.9	B	12.1	B
Alessandro Street at Menlo Avenue	13.7	B	11.7	B	11.8	B	13.8	B
Alessandro Street at Ancla Lane	8.5	A	8.5	A	8.4	A	8.6	A
Alessandro Street at Oakland Avenue	10.3	B	10.3	B	10.5	B	10.6	B
State Street at Fruitvale Avenue[1]	17.9	B	18.0	B	18.5	B	18.6	B
State Street at Menlo Avenue[1]	32.2	C	32.5	C	38.1	D	42.0	D
State Street at Oakland Avenue[1]	17.8	B	18.0	B	18.5	B	18.8	B
State Street at Devonshire Avenue[1]	24.1	C	24.1	C	24.7	C	25.3	C
Buena Vista Street at Menlo Avenue	15.6	C	16.1	C	21.6	C	24.3	C

Notes: Existing plus Phase 1 Project AM and PM peak hour intersection volumes can be found in the traffic study, Appendix K, of this EIR.
[1] Signalized intersections

Existing plus Project plus Cumulative Scenario

2016 with-project conditions are estimated by adding 2016 Phase 1 trip generation distributed over study area roadways to traffic volumes in 2016 without-project conditions. 2016 with-project conditions at study area intersections are described below in Table 5.13-11. Four intersections would operate at unacceptable LOS in 2016 with development of Phase 1: Menlo Avenue at Lyon Avenue in both peak hours; and Menlo Avenue at Palm Avenue, State Street, and Buena Vista Avenue in the PM peak hour.

Table 5.13-11
2016 Intersection Level of Service: Existing plus Cumulative plus Phase 1 Project Scenario

Intersection	AM Peak Hour				PM Peak Hour			
	Existing + Cumulative		Existing + Cumulative + Project		Existing + Cumulative		Existing + Cumulative + Project	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Lyon Avenue at Menlo Avenue	40.6	E	44.0	E	97.9	F	111.2	F
Palm Avenue at Menlo Avenue	17.7	C	19.3	C	**36**	**E**	**52.7**	**F**
Gilbert Street at Menlo Avenue	13.9	B	14.2	B	14.3	B	15.4	C
Gilbert Street at Oakland Avenue	11.6	B	11.7	B	13.1	B	13.4	B
Alessandro Street at Menlo Avenue	16	C	13.4	B	16.3	C	17.8	C
Alessandro Street at Ancla Lane	8.5	A	8.5	A	8.6	A	8.6	A
Alessandro Street at Oakland Avenue	10.7	B	10.7	B	11	B	11.0	B
State Street at Fruitvale Avenue[1]	18.8	B	18.9	B	18.7	B	18.8	B
State Street at Menlo Avenue[1]	35.6	D	36.0	D	54	D	**61.5**	**E**
State Street at Oakland Avenue[1]	18.5	B	18.6	B	20.2	C	20.4	C
State Street at Devonshire Avenue[1]	24.5	C	24.6	C	26.1	C	26.4	C
Buena Vista Street at Menlo Avenue	18.9	C	19.5	C	46.3	F[2]	53.5	F

Notes: Baseline 2016 (Existing plus Cumulative) plus Project AM and PM peak hour intersection volumes can be found in the traffic study, Appendix K, of this EIR.

Bold: significant project impact; Shaded: significantly contributes to a cumulative impact

[1] Signalized intersections

[2] While the delay in the PM peak hour would be below the 50.01-second threshold for LOS F shown above in Table 5.13-4, the LOS is considered F here because the V/C ratio would be over 1.00.

Segment Impacts

Existing plus Project Scenario

Planning Areas 1 and 2 (Phase 1) are estimated to add 1,000 or more vehicles per day at Menlo Avenue between Alessandro Street and Driveway 3 by 2016 (see Figure 5.13-8). Traffic conditions on this segment in the Existing and Existing plus Phase 1 scenario are shown below in Table 5.13-12. As shown, the roadway segment would operate at acceptable V/C ratio in Existing plus Phase 1 conditions. Development of Phase 1 of the specific plan would not cause any significant traffic impacts to roadway segments.

Table 5.13-12
Roadway Segment Level of Service: Existing plus Phase 1

Segment	Existing Lanes	Capacity, Vehicles per Hour	AM Peak Hour Volume	V/C Ratio	Acceptable?	PM Peak Hour Volume	V/C Ratio	Acceptable?
Menlo Avenue between Alessandro Street and Driveway 3								
Eastbound	1	1,520	315	0.21	Yes	390	0.26	Yes
Westbound	1	1,520	264	0.17	Yes	421	0.28	Yes

Existing plus Project plus Cumulative Scenario

Development of Phase 1 of the specific plan would add 1,000 or more vehicles per day to one roadway segment compared to 2016 without-project conditions: Menlo Avenue between Alessandro Street and proposed Driveway 3. As shown in Table 5.3-13, this roadway segment would operate at acceptable V/C ratio in both AM and PM peak hours, and development of Phase 1 of the specific plan would not have significant traffic impacts to any roadway segments.

Table 5.13-13
2016 Roadway Segment Level of Service: 2016 Existing plus Cumulative plus Phase 1 Project Scenario

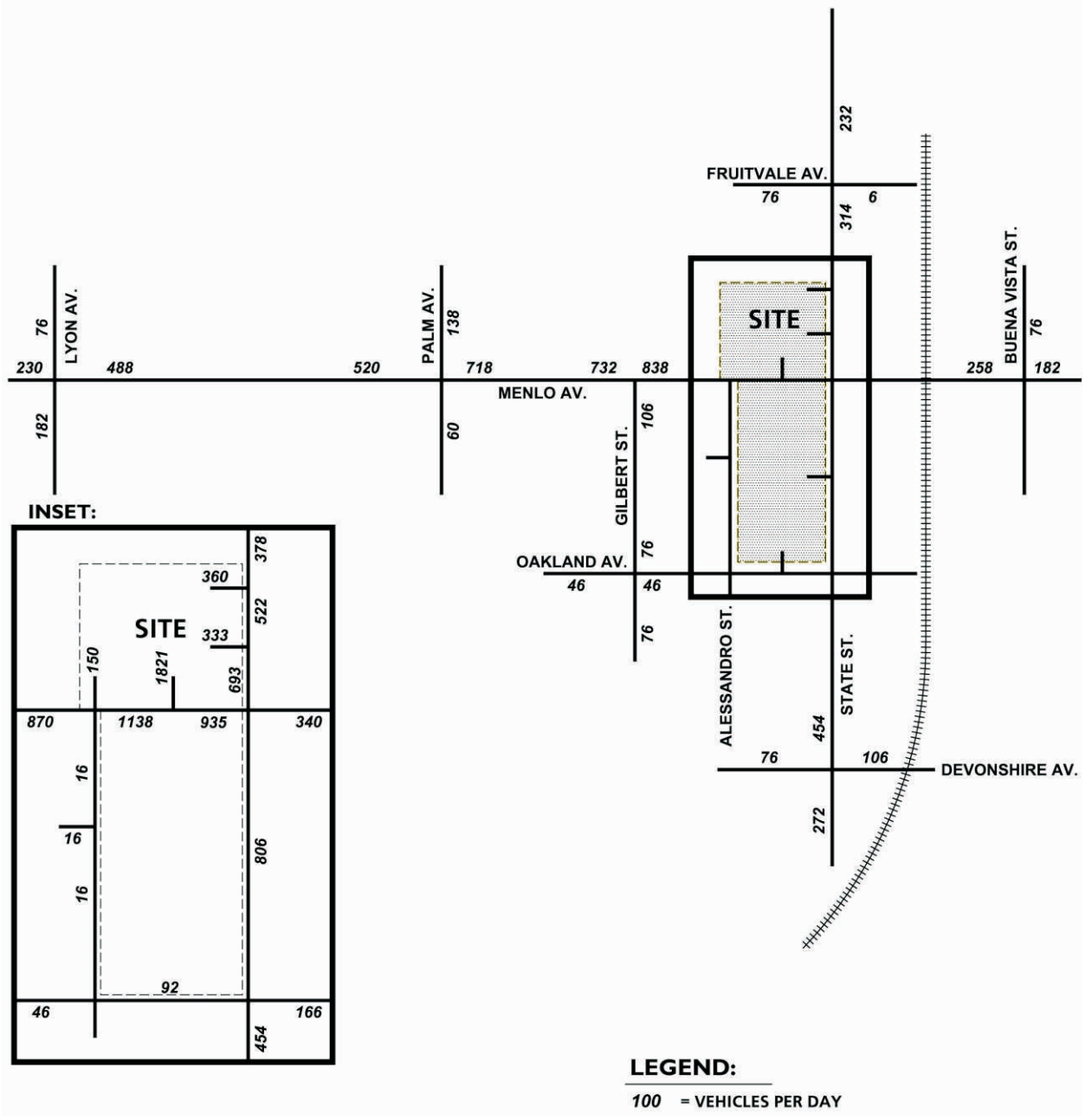
Segment	Existing Lanes	Capacity, Vehicles per Hour	AM Peak Hour Volume	V/C Ratio	Acceptable?	PM Peak Hour Volume	V/C Ratio	Acceptable?
Menlo Avenue between Alessandro Street and Driveway 3								
Eastbound	1	1,520	405	0.27	Yes	492	0.32	Yes
Westbound	1	1,520	346	0.23	Yes	525	0.35	Yes

Summary of Phase 1 Traffic Impacts:

Traffic generated by development of Phase 1 of the North Hemet Specific Plan would result in cumulative- and/or project impacts at the following four intersections:

- Menlo Avenue at Lyon Avenue: both peak hours (cumulative impact)
- Menlo Avenue at Palm Avenue: PM peak hour (cumulative impact)
- Menlo Avenue at State Street: PM peak hour (project impact)
- Menlo Avenue at Buena Vista Avenue: PM peak hour (cumulative impact)

Average Daily Trips Generated by Specific Plan Phase 1



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Source: Urban Crossroads 2011

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IMPACT 5.13-2: BUILDOUT OF THE NORTH HEMET SPECIFIC PLAN (PHASE 1 AND PHASE 2) WOULD CONTRIBUTE TO CUMULATIVE AND/OR PROJECT TRAFFIC IMPACTS TO FOUR INTERSECTIONS: MENLO AVENUE AT LYON AVENUE, PALM AVENUE, STATE STREET, AND BUENA VISTA STREET. [THRESHOLD T-1]

Impact Analysis: Implementation of the proposed North Hemet Specific Plan would result in the demolition and subsequent construction of residential, commercial, and office uses in a mixed-use environment. Planning Areas 1 and 2 are estimated to be operational by 2016 (Phase 1) and Planning Areas 3, 4, 5, 6, and 7 are estimated to be operational by 2020 (Phase 2), as shown previously in Figure 3-8, *Phasing Plan*. Estimated trip generation by Phase 1 and Phase 2 of the project is shown in Table 5.13-7. The North Hemet Specific Plan is forecast to generate a net increase of 6,130 average daily trips and a net increase of 271 trips in the morning peak hour and 646 trips in the evening peak hour at buildout. Impacts to the circulation network at buildout are described below.

Phase 2 (Buildout)

Proposed Access and Circulation

Project circulation improvements for buildout year 2020 are shown in Figure 5.13-9, *Phase 2 Project Circulation Improvements*. Driveway 3 extends north–south through the site from Oakland Avenue to Menlo Avenue. Driveways 1 and 2 connect the proposed north–south roadway to Alessandro Street on the west site boundary, while Driveway 7 connects the proposed north–south roadway to State Street. Proposed driveways and intersection traffic controls are:

- Driveway 1 (Alessandro Street and proposed northern east–west roadway): cross-street stop
- Driveway 2 (Alessandro Street and proposed southern east–west roadway): cross-street stop
- Driveway 3 (Menlo Avenue and proposed north–south roadway): cross-street stop
- Driveway 4 (Oakland Avenue and proposed north–south roadway): cross-street stop
- Driveway 7 (State Street and proposed east–west roadway): traffic signal

The project would also make the following improvements to existing onsite roadways:

- Widen the east half of State Street between Menlo Avenue and Oakland Avenue to its ultimate half-width as a Divided Secondary. The full-width right-of-way would be 94 feet. The half-width roadway would be 35 feet wide, consisting of two 12-foot traffic lanes, half a 12-foot-wide painted median, and a 5-foot-wide bicycle lane.

- Widen the west half of Alessandro Street between Menlo Avenue and Oakland Avenue to its ultimate half-width as a local roadway. The full right-of-way would be 60 feet wide. The half-width roadway would be one lane and 16 feet wide.

- Widen the north half of Oakland Avenue to its ultimate half-width as a Collector Roadway. The full right-of-way would be 74 feet wide. The half-width roadway would be one lane and 22 feet wide.

Trip Distribution

Trips generated by Phase 2 were distributed over study area roadways based on existing and proposed land uses, roadways and traffic patterns in the study area, and proposed site access and circulation. Average daily trips generated by specific plan buildout on study area roadway segments are shown on Figure 5.13-10, *Average Daily Trips Generated by Specific Plan Buildout*.

Intersection Impacts

Existing plus Project Scenario

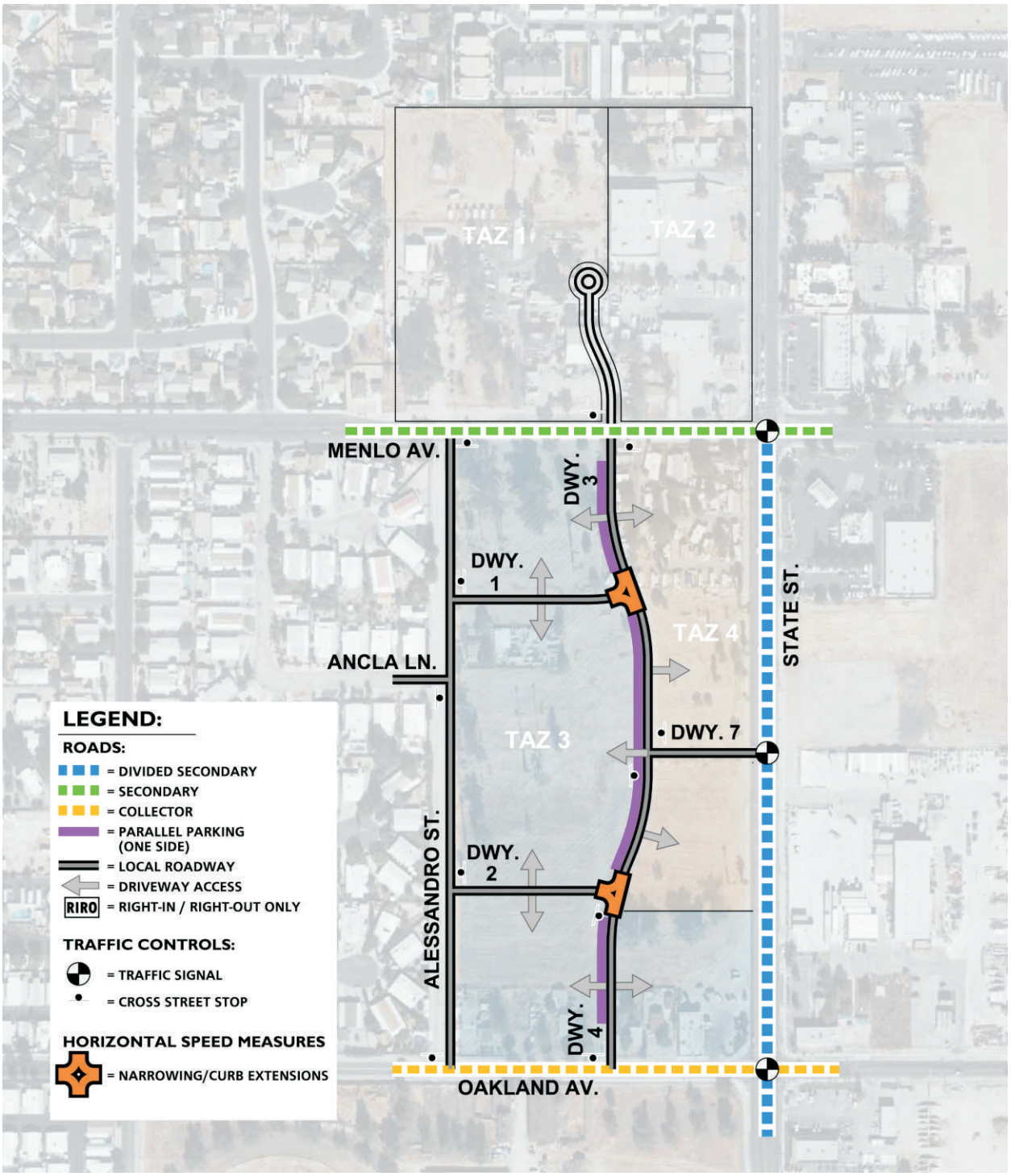
Forecast intersection operations in existing plus specific plan buildout conditions are shown in Table 5.13-14. All intersections would operate at acceptable LOS in existing plus buildout conditions, and no substantial traffic impacts to intersection operations would occur.

Table 5.13-14
Intersection Level of Service: Existing plus Project Buildout Scenario

	AM Peak Hour				PM Peak Hour			
	Existing		Existing + Project		Existing		Existing + Project	
Intersection	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Lyon Avenue at Menlo Avenue	22.7	C	26.8	D	20.3	C	28.8	D
Palm Avenue at Menlo Avenue	13.9	B	16.2	C	15.5	C	27.0	D
Gilbert Street at Menlo Avenue	11.8	B	12.4	B	11.3	B	12.9	B
Gilbert Street at Oakland Avenue	11.2	B	11.4	B	11.9	B	12.6	B
Alessandro Street at Menlo Avenue	13.7	B	11.4	B	11.8	C	19.3	C
Alessandro Street at Ancla Lane	8.5	A	8.6	A	8.4	A	8.6	A
Alessandro Street at Oakland Avenue	10.3	B	10.4	B	10.5	B	10.6	B
State Street at Fruitvale Avenue[1]	17.9	B	18.0	B	18.5	B	18.7	B
State Street at Menlo Avenue[1]	32.2	D	32.9	C	38.1	D	43.8	D
State Street at Oakland Avenue[1]	17.8	B	18.2	B	21.1	C	19.2	B
State Street at Devonshire Avenue[1]	24.1	C	24.5	C	24.7	C	25.9	C
Buena Vista Street at Menlo Avenue	15.6	C	16.7	C	21.6	C	28.8	D

Notes: Existing plus Project AM and PM peak hour intersection volumes can be found in the traffic study, Appendix K, of this EIR.
[1] Signalized intersections

Phase 2 Project Circulation Improvements



Source: Urban Crossroads 2011

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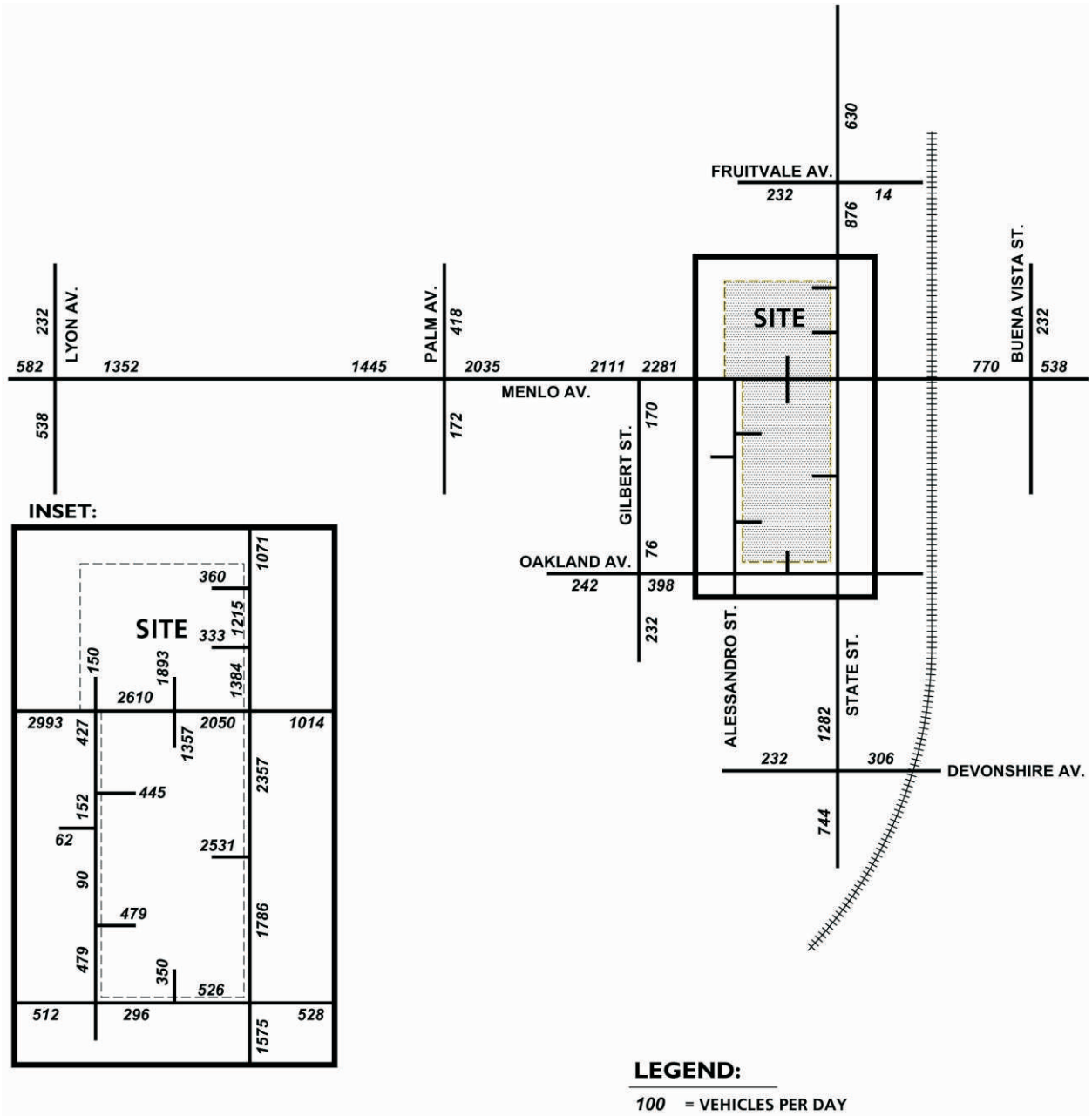
Average Daily Trips Generated by Specific Plan Buildout



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Source: Urban Crossroads 2011

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Existing plus Project plus Cumulative Scenario

Estimated intersection operation in 2020 with-project traffic conditions are shown in Table 5.13-15. Four intersections are estimated to operate at unacceptable LOS in 2020 with-project conditions: Menlo Avenue at Lyon Avenue and Palm Avenue in both peak hours; and Menlo Avenue at State Street and Buena Vista Avenue.

Table 5.13-15
2020 Intersection Level of Service: Existing plus Cumulative plus Project Buildout Scenario

	AM Peak Hour				PM Peak Hour			
	Existing + Cumulative		Existing + Cumulative + Project		Existing + Cumulative		Existing + Cumulative + Project	
Intersection	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Lyon Avenue at Menlo Avenue	84.3	F	95.9	F	162.5	F	193.2	F
Palm Avenue at Menlo Avenue	26	D	**35.6**	**E**	76	F	135.2	F
Gilbert Street at Menlo Avenue	15.7	C	16.9	C	17.1	C	21.9	C
Gilbert Street at Oakland Avenue	12.2	B	12.4	B	14.1	B	15.1	C
Alessandro Street at Menlo Avenue	18	C	19.3	C	19.7	C	34.9	D
Alessandro Street at Ancla Lane	8.6	A	8.6	A	8.6	A	8.7	A
Alessandro Street at Oakland Avenue	11	B	11.1	B	11.4	B	11.4	B
State Street at Fruitvale Avenue[1]	19.1	B	19.2	B	19.1	B	19.5	B
State Street at Menlo Avenue[1]	41.6	D	42.9	D	74.8	F	101.6	F
State Street at Oakland Avenue[1]	19.3	B	19.5	B	21.1	C	21.9	C
State Street at Devonshire Avenue[1]	24.7	C	25.3	C	26.6	C	27.0	C
Buena Vista Street at Menlo Avenue	27.8	D	30.9	D	81.7	F	105.1	F

Baseline 2020 (Existing plus Cumulative) plus Project AM and PM peak hour intersection volumes can be found in the traffic study, Appendix K, of this EIR.
Bold: significant project impact; Shaded: significantly contributes to a cumulative impact
[1] Signalized intersection.

Roadway Segments

Existing Plus Project Scenario

Roadway segments on which specific plan buildout is estimated to generate 1,000 or more vehicles per day are listed in Table 5.13-16. The V/C ratio on all roadway segments analyzed would be acceptable, that is, below or at 1.00, and no substantial traffic impacts would occur on any roadway segment analyzed.

Table 5.13-16
Roadway Segments Level of Service: Existing plus Project Buildout Scenario

Segment	Existing Lanes	Capacity, Vehicles per Hour	AM Peak Hour Volume	V/C Ratio	Acceptable?	PM Peak Hour Volume	V/C Ratio	Acceptable?
Menlo Avenue east of Lyon Avenue								
Eastbound	1	1,520	329	0.22	Yes	367	0.24	Yes
Westbound	1	1,520	272	0.18	Yes	351	0.23	Yes
Menlo Avenue west of Palm Avenue								
Eastbound	1	1,520	338	0.22	Yes	374	0.25	Yes
Westbound	1	1,520	274	0.18	Yes	390	0.26	Yes
Menlo Avenue between Palm Avenue and Gilbert Street								
Eastbound	1	1,520	345	0.23	Yes	408	0.27	Yes
Westbound	1	1,520	282	0.19	Yes	463	0.30	Yes
Menlo Avenue between Gilbert Street and Alessandro Street								
Eastbound	1	1,520	335	0.22	Yes	468	0.31	Yes
Westbound	1	1,520	295	0.19	Yes	473	0.32	Yes
Menlo Avenue between Alessandro Street and Driveway 3								
Eastbound	1	1,520	334	0.22	Yes	441	0.29	Yes
Westbound	1	1,520	279	0.18	Yes	473	0.31	Yes
Menlo Avenue between Driveway 3 and State Street								
Eastbound	1	1,520	302	0.20	Yes	388	0.26	Yes
Westbound	1	1,520	298	0.20	Yes	453	0.30	Yes
State Street between Fruitvale Avenue and Driveway 5								
Northbound	2	3,040	582	0.19	Yes	752	0.25	Yes
Southbound	2	3,040	564	0.19	Yes	835	0.27	Yes
State Street between Driveway 5 and Driveway 6								
Eastbound	2	3,040	582	0.19	Yes	752	0.25	Yes
Westbound	2	3,040	563	0.19	Yes	861	0.28	Yes
State Street between Driveway 6 and Menlo Avenue								
Northbound	2	3,040	603	0.20	Yes	752	0.25	Yes
Southbound	2	3,040	558	0.18	Yes	917	0.30	Yes
State Street between Menlo Avenue and Driveway 7								
Northbound	2	3,040	494	0.16	Yes	699	0.23	Yes
Southbound	2	3,040	497	0.16	Yes	760	0.25	Yes
State Street between Driveway 7 and Oakland Avenue								
Northbound	2	3,040	489	0.16	Yes	668	0.22	Yes
Southbound	2	3,040	522	0.17	Yes	741	0.24	Yes
State Street between Oakland Avenue and Devonshire Avenue								
Northbound	2	3,040	454	0.15	Yes	651	0.21	Yes
Southbound	2	3,040	501	0.16	Yes	653	0.21	Yes

Existing plus Project plus Cumulative Scenario

Roadway segments for which specific plan buildout is estimated to add 1,000 or more vehicles per day are listed below in Table 5.13-17. All roadway segments analyzed would operate in 2020, with specific plan buildout, at V/C ratios of less than 1.0, and no substantial traffic impacts to roadway segments would occur.

Table 5.13-17
2020 Roadway Segments Level of Service: Existing plus Cumulative plus Project Buildout Scenario

Segment	Existing Lanes	Capacity, Vehicles per Hour	AM Peak Hour Volume	V/C Ratio	Acceptable?	PM Peak Hour Volume	V/C Ratio	Acceptable?
Menlo Avenue east of Lyon Avenue								
Eastbound	1	1,520	492	0.32	Yes	592	0.39	Yes
Westbound	1	1,520	428	0.28	Yes	570	0.38	Yes
Menlo Avenue west of Palm Avenue								
Eastbound	1	1,520	496	0.33	Yes	586	0.39	Yes
Westbound	1	1,520	420	0.28	Yes	603	0.40	Yes
Menlo Avenue between Palm Avenue and Gilbert Street								
Eastbound	1	1,520	502	0.33	Yes	620	0.41	Yes
Westbound	1	1,520	424	0.28	Yes	686	0.45	Yes
Menlo Avenue between Gilbert Street and Alessandro Street								
Eastbound	1	1,520	481	0.32	Yes	668	0.44	Yes
Westbound	1	1,520	429	0.28	Yes	683	0.45	Yes
Menlo Avenue between Alessandro Street and Driveway 3								
Eastbound	1	1,520	476	0.31	Yes	628	0.41	Yes
Westbound	1	1,520	408	0.27	Yes	667	0.44	Yes
Menlo Avenue between Driveway 3 and State Street								
Eastbound	1	1,520	443	0.29	Yes	578	0.38	Yes
Westbound	1	1,520	428	0.28	Yes	646	0.43	Yes
State Street between Fruitvale Avenue and Driveway 5								
Northbound	2	3,040	825	0.27	Yes	1,128	0.37	Yes
Southbound	2	3,040	853	0.28	Yes	1,195	0.40	Yes
State Street between Driveway 5 and Driveway 6								
Northbound	2	3,040	824	0.27	Yes	1,128	0.37	Yes
Southbound	2	3,040	852	0.28	Yes	1,221	0.40	Yes
State Street between Driveway 6 and Menlo Avenue								
Northbound	2	3,040	849	0.28	Yes	1,108	0.36	Yes
Southbound	2	3,040	845	0.28	Yes	1,282	0.42	Yes
State Street between Menlo Avenue and Driveway 7								
Northbound	2	3,040	665	0.22	Yes	1,034	0.34	Yes
Southbound	2	3,040	778	0.26	Yes	1,040	0.34	Yes
State Street between Driveway 7 and Oakland Avenue								
Northbound	2	3,040	665	0.22	Yes	1,001	0.33	Yes
Southbound	2	3,040	805	0.26	Yes	1,021	0.34	Yes
State Street between Oakland Avenue and Devonshire Avenue								
Northbound	2	3,040	619	0.20	Yes	988	0.33	Yes
Southbound	2	3,040	769	0.25	Yes	924	0.30	Yes

Summary of Traffic Impacts:

Traffic generated by the North Hemet Specific Plan would contribute to cumulative and/or project impacts to the following four intersections:

- Menlo Avenue at Lyon Avenue: both peak hours (cumulative impact)
- Menlo Avenue at Palm Avenue: both peak hours (cumulative impact during both peak hours and project impact during the AM peak hour)
- Menlo Avenue at State Street: PM peak hour (cumulative impact)
- Menlo Avenue at Buena Vista Avenue: PM peak hour (cumulative impact)

IMPACT 5.13-3: TRAFFIC GENERATED BY THE SPECIFIC PLAN WOULD NOT CAUSE SUBSTANTIAL TRAFFIC IMPACTS TO ANY CONGESTION MANAGEMENT PLAN ROADWAY. [THRESHOLD T-2].

Impact Analysis: The congestion management program (CMP) in effect in Riverside County was approved by the Riverside County Transportation Commission (RCTC) in March 2010. All freeways and selected arterial highways in the county are part of the CMP highway system. The two nearest CMP highways to the project site are Florida Avenue (SR-74), 0.5 mile to the south, and San Jacinto Street (SR-79), 0.75 mile to the east. Florida Avenue is 0.25 mile south of Devonshire Avenue, while San Jacinto Street is 0.5 mile east of Buena Vista Street, as shown on Figure 3-2, *Local Vicinity*. The traffic study area agreed to by the project traffic engineer and the City of Hemet does not extend to either Florida Avenue or San Jacinto Avenue. Estimated daily traffic volumes generated by specific plan development on the segment of State Street south of Devonshire Avenue extending toward Florida Avenue are 272 trips in 2016 and 744 trips in 2020. Estimated specific plan–generated daily traffic volumes on Menlo Avenue east of Buena Vista Street extending toward San Jacinto Street are 182 trips in 2016 and 538 trips in 2020. Traffic generated by buildout of the North Hemet Specific Plan would not result in substantial traffic impacts to either Florida Avenue or San Jacinto Street.

IMPACT 5.13-4: PROJECT CIRCULATION IMPROVEMENTS HAVE BEEN DESIGNED TO ADEQUATELY ADDRESS POTENTIALLY HAZARDOUS CONDITIONS (SHARP CURVES, ETC.) AND POTENTIAL CONFLICTING USES. [THRESHOLD T-4]

Impact Analysis: The North Hemet Specific Plan would be designed to ensure that no hazardous circulation conditions are created as a result of implementation of the proposed project. The North Hemet Specific Plan includes a circulation plan with roadway classifications consistent with the 2030 Hemet General Plan.

Design of Proposed Roadways and Intersections

Proposed intersections would be adequately spaced so they would not create conflicting turning movements. The two proposed intersections that would be most closely spaced would be Driveway 5 at State Street and Driveway 6 at State Street. However, those two intersections would be right-in-right-out only intersections, and thus would not result in conflicting turning movements.

Traffic and Pedestrian Hazards

The project circulation plan includes features to separate pedestrians and bicyclists from vehicle traffic, as shown in Figure 5.13-11, *Pedestrian Improvements*. All proposed streets would have sidewalks on each side of the street; sidewalks would also be built on the site frontage of each existing roadway bounding the site and on Menlo Avenue. Two pedestrian pathways would extend through Planning Area 4 and Planning Area 6. The project would develop Class II bike lanes, that is, striped and signed, on each side of Menlo Avenue, State Street, and Oakland Avenue along the site frontage. Project development would not result in substantial hazards from design of proposed circulation features or from traffic conflicts such as traffic and pedestrian hazards.

IMPACT 5.13-5: THE PROPOSED PROJECT COMPLIES WITH ADOPTED POLICIES, PLANS, AND PROGRAMS FOR ALTERNATIVE TRANSPORTATION. [THRESHOLD T-6]

Impact Analysis: Project design features for pedestrian and bicycle transportation are described above in Impact 5.13-4. Such design features would comply with policies of the City of Hemet regarding pedestrian and bicycle facilities. Implementation of the specific plan would include widening the segments of State Street next to the specific plan site and Menlo Avenue within the specific plan site, including addition of on-road bike lanes to those two roadway segments. Existing public transit bus services serving roadways next to the project site are described above in Table 5.13-3. The project would not interfere with any of those bus services. Furthermore, the North Hemet Specific Plan includes development standards to ensure that the project site is transit ready and provides adequate pedestrian and bicycle mobility throughout the project site.

Pursuant to the development plan, the existing bus stop on the west side of State Street south of Menlo Avenue may be improved to comply with ADA standards, with transit amenities and convenient access from the project site by way of complete sidewalks to enhance pedestrian mobility, particularly for seniors and disabled persons who may reside in the project area. The project would comply with policies and programs for alternative transportation.

5.13.4 Cumulative Impacts

Intersections and Roadway Segments

Local Intersections and Roadway Segments

Cumulative traffic impacts are created when the proposed project combined with other future developments contributes to the overall traffic impacts, requiring additional improvements to maintain acceptable level of service operations with or without the project. A significant cumulative impact is identified when a facility is projected to operate below the level of service standards due to cumulative future traffic and project-related traffic increases of 50 or more peak hour trips. Cumulative traffic impacts were identified above in Impacts 5.13-1 and 5.13-2. As discussed in these sections, although the project's incremental effect to congested intersections is limited, it is cumulatively considerable.

The City of Hemet requires payment of development impact fees to mitigate local traffic impacts. The cost of signalizing the network intersections is assumed to be covered under the Bridges, Signals & Thoroughfares component of the development impact fee program. The project fair share analysis to offsite traffic improvements is included in the traffic impact analysis (see Appendix K) and summarized in Table 5.13-18. The North Hemet Specific Plan is required to implement or fund its fair share of improvements to alleviate the

potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact may occur.

Table 5.13-18
Project Contribution to Total New Traffic

Intersection	Peak Hour	Specific Plan Phases Significantly Impacted	Existing (2010) Traffic	Project Traffic	2020 Cumulative With-Project Traffic	New Traffic	Percent Project Contribution to New Traffic
Menlo Avenue at Lyon Avenue	AM	1 and 2	1,074	58	3,476	2,402	2.4%
	PM	1 and 2	1,234	142	4,422	3,188	4.5%
Menlo Avenue at Palm Avenue	AM	2	870	84	2,745	1,875	4.5%
	PM	1 and 2	1,040	213	3,708	2,668	8.0%
Menlo Avenue at State Street	AM	Neither phase	1,636	103	2,506	870	11.8%
	PM	1 and 2	2,129	347	3,542	1,413	24.6%
Menlo Avenue at Buena Vista Avenue	AM	Neither phase	908	30	2,522	1,614	1.9%
	PM	1 and 2	1,145	82	3,326	2,181	3.8%

CMP Intersections and Roadway Segments

Impacts to CMP intersections and segments were analyzed in Impact 5.13-3. Projects developed along or near SR-74 or SR-79 could add substantial traffic volumes to those roadways and thus could adversely impact operation of those CMP intersections/roadways.

Regional transportation and traffic impacts of development projects in western Riverside County are mitigated through transportation uniform mitigation fee (TUMF) programs adopted by Riverside County and local agencies in western Riverside County. The project is located in the Hemet/San Jacinto Zone. The Hemet/San Jacinto Zone five-year Transportation Improvement Plan (TIP), which prioritizes TUMF improvements in the zone, was adopted in March 2011. No zone improvements are currently programmed in the immediate project vicinity. Although the proposed project would not result in impacts to CMP intersections/segments, the project would cumulatively contribute to impacts at regional facilities. Therefore, TUMF fees are imposed on new residential, commercial, office, and industrial development. The proposed project and all cumulative projects proposing new development in any of the specified land use categories would be required to pay TUMF fees to the Western Riverside Council of Governments before issuance of occupancy permits. Transportation improvements financed through TUMF funding would reduce cumulative traffic impacts to CMP roadways.

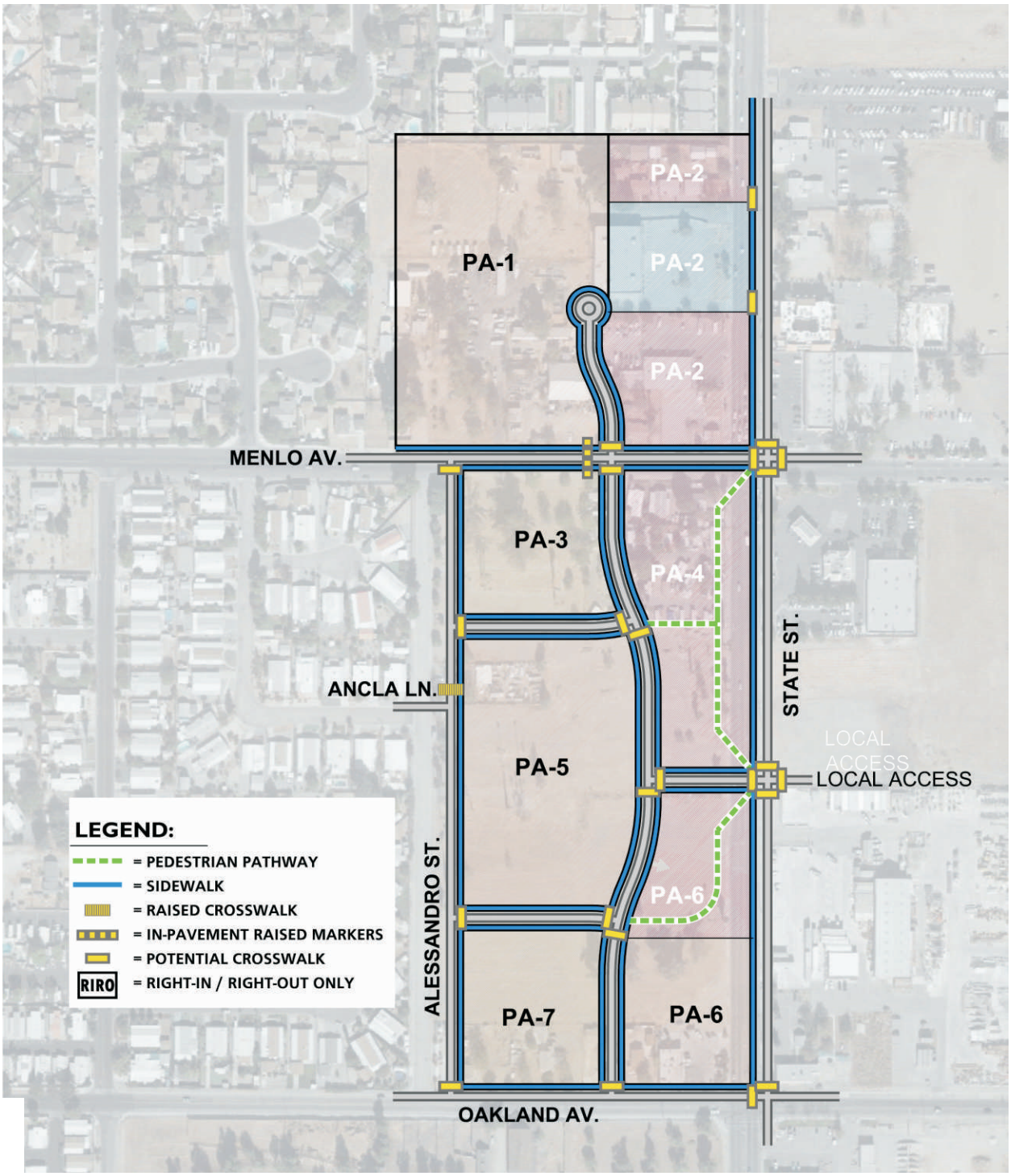
Design Hazards

Traffic hazards arising from the designs of projects, such as intersection design, are site specific for each project and do not contribute to cumulative impacts.

Provisions for Pedestrians, Bicycles, and Public Transportation

Cumulative projects would comply with applicable polices of the cities of Hemet or San Jacinto, Riverside County, and the state supporting alternative transportation.

Pedestrian Improvements



Source: Urban Crossroads 2011

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5.13.5 Existing Regulations and Standard Conditions

- Riverside County Transportation Uniform Mitigation Fee
- City of Hemet Development Impact Fees

5.13.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-3, 5.13-4, and 5.13-5.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.13-1 Development of Phase 1 of the North Hemet Specific Plan would contribute to cumulative and/or project impacts to four intersections: Menlo Avenue at Lyon Avenue, Palm Avenue, State Street, and Buena Vista Street.

- Impact 5.13-2 Buildout of the North Hemet Specific Plan would contribute to cumulative and/or project traffic impacts to four intersections: Menlo Avenue at Lyon Avenue, Palm Avenue, State Street, and Buena Vista Street.

5.13.7 Mitigation Measures

Impact 5.13-1

Project Impacts

13-1 Prior to issuance of the first occupancy permit for project(s) in Phase 1 of the North Hemet Specific Plan, the project applicant shall provide an exclusive left turn lane on the eastbound leg of the intersection of Menlo Avenue and State Street. The eastbound right turn lane shall be striped along Menlo Avenue and shall extend the full length of the segment along the North Hemet Specific Plan boundary. The westbound direction shall be improved to provide two travel lanes west of the intersection along the North Hemet Specific Plan frontage.

Site Access Improvements

13-2 The following roadway improvements necessary to provide site access and onsite circulation during Phase 1 shall be constructed in conjunction with site development. These improvements shall be in place prior to occupancy:

a) Driveway 3 and Menlo Avenue: Install a stop control on the north leg and construct the intersection with the following geometrics:

- One southbound shared left-right turn lane
- One eastbound left turn lane
- Two eastbound through lanes
- One westbound through lane
- One westbound shared through right turn lane

b) Driveway 5 and State Street: Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

- Two northbound through lanes
- One southbound through lane
- One southbound shared through right turn lane
- One eastbound right turn lane

c) Driveway 6 and State Street: Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

- Two northbound through lanes
- One southbound through lane
- One southbound shared through right turn lane
- One eastbound right turn lane

Onsite Roadway Improvements

13-3 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, the project applicant(s) shall construct the western half-width of the segment of State Street between the northern site boundary and Menlo Avenue to its ultimate half-section width as a Divided Secondary (94-foot right-of-way, as specified in Figure 5.13-13).

13-4 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Menlo Avenue between the western site boundary and State Street to its ultimate half-section width as a Secondary Roadway (94-foot right-of-way, as specified in Figure 5.13-13).

13-5 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, the project applicant(s) shall construct the internal project roadways (Driveway 3, Driveway 5, and Driveway 6, as applicable) to their ultimate full-section width as a local roadway (60-foot right-of-way) as specified in the City of Hemet General Plan.

Cumulative Impacts

13-6 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of State Street and Menlo Avenue:

- Addition of an exclusive left turn lane on the eastbound and westbound legs of the intersection

13-7 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 1 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue at Palm Avenue:

- Installation of a traffic signal
- Addition of exclusive left turn lanes on the northbound and southbound approaches on Palm Avenue

13-8 Prior to issuance of any occupancy permits for projects developed pursuant to Phase I of the specific plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue at Lyon Avenue:

- Installation of a traffic signal
- Addition of exclusive left turn lanes for all four approaches to the intersection

13-9 Prior to issuance of any occupancy permits for projects developed pursuant to Phase I of the specific plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue and Buena Vista Avenue:

- Installation of a traffic signal
- Addition of exclusive left turn lanes for all four approaches to the intersection

Impact 5.13-2

Project Impacts

13-10 Prior to issuance of the first occupancy permit for project(s) in Phase 2 of the North Hemet Specific Plan, the project applicant shall install a traffic signal at the intersection of Menlo Avenue and Palm Avenue.

Site Access Improvements

13-11 The following roadway improvements necessary to provide site access and onsite circulation during Phase 2 shall be constructed in conjunction with site development. These improvements shall be in place prior to occupancy:

a) Driveway 1 and Alessandro Street: Install a stop control on the westbound approach and construct the intersection with the following geometrics:

- One northbound shared through right turn lane
- One southbound shared through left turn lane
- One westbound shared through left-right turn lane

b) Driveway 2 and Alessandro Street: Install a stop control on the westbound approach and construct the intersection with the following geometrics:

- One northbound shared through right turn lane
- One southbound shared through left turn lane
- One westbound shared through left-right turn lane

c) Driveway 3 and Menlo Avenue: Install a stop control on the south leg and construct the intersection with the following geometrics:

- One northbound shared through left-right turn lane
- One southbound shared through left-right turn lane
- One eastbound left turn lane
- One eastbound through lane
- One eastbound shared through right turn lane

- One westbound left turn lane
- One west bound through lane
- One westbound shared through right turn lane

d) Driveway 4 and Oakland Avenue: Install a stop control on the southbound approach and construct the intersection with the following geometrics:

- One southbound shared left-right turn lane
- One eastbound shared through left turn lane
- One westbound shared through right turn lane

e) Driveway 7 and State Street: Install a traffic signal and construct the intersection with the following geometrics:

- One northbound left turn lane
- Two northbound through lanes
- One southbound through lane
- One southbound shared through right turn lane
- One eastbound shared left-right turn lane

Site Roadway Improvements

13-12 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the western half-width of the segment of State Street between the Menlo Avenue and Oakland Avenue to its ultimate half-section width as a Divided Secondary (94-foot right-of-way, as specified in Figure 5.13-13).

13-13 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Menlo Avenue between the western site boundary and State Street to its ultimate half-section width as a Secondary Roadway (94-foot right-of-way, as specified in Figure 5.13-13).

13-14 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Alessandro Street to its ultimate half-section width as a local roadway (60-foot right-of-way) between Menlo Avenue and Oakland Avenue, consistent with the roadway cross-section as specified in the City of Hemet General Plan.

13-15 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the segment of Oakland Avenue to its ultimate half-section width as a collector roadway (74-foot right-of-way) between Alessandro and State Street, consistent with the roadway cross-section as specified in the City of Hemet General Plan.

13-16 Prior to issuance of the first occupancy permit for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, the project applicant(s) shall construct the internal project roadways (Driveway 1, Driveway 2, Driveway 3, Driveway 4, and Driveway 7, as applicable) to their ultimate full-section width as a local roadway (60-foot right-of-way) as specified in the City of Hemet General Plan.

Cumulative Impacts

13-17 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of State Street and Menlo Avenue:

- Addition of an exclusive left turn lane on the eastbound and westbound legs of the intersection[2]
- Addition of one shared through right turn lane to the eastbound leg of the intersection

13-18 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the North Hemet Specific Plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Palm Avenue and Menlo Avenue:

- Installation of a traffic signal
- Addition of exclusive left turn lanes on the northbound and southbound approaches on Palm Avenue

13-19 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the specific plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue at Lyon Avenue:

- Installation of a traffic signal
- Addition of exclusive left turn lanes for all four approaches to the intersection

13-20 Prior to issuance of any occupancy permits for projects developed pursuant to Phase 2 of the specific plan, applicants of such projects shall make fair-share payments to the City of Hemet toward construction of the following improvements at the intersection of Menlo Avenue and Buena Vista Avenue:

- Installation of a traffic signal
- Addition of exclusive left turn lanes for all four approaches to the intersection

5.13.8 Level of Significance After Mitigation

Impact 5.13-1

Project Impacts

At project opening year (2016), the proposed project would result in significant project impacts at the intersection of Menlo Avenue and State Street. Figure 5.13-12 identifies the traffic improvements at State

[2] Construction of exclusive eastbound and westbound left turn lanes is required as project impact mitigation at this intersection for Phase 1.

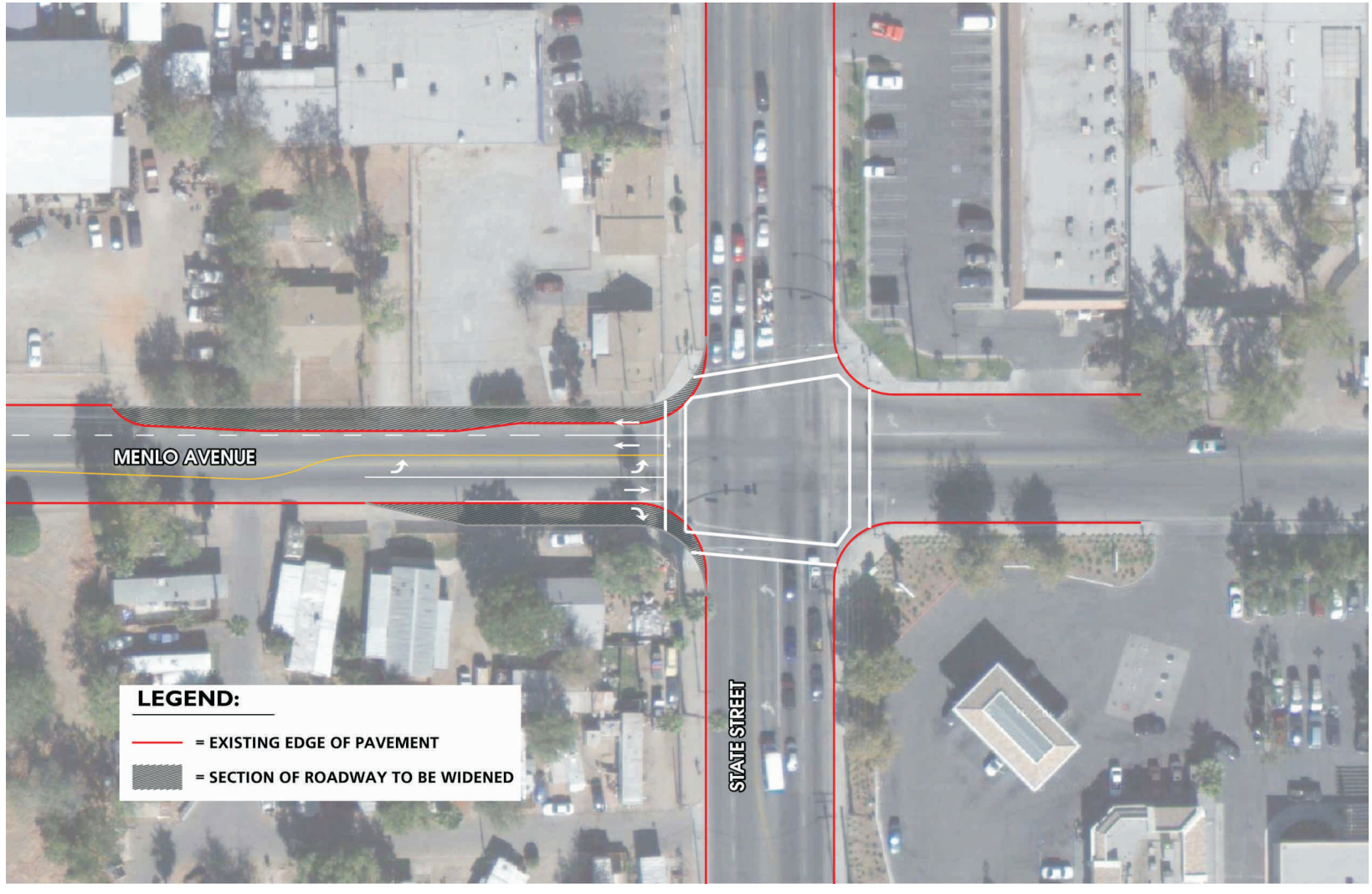
Street and Menlo Avenue at project opening year pursuant to Mitigation Measure 13-1, which include creation of a new left turn lane and separate right turn lane. The City is also requiring the northern property owner to dedicate and construct the western half-width of the segment of State Street between the northern site boundary and Menlo Avenue to its ultimate half-section width as a Divided Secondary and the segment of Menlo Avenue between the western site boundary and State Street to its ultimate half-section width as a Secondary Roadway. Figure 5.13-13 shows the ultimate General Plan right-of-way at project buildout. These improvements would be part of the onsite improvements, and properties are either currently owned by the Housing Authority of the County of Riverside or being acquired as part of existing proposed memorandum of understanding with the City of Hemet. In addition to the improvements of Menlo Avenue and State Street, several other onsite access and roadway improvements would be needed to ensure new intersections achieve the City's standards (Mitigation Measures 13-2 through 13-5). Table 5.13-19 identifies intersection LOS with implementation of the project-related mitigation measures for Phase 1 of the project. As shown in this table, implementation of the mitigation measures would reduce project impacts to less than significant.

Table 5.13-19
2016 Intersection Level of Service with Mitigation Measures to Mitigate Project Impacts

	AM Peak Hour		*PM Peak Hour*		*Required Mitigation*	
Intersection	*Delay (Seconds)*	*LOS*	*Delay (Seconds)*	*LOS*	*Added Traffic Control*	*Added Lanes*
Driveway 3 at Menlo Avenue					Cross-street stop on the north leg	• One southbound shared left-right turn lane • One eastbound left turn lane • Two eastbound through lanes • One westbound through lane • One westbound shared through right turn lane
Pre-project Condition[1]	—	—	—	—		
With Mitigation	11.9	B	14.6	B		
State Street at Driveway 5 (RIRO)					Cross-street stop on eastbound approach on Driveway 5	• Two northbound through lanes • One southbound through turn lane • One southbound shared through right turn lane • One eastbound right turn lane
Pre-project Condition[1]	—	—	—	—		
With Mitigation	10.9	B	12.9	B		
State Street at Driveway 6 (RIRO)					Cross-street stop on eastbound approach on Driveway 6	• Two northbound through lanes • One southbound through turn lane • One southbound shared through right turn lane • One eastbound right turn lane
Pre-project Condition[1]	—	—	—	—		
With Mitigation	10.7	B	12.7	B		
State Street at Menlo Avenue					Not applicable	• Add 1 exclusive left-turn lane on the eastbound approach of Menlo Avenue. The added through lanes on Menlo Avenue would be added as part of the widening of Menlo Avenue required in Mitigation Measure 13-4.
Pre-project Condition	35.6	D	54.0	D		
With Mitigation	18.2	B	24.1	C		

Notes: RIRO: right-in-right-out only
[1] Intersection does not exist in the preproject condition.

Recommended Improvements at State Street and Menlo Avenue



0 80
Scale (Miles)

Source: Urban Crossroads 2011

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Ultimate General Plan Right-of-Way at Menlo Avenue and State Street along the Project Frontage

0 100 Feet

Source: Urban Crossroads 2012

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Cumulative Impacts

Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Table 5.13-20 identifies LOS with implementation of the Phase 1 Mitigation Measures 13-6 through 13-9 for cumulative impacts. The project is required to participate in the funding and/or construction of offsite improvements, including traffic signals that are needed to mitigate cumulative impacts, through the payment of the City of Hemet development impact fees or through a fair share contribution, as directed by the City. These fees are collected by the City to fund improvements. The City of Hemet considers payment of development impact fees sufficient to comply with the City's 1988 Measure C (Ordinance 1293), which requires projects mitigate their fair share of impacts to ensure LOS D or better. However, under *Anderson First Coalition v. City of Anderson* in 2005 (130 Cal. App.4th 1173, 30 Cal.Rptr.3d 738), when future traffic congestion will result from the cumulative impact of several projects, cumulative traffic mitigation measures for a single project (that is, one of the several projects) may be deemed sufficient if those measures are based on a reasonable plan of actual mitigation that the relevant agency commits itself to implementing. Therefore, until these improvements are identified in the City's congestion management plan, the proposed project would cumulatively contribute to traffic impacts at these intersections. Although the proposed improvements would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured; therefore (pursuant to *Anderson First*), a temporary unmitigated cumulative would occur. Impact 5.13-1 would remain significant and unavoidable.

Table 5.13-20
2016 Intersection Level of Service With Mitigation Measures to Mitigate Cumulative Impacts

Intersection	AM Peak Hour		PM Peak Hour		Required Mitigation
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	
Menlo Avenue at Lyon Avenue					• Install traffic signal • Add exclusive left turn lanes for all four approaches to the intersection.
Without Mitigation	44.0	E	111.2	F	
With Mitigation	31.6	C	37.1	D	
Menlo Avenue at Palm Avenue					• Install traffic signal • Add exclusive left turn lanes for northbound and southbound approaches on Palm Avenue
Without Mitigation	19.3	C	52.7	F	
With Mitigation	27.3	C	30.6	C	
Menlo Avenue at State Street					• Add exclusive left turn lanes for eastbound (project impact) and westbound approaches on Menlo Avenue
Without Mitigation	36.0	D	61.5	E	
With Mitigation	29.3	C	33.5	D	
Menlo Avenue at Buena Vista Street					• Install traffic signal • Add exclusive left turn lanes for all four approaches to the intersection.
Without Mitigation	19.5	C	53.5	F	
With Mitigation	19.7	B	20.9	C	

Bold: significant project impact; Shaded: significantly contributes to a cumulative impact

Impact 5.13-2

Project Impacts

At project buildout of the North Hemet Specific Plan, the proposed project would result in significant project impacts at the intersection of Menlo Avenue at Palm Avenue. Mitigation Measure 13-10 would require installation of a traffic signal to ensure that the intersection operates at a sufficient LOS. In addition to the

improvements at Menlo Avenue and Palm Avenue, several other onsite access and roadway improvements would be needed to ensure new intersections achieve the City's standards (Mitigation Measures 13-11 through 13-15). The City is also requiring the southern property owner to dedicate and construct the western half-width of the segment of State Street between Menlo Avenue and Oakland Avenue to its ultimate half-section width as a Divided Secondary and the segment of Menlo Avenue between the western site boundary and State Street to its ultimate half-section width as a Secondary Roadway. Figure 5.13-13 shows the ultimate General Plan right-of-way at project buildout. Table 5.13-21 identifies intersection LOS with implementation of the project-related mitigation measures for Phase 2 of the project. As shown in this table, implementation of the mitigation measures would reduce project impacts to less than significant.

Table 5.13-21
2020 Intersection Level of Service with Mitigation Measures

	AM Peak Hour		*PM Peak Hour*		*Required Mitigation*	
Intersection	*Delay (Seconds)*	*LOS*	*Delay (Seconds)*	*LOS*	*Added Traffic Control*	*Added Lanes or Restriping*
Palm Avenue at Menlo Avenue					Traffic signal	No additional improvements
Preproject Condition	26.0	D	**76.0**	**F**		
With Mitigation	10.9	B	12.5	B		
Alessandro Street at Driveway 1					Cross-street stop on westbound approach	• One northbound shared through-right turn lane • One southbound shared through-left turn lane • One westbound shared through left-right lane
Preproject Condition[1]	—	—	—	—		
With Mitigation	8.5	A	8.6	A		
Alessandro Street at Driveway 2					Cross-street stop on westbound approach	• One northbound shared through-right turn lane • One southbound shared through-left turn lane • One westbound shared through left-right lane
Preproject Condition[1]	—	—	—	—		
With Mitigation	9.3	A	9.3	A		
Driveway 3 at Menlo Avenue					Cross-street stop on the south leg	• One northbound shared left-through-right turn lane • One southbound shared left-through-right turn lane • One eastbound left turn lane • One eastbound through lane • One eastbound shared through-right • One westbound left turn lane • One west bound through lane • One westbound shared through-right lane
Preproject Condition[1]	—	—	—	—		
With Mitigation	14.2	B	25.8	D		
Driveway 4 at Oakland Avenue					Cross-street stop on southbound approach	• One southbound shared left-right turn lane • One eastbound shared left-through lane • One westbound shared through-right turn lane
Preproject Condition[1]	—	—	—	—		
With Mitigation	11.4	B	12.3	B		

Table 5.13-21
2020 Intersection Level of Service with Mitigation Measures

	AM Peak Hour		PM Peak Hour		Required Mitigation	
Intersection	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Added Traffic Control	Added Lanes or Restriping
State Street at Driveway 5					(Phase 1) Cross-street stop on eastbound approach	See Table 5.13-19 for Phase 1. No additional improvements
Preproject Condition[1]	—	—	—	—		
With Mitigation	11.5	B	14.2	B		
State Street at Driveway 6					(Phase 1) Cross-street stop on eastbound approach	See Table 5.13-19 for Phase 1. No additional improvements
Preproject Condition[1]	—	—	—	—		
With Mitigation	11.2	B	13.9	B		
State Street at Driveway 7					Traffic signal	• One northbound left turn lane • Two northbound through lanes • One southbound through lane • One southbound shared through-right turn lane • One eastbound shared left-right turn lane
Preproject Condition[1]	—	—	—	—		
With Mitigation	9.3	A	11.8	B		

Notes: RIRO: right-in-right-out only
[1] Intersection does not exist in the pre-project condition.

Cumulative Impacts

Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (both peak hours), Menlo Avenue at State Street (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Table 5.13-22 identifies LOS with implementation of the Phase 2 Mitigation Measures 13-16 through 13-19 for cumulative impacts. The project is required to participate in the funding and/or construction of offsite improvements, including traffic signals that are needed to mitigate cumulative impacts through the payment of the City of Hemet development impact fees or through a fair share contribution, as directed by the City. These fees are collected by the City to fund improvements.

The City of Hemet considers payment of development impact fees sufficient to comply with the City's 1988 Measure C (Ordinance 1293), which requires projects mitigate their fair share of impacts to ensure LOS D or better.[3] However, under *Anderson First*, when future traffic congestion will result from the cumulative impact of several projects, cumulative traffic mitigation measures for a single project (that is, one of the several projects) may be deemed sufficient if those measures are based on a reasonable plan of actual mitigation that the relevant agency commits itself to implementing. *Anderson First* specifies that the fair share mitigation fee measure must 1) identify the fee amount to be paid; 2) commit to paying the remaining reasonable costs for fair share of the cost of required improvements; and 3) make these fees a part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts. Therefore, until these improvements are identified in the City's congestion management plan, the proposed project would cumulatively contribute to traffic impacts at these intersections. Although the proposed improvements

[3] The requirement for LOS D in Measure C excludes the intersections of Sanderson Avenue at Florida Avenue and Devonshire Avenue that were identified in the previous 1992 General Plan as operating as LOS F. However, these intersections are not within the project study area.

identified would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured; therefore (pursuant to *Anderson First*), a temporary unmitigated cumulative would occur. Impact 5.13-2 would remain significant and unavoidable.

Table 5.13-22
2020 Intersection Level of Service With Mitigation Measures to Mitigate Cumulative Impacts

Intersection	AM Peak Hour		PM Peak Hour		Required Mitigation
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	
Lyon Avenue at Menlo Avenue					• Install traffic signal • Addition of exclusive left turn lanes for all four approaches to the intersection
Without Mitigation	95.9	F	193.2	F	
With Mitigation	36.0	D	45.3	D	
Palm Avenue at Menlo Avenue					• Install traffic signal
Without Mitigation	35.6	E	135.2	F	
With Mitigation	28.8	C	34.4	C	
State Street at Menlo Avenue					• Addition of exclusive left turn lanes on the eastbound and westbound legs of the intersection[1] • Addition of one shared through-right turn lane to the eastbound leg of the intersection.
Without Mitigation	42.9	D	101.6	F	
With Mitigation	28.8	C	39.4	D	
Buena Vista Street at Menlo Avenue					• Installation of a traffic signal • Addition of exclusive left turn lanes for all four approaches to the intersection
Without Mitigation	30.9	D	105.1	F	
With Mitigation	20.0	B	22.0	C	

Bold: significant project impact; Shaded: significantly contributes to a cumulative impact
[1] Also required as mitigation for project impact for Phase 1 at this intersection.

5.14 UTILITIES AND SERVICE SYSTEMS

This section of the draft environmental impact report (DEIR) evaluates the potential impacts to utilities and service systems, including: water supply and distribution systems; wastewater; storm drainage systems; solid waste generation; and energy use. The analysis for water supply and distribution systems is based on the following reports.

- *Water Supply Assessment for the North Hemet Specific Plan,* Eastern Municipal Water District, July 6, 2011.

- *Water Supply Assessment, North Hemet Specific Plan,* Lake Hemet Municipal Water District, November 8, 2011.

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Appendices L and M, respectively).

5.14.1 Water Supply and Distribution Systems

5.14.1.1 Environmental Setting

Water is provided to the project site by two agencies: The Lake Hemet Municipal Water District (LHMWD) for the part of the site south of Menlo Avenue, and the Eastern Municipal Water District (EMWD) for the part of the site north of Menlo Avenue.

Eastern Municipal Water District

EMWD provides water to much of western Riverside County, from Temecula on the south to Beaumont on the north, and from the Perris Valley on the west to parts of the San Jacinto Valley on the east. The following information on EMWD water supplies and demands is from a water supply assessment (WSA) for the proposed project completed by EMWD in September 2010 and included in Appendix L of this DEIR.

Sources of EMWD Water

EMWD has three sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water (EMWD 2011).

Imported Water

Roughly 75 percent of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project (SWP). EMWD forecasts that it would provide water for future growth in its service area through imported water from MWD.

EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day or about 35,840 af per year.

Groundwater

About 25 percent of EMWD's potable water demand is supplied by EMWD groundwater wells in the San Jacinto Groundwater Basin. EMWD's estimated production of potable groundwater in 2010 is 18,800 af. Desalinated groundwater contains total dissolved solids in concentrations too high for potable use. Dissolved solids are removed from this water at desalting facilities such as the Menifee and Perris Desalters. EMWD's production of desalinated groundwater in 2010 was 5,800 af.

Recycled Water

EMWD produces recycled water at its wastewater treatment facilities. Recycled water is used for irrigation of agricultural, landscape, and wildlife areas, and in industrial processes. EMWD's recycled water production in 2010 was 41,500 af. EMWD's forecast water supplies and demands from 2015 to 2035 are summarized in Table 5.14-1.

Table 5.14-1
Existing Water Supply Resources: Average Year Hydrology, 2015 to 2035

	Projected Water Supplies (acre-feet/year)				
Source	**2015**	**2020**	**2025**	**2030**	**2035**
Groundwater	149,300	170,700	190,700	210,000	226,200
Existing Desalter	43,900	50,000	53,900	54,900	55,300
Metropolitan Water District	13,200	13,200	13,200	13,200	13,200
EMWD Recycled Water	7,500	7,500	7,500	7,500	7,500
Total Existing Supplies	**213,900**	**241,400**	**265,300**	**285,600**	**302,200**
Total Projected Demands	213,900	241,400	265,300	285,600	302,200
Shortfall/Surplus	0	0	0	0	0

Source: EMWD 2011.

Existing Sources of Water Supply in the Project Area

The proposed project is in EMWD's East Valley Service Area. Potable water provided by EMWD in the portion of the East Valley Service Area west of State Street—the project site is—is partly local groundwater and partly imported water from northern California treated at EMWD microfiltration plants.

Water Treatment Facilities

EMWD produces about 20 percent of its supplies from local groundwater, mainly in the San Jacinto Valley, and depends on the remainder from the MWD's Skinner Filtration Plant in Winchester and Mills Filtration Plant in Riverside.

EMWD currently treats raw imported water at a microfiltration plant in Perris (Perris Water Filtration Plant), which has a capacity of approximately 20 million gallons per day (MGD). Expansion of this plant to a capacity of 24 MGD is planned with completion anticipated by 2013. A second EMWD microfiltration plant in Hemet has a capacity of 12 MGD (Dotinga 2011).

EMWD also treats groundwater to remove high levels of total dissolved solids, which consist mostly of salt, at the Menifee Desalter in Sun City. Construction was completed in 2005 on the Perris Desalter, adjacent to the Menifee Desalter, which increased EMWD's desalination capacity from 3 to 7 MGD. A third desalter, Perris II, with capacity of 4 MGD, is planned (Dotinga 2011).

Lake Hemet Municipal Water District

The following information on LHMWD water supplies and demands is from a WSA for the proposed project completed by LHMWD in November 2011, and from the LHMWD's 2010 Urban Water Management Plan completed in June 2011 (Appendix M of this DEIR).

Sources of LHMWD Water

The LHMWD obtains water from the following three sources:

- Local groundwater from the San Jacinto Canyon and San Jacinto Upper Pressure Water Management Areas (WMAs) of the San Jacinto Groundwater Basin. The two WMAs underlie parts of the cities of Hemet and San Jacinto and areas of unincorporated Riverside County north, east, and south of the two cities.

- Water imported from northern California via the SWP, and from the Colorado River by the MWD and obtained through EMWD.

- Surface water from the San Jacinto River.

LHMWD does not currently provide recycled water since there are no existing pipes in the area for recycled water transmission. Wastewater from LHMWD's service area is sent to EMWD's San Jacinto Regional Water Reclamation Facility for treatment and disposal or reuse. However, a recycled water transmission system is planned by EMWD to be extended into parts of LHMWD's service area in the future. Note that in Table 5.14-2 recycled water use is forecast from 2015 forward. Quantities of LHMWD water supplies from each source are listed in the table.

Table 5.14-2
Current and Planned LHMWD Water Supplies

	Projected Water Supplies (acre-feet/year)				
Source	***2010***	***2015***	***2020***	***2025***	***2030***
Wholesale imported water purchased from EMWD	1,140	1,300	1,300	1,300	1,300
Recycled Water	0	800	800	800	800
Local Groundwater	10,044	11,361	11,196	11,718	12,842
Surface Water from San Jacinto River	4,963	4,283	4,493	4,563	4,705
Total	**16,147**	**17,744**	**17,790**	**18,381**	**19,647**

Source: LHMWD 2011a.

Water Demands

LHMWD water supplies and demands in normal water year conditions are shown in Table 5.14-3. As shown in this table, LHMWD projects that it would have sufficient water supplies for water demands in its service area through 2030.

Table 5.14-3
Actual and Projected LHMWD Water Deliveries, 2010–2030

Use	2010	2015	2020	2025	2030
Residential including mobile homes	6,788	8,144	8,010	8,433	9,348
Commercial/Industrial	900	1,080	1,062	1,118	1,240
Landscape and Agriculture	5,643	5,686	5,682	5,696	5,725
Total	**13,331**	**14,910**	**14,754**	**15,247**	**16,313**
Total Supplies (from Table 5.14-2)	16,147	17,744	17,790	18,381	19,647
Surplus/(Deficit)	2,816	2,834	3,036	3,134	3,334

Groundwater Quality

Water from the parts of the groundwater basin supplying LHMWD wells is generally of high quality. Some areas have high nitrate levels due to a history of intensive farming and fertilizer use; wells in these areas produce water for irrigation only. Water quality is not projected to impact water supply reliability (LHMWD 2011b).

Water Treatment Facilities

LHMWD disinfects groundwater with chlorine before the water is supplied to customers. The LHMWD does not currently operate a water treatment facility for surface water. LHMWD has received an offer to build a 3 MGD microfiltration plant to treat surface water, but has not decided whether to accept the offer (LHMWD 2011b).

5.14.1.2 Regulatory Setting

Regional Water Management

Water planning in the Santa Ana Watershed is overseen by the Santa Ana Watershed Project Authority (SAWPA). SAWPA is a joint powers authority and consists of the EMWD, Inland Empire Utilities Agency, Orange County Water District, San Bernardino Valley Municipal Water District, and Western Municipal Water District. The City of Hemet is in the jurisdiction of the EMWD.

SAWPA's program to address the water resource needs for the region is the Southern California Integrated Watershed Program, which is a series of programs that would manage regional water resources for the entire watershed. This program has been updated through 2005 and is now called the Santa Ana Integrated Watershed Plan (IWP), which is incorporated by reference into this EIR. The updated IWP describes measures that must be taken in order to more efficiently use local and imported water resources, integrate watershed planning efforts with the MWD Integrated Resources Plan Update, and provide descriptions of future projects in the Santa Ana River watershed. Projects of the IWP are funded in part through Chapter 8 of Proposition 50, the Integrated Regional Water Management Grant Program, which ranks projects by priority

needs (SAWPA 2007). EMWD prepared its 2010 Urban Water Management Plan (UWMP) to be consistent with the SAWPA IWP.

Water rights in the Santa Ana River Watershed are also subject to the Santa Ana River judgment administered by the Santa Ana River Water Master and the jurisdiction of the State Water Resources Board. Water quality in the Santa Ana River Watershed, including the San Jacinto Groundwater Basin, is regulated by Santa Ana Regional Water Quality Control Board.

Hemet/San Jacinto Water Management Plan

The Hemet/San Jacinto Groundwater Management Area (see Figure 5.7-4 in Section 5.7, *Hydrology and Water Quality*) is based on the boundaries identified in Santa Ana Regional Water Quality Control Board's Water Quality Control Plan. The groundwater basin has been in a state of overdraft. Annual average production exceeds the safe yield within the groundwater basin by 10,000 to 15,000 af per year. As a result of this overdraft, the basin water rights have been adjudicated, which established base production rights and monitoring by a watermaster.

Pursuant to the stipulated judgment, the "physical solution" is the court-decreed method of managing water supply in the groundwater management area to maximize the reasonable and beneficial use of the waters, eliminate overdraft, protect the prior rights of the Soboba Tribe, and provide for the substantial enjoyment of all water rights by recognizing their priorities. The stakeholders within this groundwater management area, including EMWD, LHMWD, City of Hemet, City of San Jacinto, and private water producers, have developed the Hemet/San Jacinto Water Management Plan (HSJ WMP) to ensure long-term reliability of groundwater supplies. The HSJ WMP seeks to stabilize or reverse the trend in decreasing water levels through reducing groundwater production to a level that brings the basin production within the safe yield of the management area. Surface rights are not impacted/changed by the plan. The core project in the physical solution is the Hemet/San Jacinto Integrated Recharge and Recovery Program (IRRP). Phase I of the IRRP is currently under construction and includes modifications to pump stations, construction of pipelines, design and construction of recharge basins, drilling of three extraction wells, installation of pumps and chlorination equipment for three extraction wells, and design and drilling of three monitoring wells. Phase II of the IRRP is in the planning stage. In addition to the IRRP, the plan identifies other projects that can potentially meet the goals through direct recharge, in-lieu recharge, and recycled water projects (EMWD et al. 2007).

Senate Bill 610 and 221

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties.

Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, WSA must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA (as defined in Water Code Section 10912[a]). Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a

fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

A WSA is required for a project if it is a residential development of 500 units or more; a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. A WSA is required for the North Hemet Specific Plan, since at buildout the North Hemet Specific Plan would include 525 residential units plus up to 135,254 square feet of commercial and office space.

Urban Water Management Plans

The Urban Water Management Planning Act (California Water Code Sections 10610–10656), passed in 1983, requires each urban water supplier that provides water to 3,000 or more customers or that provides over 3,000 acre-feet of water annually to make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The act describes the contents of the UWMP as well as how urban water suppliers should adopt and implement the plans. The EMWD, LHMWD, and MWD have approved UWMPs, and the 2010 EMWD UWMP is consistent with the MWD UWMP.

MWD Regional Urban Water Management Plan

MWD is a water wholesaler with a 5,200-square-mile service area.[1] MWD provides between 45 to 60 percent of the municipal, industrial, and agricultural water used in the service area (MWD 2010). MWD imports water from the Colorado River and, through a contract with the State of California, from northern California via the SWP. The SWP, MWD's Colorado River Aqueduct, and MWD's local water facilities and programs have many layers that provide reliability. The SWP includes the very large San Luis Reservoir near the City of Los Banos in Central California. Closer to southern California are Pyramid and Castaic Lakes on the west branch, and Silverwood Lake and Lake Perris on the east branch of the SWP. MWD, in turn, has over a million acre-feet of surface water storage in southern California, including the new Diamond Valley Reservoir, in addition to large groundwater storage projects. Currently, approximately 93 percent of the retail demands are used for municipal and industrial purposes and 7 percent for agricultural use (MWD 2010).

MWD and Southern California water agencies have long been active in the supply, storage, reuse, and conservation of water. MWD's recently published November 2010 Regional Urban Water Master Plan (RUWMP) states that, based on dry year demands, available and planned supply, and reuse and conservation programs, adequate water would be available through the planning period that extends until 2035 (MWD 2010).

Imported Water Supply: Long-Term Reliability

The Southern California region faces challenges meeting its water needs. Increased environmental regulations and competition for water from outside the region have resulted in reduced supplies of imported water. Continued population and economic growth correspond to increased water demands within the region, increasing burdens on local supplies. Major sources of uncertainty include Sacramento-San Joaquin Bay Delta (Delta) pumping restrictions, declines in populations of threatened and endangered species,

[1] MWD's service area extends from the US-Mexico border on the south to the City of Oxnard in Ventura County on the northwest; the east-central service area boundary includes the City of Hemet.

climate change and sea level rise, and levee vulnerability associated with floods and earthquakes. MWD's long-term reliability analysis included the following assumptions.

Colorado River Aqueduct Supplies

Colorado River transactions are potentially available to supply additional water up to the Colorado River Aqueduct (CRA) capacity of 1.25 million acre-feet per year on an as-needed basis.

State Water Project Supplies

SWP supplies are restricted in accordance with the biological opinions of the US Fish and Wildlife Service and National Marine Fishery Service issued on December 15, 2008, and June 4, 2009, respectively. In dry, below-normal conditions, MWD has increased the supplies received from the California Aqueduct by developing flexible Central Valley storage and transfer programs. Over the last two years under the pumping restrictions of the SWP, MWD has worked with the other contractors to develop numerous voluntary Central Valley storage and transfer programs. The goal of these programs is to develop additional dry-year supplies that can be conveyed through the available banks pumping capacity to maximize deliveries through the California Aqueduct during dry conditions and regulatory restrictions.

Delta Improvements

Court decisions have reduced pumping of water from the Delta into the SWP in response to listings of several fish species as threatened or endangered under the federal or California Endangered Species Acts. In 2007, the MWD Board approved a Delta Action Plan that provides direction for pursuing actions with other agencies and stakeholders to build a sustainable Delta and reduce conflicts between water supply and the environment. The Delta Action Plan aims to prioritize near-term actions to stabilize the Delta while an ultimate solution is selected, and midterm steps to maintain the Delta while the long-term solution is implemented.

In the near term, actions under development in the Delta include measures that protect fish species and reduce supply impacts. The potential for increased supply due to these near-term efforts is included in the 2010 RUWMP as a 10 percent increase in water supplies obtained from the SWP allocation for the year. Additional supplies from this interim fix are assumed to occur by 2013. Also included as a possible near-term remedy for the Bay-Delta is the proposed Two-Gate System demonstration program, which would provide movable barriers on the Old and Middle Rivers to modify flows and prevent fish from being drawn toward the Delta pumping plants. The Two-Gate System is anticipated to protect fish and increase SWP supplies.

Constraints on pumping from the Delta likely would continue until a long-term solution to the problems in the Delta is chosen and implemented. State and federal resource agencies and various environmental organizations and water agencies are currently engaged in the development of the Bay Delta Conservation Plan, which is aimed at addressing Delta ecosystem restoration, water supply conveyance, flood control protection, and storage development. The preferred solutions are those that address physical changes needed, financing, and governance. In forecasting supplies for the 2010 RUWMP, MWD assumed a new Delta conveyance is fully operational by 2022 that would return supply reliability to conditions similar to those of 2005, before supply restrictions to protect threatened and endangered species.

Storage

Storage is a major part of MWD's dry-year resource management strategy. In developing the supply capabilities for the 2010 RUWMP, MWD assumed median storage levels going into each of five-year increments based on the balances of supplies and demands.

Water Shortage Planning

An MWD Water Supply Allocation Plan that sets allocations for MWD water sales to member agencies in the event of water shortages was adopted by MWD in 2008 and revised in 2009. Planned allocations are based on factors including the severity of water shortage, and water demands of each member agency in the year allocations would be made.

Required Water Conservation

State agencies were directed to develop a plan to reduce urban water use in California 20 percent below 2005 levels by 2020 (20X2020 Plan) by SBx7-7 (Chapter 4, Statutes of 2009 Seventh Extraordinary Session). Actions recommended by SBx7-7 include:

- Increase water efficiency
    - Obtain authorization for state standards for high efficiency clothes washers.
    - Support landscape irrigation equipment standards.
    - Accelerate replacement of inefficient showerheads, toilets and urinals.
    - Accelerate adoption of proven water saving technologies in new businesses.
    - Require water-efficient landscapes at state-owned properties.

- Decrease Water Waste
    - Accelerate installation of water meters.
    - Establish a state standard for water meter accuracy.

- Provide Financial Incentives
    - Encourage or mandate conservation water pricing.
    - Provide grants, loans, and rebates to wholesale and retail water suppliers and customers.
    - Establish a public goods charge for water. Fund the installation of water meters.

- Increase the use of recycled water and non-traditional sources of water

- Implement a statewide conservation public information and outreach campaign (DWR 2010)

Water demand forecasts in the RUWMP include water conservation targets in the 20X2020 Plan.

Catastrophic Supply Interruption Planning

MWD's catastrophic supply interruption planning includes plans for interruptions due to earthquakes or electrical outages.

> **Earthquakes and Emergency Storage Requirements.** MWD's emergency planning regarding earthquakes is based on the possibility that earthquakes could put all three aqueducts importing water into southern California (SWP, CRA, and the Los Angeles Aqueduct conveying water from the Owens Valley to the City of Los Angeles) out of service for six months. Water available to MWD in the event of an emergency includes water in a number of reservoirs around southern California[2] and

[2] MWD reservoirs include Diamond Valley Lake, Lake Matthews, and Lake Skinner, all in western Riverside County. Diamond Valley Lake has a capacity of 810,000 acre-feet, or 264 billion gallons, enough to supply MWD's service area for six months. Half of the water in Diamond Valley Lake is intended for use during drought years, with the other half intended as emergency storage. In addition, there are two terminal reservoirs at the south end of the SWP: Lake Perris in western Riverside County and Castaic Lake in northwest Los Angeles County.

stored in groundwater basins in many parts of southern California. In addition, firm supplies to member agencies would be reduced 25 percent from normal-year demands.

Electrical Outages. Planned MWD actions in the event of electrical outages include:

- Water supply can be maintained by gravity feed from regional reservoirs such as Diamond Valley Lake, Lake Mathews, Castaic Lake, and Silverwood Lake.
- All MWD treatment plants have backup generators adequate to maintain the plants' operations.[3] MWD also owns mobile generators that can be transported quickly to key locations.

Climate Change

Potential impacts of climate change on southern California water supplies include:

- Reduction in Sierra Nevada snowpack
- Increased intensity and frequency of extreme weather events
- Rising sea levels resulting in
    - Increased risk of damage from storms, high-tide events, and the erosion of levees
    - Potential pumping cutbacks on the SWP and Central Valley Project

Other important issues of concern due to global climate change include:

- Effects on local supplies such as groundwater
- Changes in urban and agricultural demand levels and patterns
- Impacts to human health from water-borne pathogens and water quality degradation
- Declines in ecosystem health and function
- Changes to power generation and pumping

MWD actions responding to climate change concerns include:

- Supporting research and knowledge sharing regarding climate change adaptation and greenhouse gas mitigation. MWD is a member of the Water Utility Climate Alliance—10 national water providers collaborating in such research and knowledge sharing.

- Incorporating into its water supply planning a broad array of water management strategies for dealing with a wide range of future climate conditions.

- Identifying and pursuing development of "green" renewable water and energy programs that support the efficient and sustainable use of water. (MWD 2010)

Water Infrastructure

Water infrastructure exists in the project vicinity. Figure 5.14-1, *Utilities Plan*, identifies existing water lines in the vicinity of the project site.

[3] MWD operates five plants that filter and disinfect water before delivery to member agencies and retail customers; the total capacity of the five facilities is approximately 2.64 billion gallons per day.

5.14.1.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-2 Would not have sufficient water supplies available to serve the project from existing entitlements and resources, and new and/or expanded entitlements would be needed.

5.14.1.4 Environmental Impacts

IMPACT 5.14-1: WATER SUPPLY AND DELIVERY SYSTEMS ARE ADEQUATE TO MEET PROJECT REQUIREMENTS. [THRESHOLDS U-1 (PART) AND U-2]

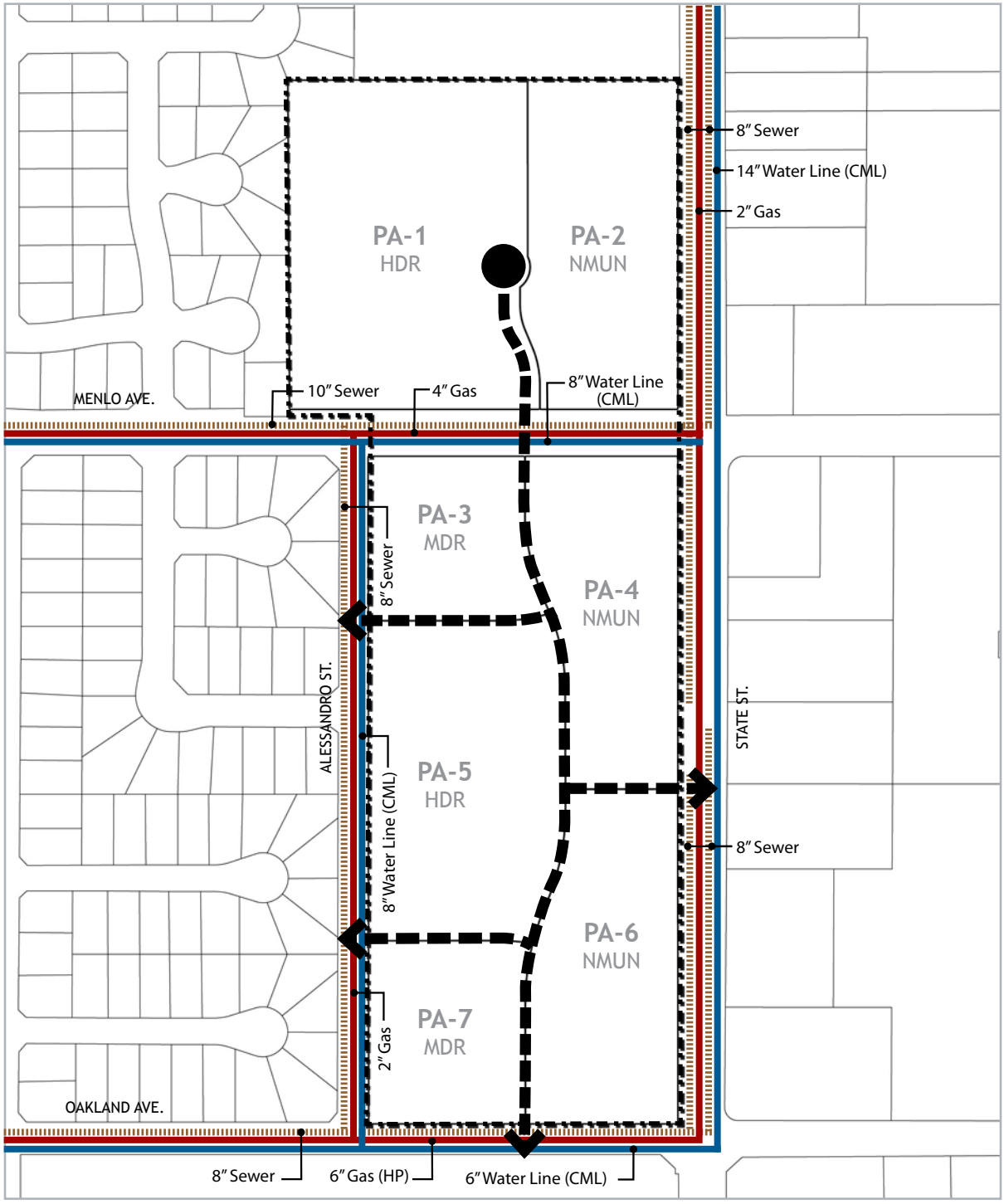
Impact Analysis: Water demands resulting from specific plan buildout are estimated at 166.2 acre-feet per year in the two WSAs conducted for the proposed project, as shown below in Table 5.14-4. The WSA from LHMWD included an estimate of water demands by existing land uses onsite. However, the WSA from EMWD did not include an estimate of existing demand; therefore, the water demand estimate is conservative.

Table 5.14-4
North Hemet Specific Plan Estimated Water Demand

Water Provider	Land Use	Water Demand, Acre-Feet per Year	
		Per Unit	Total
EMWD[1]			
Proposed Specific Plan	Multifamily Residential, 192 units	0.27	51.8
	Commercial/Office, 4 acres	0.75	3
	Subtotal	Not applicable	54.8
LHMWD			
Proposed Specific Plan	250 high-density (multifamily) residential units 83 medium-density residential units 80,804 square feet commercial (retail and service) uses	Not provided	123.8
Less Existing Land Uses Onsite		Not provided	12.4
Net Increase	Not applicable	Not applicable	111.4
Total	Not applicable	Not applicable	**166.2**

Sources: EMWD 2011a; LHMWD 2011. The periods evaluated in the two WSAs were 2010–2030 by LHMWD WSA and 2015–2035 by EMWD.
[1] Analysis for water use north of Menlo Avenue is conservative as it does not subtract approximately 5.97 acre-feet per year in existing water use generated by residential and commercial uses onsite.

Utilities Plan



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There are no existing recycled water transmission mains in or near the project site in either EMWD's or LHMWD's service areas. EMWD policy recognizes recycled water as the preferred supply for all nonpotable water demands, including landscape irrigation. A final determination on requirements for recycled water use and facilities in the part of the site within EMWD's service area would be made by EMWD during the design phase of projects developed pursuant to the specific plan based on the availability of the recycled water distribution.

Water Supply Impacts

As identified in the WSAs prepared by EMWD and LHMWD, the water suppliers would have sufficient water supplies to meet water demands generated by the proposed North Hemet Specific Plan, as well as other existing and forecast water demands in each supplier's service area.

Water Distribution Impacts

There are existing potable water mains in roadways surrounding the specific plan site. Specific plan buildout would not require construction of new water mains.

5.14.1.5 Cumulative Impacts

The area where cumulative impacts on water supplies are considered is the combined service areas of EMWD and LHMWD. The WSAs prepared by the two water providers considered total existing and forecast water supplies and demands in the respective provider's service areas. Total forecast water supplies and demands are shown above in Table 5.14-1 for EMWD and in Table 5.14-3 for LHMWD. The two water providers each forecast that they would have sufficient water supplies to meet demands in their service areas. No significant cumulative impact to water supplies would occur, and buildout of the North Hemet Specific Plan would not contribute to a significant cumulative impact.

5.14.1.6 Existing Regulations and Standard Conditions

State and Federal Regulations

- California Assembly Bill 1881, Chapter 559, Statutes of 2006, Model Landscape Ordinance
- California Code of Regulations, Title 22, Chapter 15: Water Quality General Requirements
- California Senate Bill 610, Chapter 643, Statutes of 2001
- California Senate Bill 221, Chapter 642, Statutes of 2001

5.14.1.7 Level of Significance Before Mitigation

Impacts on water supplies and water distribution would be less than significant; this conclusion applies to both direct and cumulative impacts.

5.14.1.8 Mitigation Measures

No mitigation measures are required.

5.14.1.9 Level of Significance After Mitigation

Impacts would be less than significant.

5.14.2 Wastewater Collection and Treatment

5.14.2.1 Environmental Setting

Wastewater Treatment

Wastewater treatment services are provided to the project area by EMWD at the San Jacinto Valley Regional Water Reclamation Facility (SJVRWRF). The facility currently has a capacity of 11 MGD, though average daily wastewater flows through the facility in 2009 were approximately 8.4 MGD. Expansion of the facility's treatment capacity from 11 MGD to 14 MGD is underway and is expected to be completed in November 2014. This expansion project also includes upgrades to the facility's tertiary treatment capacity, expected to be completed in 2012 (Lovsted 2010). Further expansion, to 18 MGD capacity, is planned for completion in 2024 (EMWD 2007). The facility is on Sanderson Avenue north of Cottonwood Avenue, 3.3 miles northwest of the project site.

Wastewater from LHMWD's service area is sent to the SJVRWRF and to EMWD's Perris Valley RWRF (PVRWRF) for treatment. The PVRWRF is in the City of Perris; expansion of the facility to a capacity of 38,000 acre-feet per year (afy) is scheduled for completion in 2011, while existing wastewater flows through the facility are about 13,500 afy (Lovsted 2010). There are no wastewater treatment facilities in LHMWD's service area.

Wastewater Collection

There are existing sewer mains in roadways bounding the specific plan area. Figure 5.14-1 identifies existing sewer lines in the vicinity of the project site.

Use of Recycled Water

Recycled water is used in EMWD's service area for industrial uses and for irrigation of landscaped areas, agriculture, and wildlife habitat. There are no existing recycled water transmission mains near the specific plan area and no current recycled water use onsite.

5.14.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-3 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

U-4 Would result in a determination by the wastewater treatment provider which serves or may serve the project that is has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.14.2.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the initial study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.14-2: PROJECT-GENERATED WASTEWATER COULD BE ADEQUATELY TREATED BY THE WASTEWATER SERVICE PROVIDER FOR THE PROJECT. [THRESHOLDS U-1 (PART), U-3, AND U-4]

Impact Analysis: Wastewater generation by specific plan buildout is estimated at 80 percent of net increase in water demand,[4] or 133.0 afy, that is, 118,627 gallons per day. There is adequate existing and planned wastewater treatment capacity at the two treatment facilities serving the project region, SJVRWRF and PVRWRF, for estimated wastewater generation by specific plan buildout. Implementation of the specific plan would not require construction of new or expanded wastewater treatment facilities.

5.14.2.4 Cumulative Impacts

Cumulative impacts to wastewater treatment are considered over EMWD's service area. EMWD operates four wastewater treatment facilities; the SJVRWRF, PVRWRF, and the following two facilities:

- Moreno Valley RWRF in the City of Moreno Valley; expansion of the facility to capacity of 26,000 afy is underway, with completion scheduled for 2012.
- Temecula Valley RWRF in the City of Temecula, with capacity of 20,100 afy (EMWD 2011b).

The total amount of wastewater treated at the four RWRFs in 2010 was 46,451 af. The amount of recycled water produced at the four RWRFs is forecast to increase to 83,500 afy by 2035. After expansions to three of the RWRFs—which are planned or underway and are due for completion by 2014—the total capacity of the four RWRFs would be 98,100 afy (EMWD 2011b). There is sufficient planned wastewater treatment capacity at EMWD treatment facilities for forecast wastewater generation in its service area, and no significant cumulative impacts would occur.

5.14.2.5 Existing Regulations and Standard Conditions

State

- California Code of Regulations. Title 22, Chapter 15: Water Quality General Requirements

5.14.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.14-2.

5.14.2.7 Mitigation Measures

No mitigation measures are necessary.

[4] The water demand estimate used is a net increase for the part of the specific plan area in LHMWD's service area, and a total increase for the part of the site in EMWD's service area.

5.14.2.8 Level of Significance After Mitigation

No significant impacts were identified and no mitigation measures are warranted.

5.14.3 Storm Drainage Systems

5.14.3.1 Environmental Setting

The local storm drainage system surrounding the specific plan area is maintained by the City of Hemet. Drainage onsite is via surface flow to curb and gutter in Menlo Avenue and roadways surrounding the site. Drainage enters the City's storm drain system via inlets in gutters. Drainage from the part of the site south of Menlo Avenue flows westward to Alessandro Street, where it enters storm drain inlets and is conveyed to Salt Creek southwest of the City of Hemet. Salt Creek flows into the San Jacinto River at Canyon Lake approximately 17 miles west of the site. Drainage from the part of the site north of Menlo Avenue is conveyed to Reach 4 of the San Jacinto River, which extends from the eastern part of the City of San Jacinto to just east of the City of Perris (Hemet 2011b).

5.14.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-5 Would 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.

5.14.3.3 Environmental Impacts

IMPACT 5.14-3: EXISTING AND/OR PROPOSED STORM DRAINAGE SYSTEMS WOULD BE ADEQUATE TO SERVE THE DRAINAGE REQUIREMENTS OF THE PROPOSED PROJECT. [THRESHOLD U-3]

Impact Analysis: Drainage within the site would be conveyed in streets to low points, where it would enter catch basins, then storm drains. The storm drains would convey runoff to three extended detention basins shown in Figure 5.7-6, *Drainage Facilities Map*. The detention basins would store the net increase in runoff rate from the project site resulting from a 10-year storm. Water stored in the basins would be pumped out over 48 to 72 hours so that the release rate from the basins is no greater than the current stormwater flow rate from the site for the same size storm. The basins would also provide water quality treatment, removing some contaminants. Basin A1 would be near the north side of Menlo Avenue, and Basin A2 would be just south of Menlo Avenue; they would be connected by a subsurface pipe under Menlo Avenue. Together, the two basins would treat onsite stormwater flows from north of Menlo Avenue. Planning Areas 1 and 2 would be completed before Planning Areas 3 through 7 would be built. Basin A1 would have adequate capacity for runoff from Planning Areas 1 and 2. The floors of the basins would be vegetated earth, allowing for some percolation of stormwater.

Basin A2 would also collect stormwater from the northern half of the part of the site south of Menlo Avenue. Basin B would be at the south end of the site next to Oakland Avenue and would collect flow from the southern third of the site. Relief pipes conveying water pumped out of Basins A1 and A2 would discharge to Menlo Avenue, and a relief pipe for water pumped out of Basin B would discharge to Oakland Avenue. Discharged water would be contained within the streets and discharged at a rate so as not to flood downstream properties. Runoff would also flow westward in the two proposed east–west roadways onsite.

Runoff would enter catch basins in these two roadways just east of their intersections with Alessandro Avenue and would be directed via storm drains back to detention basins A2 and B. The project would not discharge runoff to Alessandro Street.

The Riverside County Flood Control and Water Conservation District (RCFC) design practice for extended detention basins is to drain half of the water volume within 24 hours and the remaining volume within 48 to 72 hours. The extended detention basins would utilize a pump system to accomplish this. Detailed calculations for the extended detention basins would be performed during final engineering. The project would also include six subsurface storm drains under proposed roadways onsite, shown on Figure 5.7-4. Two drain pipes would convey stormwater to each of the three basins. Consequently, the proposed storm drainage system would be adequate to service the proposed project.

5.14.3.4 Cumulative Impacts

The relevant area for cumulative impacts to storm drainage is the San Jacinto River watershed, shown in Figure 5.7-1, *Santa Ana and San Jacinto River Watersheds*. The San Jacinto River watershed spans most of the Western Riverside County Council of Governments (WRCOG) region. Growth forecasts for population, housing units, and employment in the WRCOG region are shown in Table 5.14-5.

Table 5.14-5
Growth Forecasts for Western Riverside County, 2010 through 2035

	2010	*2020*	*2030*	*2035*	*Net Change, 2010–2035*	*Percent Net Change, 2010–2035*
Western Riverside County Council of Governments (WRCOG)[1]						
Population	1,673,500	2,002,393	2,344,972	2,460,833	787,333	47%
Housing Units	572,666	696,379	814,161	865,277	292,611	51%
Southern California Association of Governments (SCAG)[2]						
Employment	588,523	797,626	1,005,923	1,098,233	509,710	87%

[1] Source: WRCOG 2010.
[2] Source: SCAG 2008.

Other development projects in the San Jacinto River watershed would increase impermeable areas within the watershed and thus increase runoff. Other projects would be required to limit postproject runoff to no greater than preproject levels, as would projects developed through specific plan implementation.

Projects involving subdivision of lands are charged area drainage plan fees by the RCFC, which are used to construct planned facilities identified on area drainage plans. Projects not involving subdivision of land can also be assessed fees by the RCFC if they would impact watersheds. After compliance by cumulative projects with regulatory requirements limiting postproject runoff rates and payment of drainage fees to the RCFC for construction of planned drainage improvements, cumulative impacts on storm drainage would be less than significant.

5.14.3.5 Existing Regulations and Standard Conditions

- Santa Ana Regional Water Quality Control Board: Order No. R8-2010-0033: Waste Discharge Requirements for the County Of Riverside, and the Incorporated Cities of Riverside County within the Santa Ana Region.

- Riverside County Flood Control and Water Conservation District: Area drainage plan fees and other drainage fees.

5.14.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-3.

5.14.3.7 Mitigation Measures

No mitigation measures are necessary.

5.14.3.8 Level of Significance After Mitigation

No significant impacts were identified.

5.14.4 Solid Waste

5.14.4.1 Environmental Setting

The Riverside County Waste Management Department provides landfill service for the San Jacinto Valley at two facilities: the Lamb Canyon Sanitary Landfill in the City of Beaumont and the Badlands Sanitary Landfill in the City of Moreno Valley. A third landfill, El Sobrante Landfill south of the City of Corona, also accepts waste from western Riverside County; El Sobrante Landfill is owned and operated by USA Waste of California. The three landfills are described below in Table 5.14-6.

Table 5.14-6
Landfills Serving San Jacinto Valley

Landfill and Location	Maximum Permitted Disposal, tons per day	Actual Disposal (2010), tons per day	Remaining Capacity, tons[1]	Estimated Closing Date
Lamb Canyon Sanitary Landfill Beaumont	3,000	1,703	10,100,000	2021
Badlands Sanitary Landfill Moreno Valley	4,000	1,667	7,850,000	2024
El Sobrante Landfill Unincorporated Riverside County south of Corona	16,054	6,752	145,530,000	2045

[1] Remaining capacity shown here is calculated from capacity in cubic yards on CalRecycle website using conversion factor of 0.533 ton trash per cubic yard of trash and soil.

Solid Waste Collection and Diversion Programs

The City of Hemet Integrated Waste Management Division collects solid waste in the City. Much of this waste is diverted from landfills. The City of Hemet operates 36 solid waste diversion programs, including recycling, composting, household hazardous waste, and public education programs (CalRecycle 2010c). The Integrated Waste Management Act, Assembly Bill 939 (AB 939), requires that local jurisdictions divert at least

50 percent of solid waste from landfills. Compliance with AB 939 is measured in part by actual disposal rates compared to target disposal rates. Target rates for the City of Hemet are seven pounds per person per day (ppd) for residences and 25.8 ppd for businesses; actual disposal rates are 4.4 ppd for residences and 17.7 ppd for businesses (CalRecycle 2012c). Local jurisdictions in California are required to have ordinances mandating provision of storage areas for recyclable materials in specified types of development projects under California Public Resources Code Sections 42900 et seq. (Model Ordinance for Recycling in Development Projects).

5.14.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

U-7 Would not comply with federal, state, and local statutes and regulations related to solid waste.

5.14.4.3 Environmental Impacts

IMPACT 5.14-4: EXISTING AND/OR PROPOSED FACILITIES WOULD BE ABLE TO ACCOMMODATE PROJECT-GENERATED SOLID WASTE AND COMPLY WITH RELATED SOLID WASTE REGULATIONS. [THRESHOLD U-6 AND U-7]

Impact Analysis: Estimated solid waste generation at buildout of the North Hemet Specific Plan is shown in Table 5.14-7. Buildout of the proposed project would generate 788 tons per year (4,318 pounds per day) of municipal solid waste.

Table 5.14-7
Estimated Solid Waste Generation by Redevelopment Plan Buildout

Land Use	Quantity	Solid Waste Generation, Tons per Year	
		Per Unit	Total
Residential	525 units	0.46	242
Commercial	118,918 square feet	0.00300	357
Office	16,335 square feet	0.01154	189
Subtotal	Not applicable	Not applicable	**788**

Source: CalEEMod, Version 2011.1.1 Appendix E, Table 10.1. Based on estimated solid waste generation and statewide disposal rates compiled by CalRecycle.

Landfill Capacity

There is adequate landfill capacity at the three regional landfills for the San Jacinto Valley for solid waste that would be generated by buildout of the North Hemet Specific Plan. The air quality and greenhouse gas analysis evaluated potential demolition debris generated by construction of the proposed project. Phase 1 would require demolition of up to 30,510 square feet of residential and commercial buildings, and Phase 2 would require demolition of up to 58,350 square feet of commercial and residential buildings. Given the development timeframe and amount of vacant land within the North Hemet Specific Plan, demolition debris

generated by the project would not be substantial. Implementation of the proposed project would not require construction of new or expanded landfills.

Solid Waste Diversion

The estimate for solid waste generation in Table 5.14-6 includes recyclable materials. Projects developed pursuant to the North Hemet Specific Plan would include storage areas for recyclable materials in compliance with AB 1327, the Model Ordinance for Recycling in Development Projects. Implementation of the North Hemet Specific Plan would not adversely affect compliance by the City of Hemet with the Integrated Waste Management Act (AB 939).

5.14.4.4 Cumulative Impacts

The area of cumulative impacts to solid waste disposal is the San Jacinto Valley, which includes the cities of Hemet and San Jacinto and surrounding unincorporated areas of Riverside County. Growth forecasts for the cities of Hemet and San Jacinto (see Table 5.14-7) are used to estimate proportional growth in the valley, since growth forecasts for the valley are not available. The combined population increase for the two cities between 2010 and 2035 is 90 percent of the 2010 population. The corresponding percentage increases for households and employment are 94 percent and 118 percent, respectively (see Table 5.10-10).

Other projects in the San Jacinto Valley would generate solid waste. The three landfills serving the San Jacinto Valley have combined remaining capacity of over 160 million tons and closing dates of 2021, 2024, and 2045. There is sufficient landfill capacity in the region to accommodate forecast growth, and cumulative projects would not require construction of new or expanded landfills.

5.14.4.5 Existing Regulations and Standard Conditions

State

- Integrated Waste Management Act (AB 939)
- Model Ordinance for Recycling in Development Projects (AB 1327)

5.14.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-4.

5.14.4.7 Mitigation Measures

No mitigation measures are necessary.

5.14.4.8 Level of Significance After Mitigation

No significant impacts were identified

5.14.5 Energy

5.14.5.1 Environmental Setting

The California Public Utilities Commission regulates privately owned electric, telecommunications, natural gas, water, transportation companies, household goods movers, and rail safety. Service providers for energy use in the City of Hemet are discussed below.

Electricity

Electricity is provided in the City of Hemet by Southern California Edison (SCE). SCE estimates that total electricity consumption in its service area would increase from 105,045 gigawatt-hours (gWh) in 2008 to 118,497 gWh in 2016 (CEC 2007).[5]

Natural Gas

Natural Gas is provided in the City of Hemet by the Southern California Gas Company (SoCal Gas). SoCal Gas forecasts that its total natural gas supplies per year from 2010 through 2030 would be 3.875 billion cubic feet per day (bcfd), and, during the same period, demands for its natural gas would decrease slightly from 2.582 to 2.467 bcfd (CGEU 2010). Figure 5.14-1 identifies existing gas lines in the vicinity of the project site.

5.14.5.2 Thresholds of Significance

Although not specifically identified as a CEQA checklist question in Appendix G of the CEQA Guidelines, the following additional threshold is also included in the impact analysis. The project would have a significant effect on the environment if it:

U- 8 Increased demand for other public services and utilities beyond the service provider's capabilities.

5.14.5.3 Environmental Impacts

IMPACT 5.14-5: EXISTING AND/OR PROPOSED FACILITIES WOULD BE ABLE TO ACCOMMODATE PROJECT-GENERATED UTILITY DEMANDS. [U-8]

Impact Analysis: The proposed project would generate an increase in demand for purchased electricity and natural gas. Table 5.14-8 identifies this potential increase.

Table 5.14-8
Estimated Energy Use

Phase	Electricity Demand (kWh/year)	Natural Gas Demand (MBTU/year)
Phase 1	1,575,929	3,076,060
Phase 2	2,792,480	6,522,293
Total	**4,368,410**	**9,598,353**

Source: CalEEMod, Version 2011.1.1.
kWh: kilowatt hour; MBTU: thousand British thermal units; 1,027 billion BTUs = 1 billion cubic feet per day

[5] 1 gigawatt-hour is 1,000,000 kilowatt-hours.

Estimated Project Electricity Demand

Buildout of the North Hemet Specific Plan would cause a net increase in electricity demand of 4,368,410 thousand kilowatt hours (kWh) per year. SCE forecasts that it would have sufficient electricity available to meet forecast project electricity demand, and project development would not have an adverse effect on electricity supplies.

Estimated Project Natural Gas Demand

At buildout, the North Hemet Specific Plan would use a net increase of 9,598,353 MBTU of natural gas per year. SoCal Gas estimates that it would have natural gas supplies of 3.98 trillion BTU per day, or about 1,454 trillion BTU per year, between 2010 and 2030 (CGEU 2010). SoCal Gas would have sufficient natural gas supplies to meet project demands, and project development would not adversely affect natural gas supplies.

5.14.5.4 Existing Regulations and Standard Conditions

5.14.5.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-5.

5.14.5.6 Mitigation Measures

No mitigation measures are necessary.

5.14.5.7 Level of Significance After Mitigation

No significant impacts were identified.

6. Significant Unavoidable Adverse Impacts

Chapter 1, *Executive Summary*, contains Table 1-2, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While mitigation measures would reduce the level of impact, some impacts would remain significant, unavoidable, and adverse after mitigation measures are applied.

6.1 AIR QUALITY

- **Impact 5.2-1.** The project is a regionally significant project, and criteria air pollutants generated during operation of the proposed project would exceed South Coast Air Quality Management District's (SCAQMD) regional significance thresholds. As a result, the proposed project could potentially exceed the assumptions in the air quality management plan (AQMP) and would not be considered consistent with the AQMP. Integration of Mitigation Measures 2-1 through 2-4 in future development projects would reduce regional operational emissions. No additional feasible mitigation measures are available to reduce long-term air pollutant emissions below the SCAQMD regional thresholds so that the project would not significantly contribute to the nonattainment designation of the South Coast Air Basin (SoCAB) and would therefore be consistent with the AQMP. Consequently, Impact 5.2-1 would remain significant and unavoidable, and a Statement of Overriding Considerations would be required.

- **Impact 5.2-3.** Operation of the project would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for nitrogen oxides (NO_X) at buildout. Emissions of NO_x that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and nitrogen dioxide (NO_2) nonattainment designations of the SoCAB. The majority of air pollutants are generated by transportation sources. Mitigation Measures 2-1 through 2-4 would reduce criteria and greenhouse gas emissions (GHG) generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance thresholds. Consequently, Impact 5.2-3 would remain significant and unavoidable, and a statement of overriding considerations would be required.

6.2 GREENHOUSE GAS EMISSIONS

- **Impact 5.5-1.** The North Hemet Specific Plan is a mixed-used project that would increase residential densities within the downtown area of Hemet. The project would be consistent with local and regional strategies to reduce vehicle miles traveled and GHG emissions, but emissions generated at buildout of the North Hemet Specific Plan would exceed SCAQMD's proposed significance threshold and are considered to cumulatively contribute to GHG emissions. Mitigation Measures 2-1 through 2-4 and 5-1 through 5-5 would assist in reducing project-related GHG emissions. Though all feasible mitigation measures have been incorporated into the project, the total increase in GHG emissions onsite from the project would still exceed the proposed thresholds and be considered substantial. Consequently, Impact 5.5-1 would remain significant and unavoidable, and a statement of overriding considerations would be required.

6.3 NOISE

- **Impact 5.9-5.** Construction activities associated with individual developments may occur close to noise-sensitive receptors, and noise disturbances may occur for prolonged periods of time. Mitigation Measure 9-4 would reduce noise generated by project construction activities to the extent feasible. Project-related construction would occur during the least noise-sensitive portion of the day and mitigation measures would reduce noise, but due to the length of construction and level of noise from the possible overlap of construction projects, Impact 5.9-5 would remain significant and unavoidable, and a statement of overriding considerations would be required.

  However, it should be noted that although the total duration of construction activities is six years for Phase I and Phase II, impacts of construction at any one particular location would be for a much shorter duration (e.g., months). Furthermore, construction of new residential and nonresidential land uses would depend on market conditions, resulting in intermittent construction within the specific plan area. Construction noise impacts would depend on the distance from the receptor to the location where individual construction activities (e.g., construction subphases) would occur and would also depend on the presence of intervening structures,

6.4 TRANSPORTATION AND TRAFFIC

- **Impact 5.13-1.** Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Table 5.13-20 identifies level of service (LOS) with implementation of the Phase 1 Mitigation Measures 13-6 through 13-9 for cumulative impacts. The project is required to participate in the funding and/or construction of offsite improvements—including traffic signals needed to mitigate cumulative impacts—through payment of City of Hemet development impact fees or a fair share contribution, as directed by the City. These fees are collected by the City to fund improvements. The City of Hemet considers payment of development impact fees sufficient to comply with the City's 1988 Measure C (Ordinance 1293), which requires projects to mitigate their fair share of impacts to ensure LOS D or better. However, under *Anderson First Coalition v. City of Anderson* in 2005 (130 Cal. App.4th 1173, 30 Cal.Rptr.3d 738), when future traffic congestion will result from the cumulative impact of several projects, cumulative traffic mitigation measures for a single project (that is, one of the several projects) may be deemed sufficient if those measures are based on a reasonable plan of actual mitigation that the relevant agency commits itself to implementing. Therefore, until such time that these improvements are identified in the City's congestion management plan, the proposed project would cumulatively contribute to traffic impacts at these intersections. Although the proposed improvements would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured; therefore (pursuant to *Anderson First*), a temporary unmitigated cumulative impact would occur. Consequently, Impact 5.13-1 would remain significant and unavoidable, and a statement of overriding considerations would be required.

- **Impact 5.13-2.** Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (both peak hours), Menlo Avenue at State Street (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Table 5.13-22 identifies LOS with implementation of the Phase 2 Mitigation Measures 13-16 through 13-20 for cumulative impacts. The project is required to participate in the funding and/or construction of offsite improvements—including traffic signals to mitigate cumulative impacts—through the payment of the City of Hemet development impact fees or through a fair share contribution, as directed by the City. These fees are collected by the City to fund improvements. The City of Hemet considers payment of development

impact fees sufficient to comply with the City's 1988 Measure C, which requires projects to mitigate their fair share of impacts to ensure LOS D or better. However, until these improvements are identified in the City's congestion management plan, the proposed project would cumulatively contribute to traffic impacts at these intersections. Although the proposed improvements would ensure that intersections do not operate at a deficient LOS, full funding for the proposed improvements is not reasonably assured, and pursuant to *Anderson First*, a temporary unmitigated cumulative impact would occur. Consequently, Impact 5.13-2 would remain significant and unavoidable, and a statement of overriding considerations would be required.

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7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- "The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (15126.6[b])

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." (15126.6[f][1])

- "For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alterative
- Analyzes the impact of the alternative compared to the proposed project
- Identifies the impacts of the project that would be avoided or lessened by the alternative
- Assesses whether the alternative would meet most of the basic project objectives
- Evaluates the comparative merits of the alternative and the project

Per CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

1. Increase the supply of new attached housing in the downtown area.
2. Remove economic impediments to land assembly and infill development through the adoption of a Specific Plan for the project area.
3. Establish plans for the improvement and/or development of new public infrastructure to serve the project area.
4. Eliminate nonconforming and blighted uses as appropriate.
5. Provide neighborhood shopping opportunities within a mixed-use setting that promotes a walking environment.
6. Provide for new residential, commercial, open space, and office development that is integrated with existing or planned development surrounding the project area, in terms of vehicular and pedestrian connectivity, architectural style, and compatibility of uses.
7. Provide for new development that is oriented to State Street and creates a gateway to Hemet's downtown.
8. Provide for new development that is transit-ready for the potential extension of Metrolink service to downtown Hemet, with a preferred station location immediately east of the project site. The station would be multimodal—also encompassing local, regional, and express bus service.

7.1.3 Significant Impacts

The following impacts are identified as significant and unavoidable in Chapter 5, *Environmental Analysis*, of this DEIR.

Air Quality

- Impact 5.2-1: The project is a regionally significant project, and project operation would generate criteria air pollutant emissions exceeding South Coast Air Quality Management District's (SCAQMD) regional significance thresholds. Therefore, the proposed project could exceed the assumptions in the Air Quality Management Plan (AQMP) and would not be consistent with the AQMP. Integration of Mitigation Measures 2-1 through 2-4 in future development projects would reduce regional

operational emissions; however, such emissions would be a significant and unavoidable impact after mitigation.

- Impact 5.2-3: Operation of the project would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for nitrogen oxides (NO_X) at buildout. Emissions of NOx that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and nitrogen dioxide (NO_2) nonattainment designations of the South Coast Air Basin. The majority of air pollutants are generated by transportation sources. Mitigation measures are recommended to reduce this impact; however, the impact would be a significant and unavoidable after mitigation.

Greenhouse Gas Emissions

- Impact 5.5-1: The North Hemet Specific Plan is a mixed-used project that would increase residential densities within the downtown area of Hemet. While the project would be consistent with local and regional strategies to reduce vehicle miles traveled and greenhouse gas (GHG) emissions, emissions generated at buildout of the North Hemet Specific Plan would exceed SCAQMD's proposed significance threshold and are considered to cumulatively contribute to GHG emissions. Mitigation Measures 2-1 through 2-4 and 5-1 through 5-5 would assist in reducing project-related GHG emissions. However, Impact 5.5-1 would be a significant and unavoidable after implementation of mitigation.

Noise

- Impact 5.9-5: Construction noise impacts on noise-sensitive receptors. Mitigation Measure 9-3 would reduce construction noise impacts; however, this impact would be significant and unavoidable after mitigation.

Transportation and Traffic

- Impact 5.13-1. Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Implementation of mitigation measures would reduce impacts to the specified intersections; however, after mitigation, this impact would be significant and unavoidable.

- Impact 5.13-2. Cumulative traffic impacts were identified for Menlo Avenue at Lyon Avenue (both peak hours), Menlo Avenue at Palm Avenue (both peak hours), Menlo Avenue at State Street (PM peak hour), and Menlo Avenue at Buena Vista Avenue (PM peak hour). Implementation of included mitigation measures would reduce impacts to the listed intersections; however, impacts would be significant and unavoidable after mitigation.

7.2 ALTERNATIVES CONSIDERED AND REJECTED

Section 15126.6 of the CEQA Guidelines states that a range a reasonable alternatives is one "…that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects" (Guidelines Sec. 15126.6[c]). Alternatives must not only reduce the environmental impacts of the proposed project but must also be reasonable options for the lead agency. Feasibility of alternatives may be based on site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the

project applicant can reasonably acquire, control, or otherwise have access to the alternative site (Guidelines Sec. 15126.6[f][1]).

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this Draft EIR (DEIR).

7.2.1 Alternative Sites

Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). Key factors in evaluating potential offsite locations for EIR project alternatives include: 1) whether the site is currently vacant, 2) if it is in the same jurisdiction, 3) whether development as proposed would require a general plan amendment (GPA), and 4) whether the project applicant could reasonable acquire the parcel. In this case, the proposed project does not require a GPA because it is designated for mixed-use development. The State Street Mixed-Use Neighborhood overlay zone, where the project is located, encourages a transformation of the area along State Street and throughout the downtown into single-use and mixed-use neighborhood centers. In the case of the proposed project, the site is primarily undeveloped. The County of Riverside is the majority property owner. Under these conditions, an alternative project site should (1) be within the City's boundaries and preferably within the Greater Downtown District, (2) be either vacant or an area that is designated for future growth potential, and (3) not require eminent domain in order to be developed.

In the Greater Downtown District, relatively few large areas are available for the type of suburban center land uses proposed. The area south of the site is currently proposed as the 40-acre Hemet Stock Farm project with residential, commercial, and park uses. The area to the east of the site has some vacant parcels, but it is not owned by the Housing Authority of the County of Riverside. This site would not make a suitable alternative for the proposed project because it would be limited by size and currently provides employment opportunities in a housing-rich City. In general, any development of the size and type proposed by the project would have substantially the same short-term and long-term impacts on air quality, GHG emissions, noise, and traffic. The proposed project did not result in any significant unavoidable impacts related to aesthetics, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use and planning, population and housing, public services, recreation, or utilities and service systems. Given the site's central location near downtown Hemet, it is unlikely that any alternative site would have lesser impacts on air quality, GHG emissions, noise, and traffic. For these reasons, another site was not considered as an alternative to the proposed project site.

7.2.2 Alternative Site Access

The proposed project would result in significant unavoidable cumulative impacts to several intersections in the vicinity of the project site, including:

- Menlo Avenue at Lyon Avenue
- Menlo Avenue at Palm Avenue
- Menlo Avenue at State Street
- Menlo Avenue at Buena Vista Street

To reduce these impacts, an alternative site access could divert traffic away from intersections that are forecast to be deficient on Menlo Drive and State Street. However, this alternative was considered and rejected. Site access to Phase 1, north of Menlo Avenue, would necessitate vehicles traveling through the intersection of State Street and Menlo Avenue because these segments provide the only access to this portion of the site. In addition, Phase 2 would require an internal roadway system to provide alternate

ingress/egress to residential and commercial/office portions of the site. Based on the forecast direction of travel, vehicles accessing Phase 1 or Phase 2 would most likely travel through these affected intersections. Furthermore, all four intersections are forecast to be deficient under both 2020 without-project and 2020 with-project traffic conditions. For these reasons, alternate site access was not considered as an alternative to the proposed project site.

7.2.3 Increased Density Alternative

To reduce the project's significant unavoidable GHG emissions impacts, an increased density alternative was considered. GHG emissions impacts are based on per capita emissions, which is an efficiency metric. Though the magnitude of GHG emissions would be greater when the density is increased, this alternative would also result in more compact, efficient development that would have a higher service population (residents and employees). Therefore, an increased density alternative would have lower GHG emissions per service population than the proposed project. However, to reduce the project's GHG emissions under SCAQMD's per capita thresholds would require densities substantially above 20 units per acre as well as a more balanced jobs-to-housing ratio to reduce commuter trip length. In addition, an increased density alternative would require increased building heights that would result in greater aesthetic impacts and would be out of character with the Greater Downtown. This alternative would also increase the project's contribution to significant cumulative impacts at intersections in the vicinity of the project site, and it would result in greater air quality and noise impacts. For these reasons, an increased density alternative was not considered as an alternative to the proposed project site.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed previously, the following three alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the project but may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project Alternative
- Mid-to-Low-Density Residential Minimal Commercial Alternative
- Reduced Mixed-Use Intensity Alternative

An EIR must identify an "environmentally superior" alternative, and where the No Project Alternative is identified as environmentally superior, the EIR is required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only impacts found significant and unavoidable are used to make the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Only the impacts involving air quality, greenhouse gas emissions, noise, and traffic were found to be significant and unavoidable. Section 7.7 identifies the environmentally superior alternative.

Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the four land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The statistics were developed to understand better

the differences between the alternatives. Table 7-1 identifies dwelling units, population, and employment projections of the alternatives and also provides the jobs-to-housing ratio for each of the alternatives.

Table 7-1
Buildout Statistical Summary

	Proposed Project	*No Project Alternative*[1]	*Mid-to-Low-Density Residential Minimal Commercial Alternative*	*Reduced Mixed-Use Intensity Alternative*
Dwelling Units	525	54	281	420
Population	1,370	141	733	1,096
Commercial/Office sqft	135,254	18,360	27,051	108,203
Employment	94	10	19	75
Jobs-Housing Ratio	0.18	0.19	0.07	0.18

[1] Data for existing land uses onsite. Commercial office square footage is based on retail and service uses.

7.4 NO PROJECT ALTERNATIVE

In the No Project Alternative, the project site would not be developed, and conditions onsite would remain as they are presently. The majority of the project site would remain undeveloped, with the exception of the existing structures. Existing residences would remain, and no residences or businesses would be displaced. Onsite are currently 54 residential units, including a 36-unit mobile home park; a total of 18,360 square feet of commercial uses divided among several locations on the project site; and a 12,000-square-foot vacant commercial building. Approximately four-fifths of Phase 2 and a portion of Phase 1 are vacant.

7.4.1 Aesthetics

The project site would not be redeveloped with residential and mixed-use buildings. Blighted and/or vacant buildings would remain on some parts of the site. No new sources of light or glare would be introduced onsite. Aesthetics impacts would be reduced from less than significant for the proposed project to no impact for this alternative. However, the proposed project would have some favorable impact on the site by removing vacant and/or blighted buildings. Favorable aesthetic impacts of the project would not occur in this alternative.

7.4.2 Air Quality

This alternative would not generate new criteria air pollutant emissions and would not expose sensitive receptors to substantial pollution concentrations. Therefore, the No Project Alternative would result in no impact to air quality and would not conflict with the 2007 AQMP. Impacts would be reduced compared to those of the proposed project. This alternative would eliminate the proposed project's significant unavoidable operational phase air quality impacts, including consistency with the AQMP.

7.4.3 Cultural Resources

In this alternative, no structures would be demolished and no ground-disturbing activities would occur. No adverse impacts to cultural resources would occur, and such impacts would be reduced compared to proposed project impacts, which would be less than significant.

7.4.4 Geology and Soils

The No Project Alternative would not place people and structures on a site where they would be exposed to hazards from ground shaking and from corrosive soils. Geology and soils impacts would be reduced in this alternative and would be less than significant

7.4.5 Greenhouse Gas Emissions

The No Project Alternative would not generate an increase in GHG emissions onsite. Therefore, the No Project Alternative would eliminate the significant unavoidable cumulative GHG emissions of the proposed project.

7.4.6 Hazards and Hazardous Materials

This alternative would not place new structures, residents, and workers on a site that may be contaminated with asbestos-containing materials (ACM), lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs). No hazards and hazardous materials impacts would occur in this alternative; such impacts would be less than significant.

7.4.7 Hydrology and Water Quality

This alternative would not increase impervious surfaces onsite and would not generate new operational or construction water pollutants. However, the proposed project would have beneficial impacts to hydrology and water quality: detention basins, other water quality features, and alleviating flooding in a 100-year floodplain onsite in existing conditions. The favorable impacts of the proposed project would not occur in this alternative. Hydrology and water quality impacts would be similar and less than significant in both scenarios.

7.4.8 Land Use and Relevant Planning

The No Project Alternative would not be redeveloped in conformance with the 2030 Hemet General Plan, Hemet Greater Downtown District Plan, and SCAG regional plans, including the Regional Comprehensive Plan and Regional Transportation Plan. This alternative also would not develop a mixed-use project near the proposed Hemet Metrolink Station (i.e., future extension of Metrolink to Hemet and San Jacinto). The proposed North Hemet Specific Plan would be consistent with all of the aforementioned planning efforts. Land use and planning impacts would be greater for this alternative than for the proposed project, but would be less than significant.

7.4.9 Noise

Under the No Project Alternative residents onsite would not be exposed to project-related noise, including substantial project-related construction noise and vibration. The No Project Alternative would not generate an increase in operational noise from onsite sources or transportation-related sources. Therefore, operational noise impacts would be reduced compared to the proposed project and would be less than significant. Construction noise impacts of the proposed project would be significant and unavoidable. Because the No Project Alternative eliminates construction activities in comparison to the proposed project, this alternative would eliminate the proposed project's significant unavoidable construction noise impact.

7.4.10 Population and Housing

The No Project Alternative would not result in an increase in population or employment onsite. This alternative would not add up to 525 housing units, 1,370 residents, and 94 jobs to the project site. However, favorable impacts of provision of housing and jobs would not occur in this alternative. Therefore, considering both adverse and favorable impacts of the proposed project, population and housing impacts would be similar for this alternative as for the proposed project. Like the proposed project, population and housing impacts of the proposed project would be less than significant.

7.4.11 Public Services

This alternative would not add new residents, jobs, and structures within the City and would not increase demand for fire and emergency medical services, police protection, schools, or libraries. However, the proposed project would generate funds supporting City services, including police, fire, and libraries—through property taxes and development impacts fees—which this alternative would not generate. Public services impacts would be reduced in this alternative and would be less than significant.

7.4.12 Recreation

This alternative would not increase residents within the City and would not increase demand for new parks and parks facilities and/or increase needs for maintenance and improvements of existing park facilities. This alternative would not develop recreational amenities that would be developed by the project, including 1.2 acres of common areas in residential projects and up to 0.77 acre of joint use park/detention areas. Recreation impacts would be reduced by this alternative and would be less than significant.

7.4.13 Transportation and Traffic

The No Project Alternative would not increase the traffic generated onsite. Therefore, this alternative would not contribute to cumulative traffic impacts in the vicinity of the proposed project. The proposed project would result in significant unavoidable cumulative traffic impacts at four intersections near the site. Therefore, this alternative reduces traffic impacts and would eliminate the project's contribution to significant unavoidable cumulative traffic impacts. However, this alternative would not install roadway and intersection improvements included in the proposed project: widening of segments of two roadways; installation of internal roadways and driveways; installation of traffic signals and stop signs at several intersections; and addition of turn lanes to several intersections.

7.4.14 Utilities and Service Systems

The No Project Alternative would not result in an increase in water demand, wastewater treatment, waste disposal, and energy use; however, this alternative would also not provide upgrades to these systems that would be developed as part of the proposed project. Impacts would be reduced compared to those of specific plan buildout and would be less than significant.

7.4.15 Conclusion

The No Project Alternative would reduce impacts associated with air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, public services, recreation, transportation and traffic, and utilities and service systems. Impacts to aesthetics, hydrology and water quality, and population and housing would be similar for this alternative as for the proposed project. This alternative would eliminate significant and unavoidable impacts to air quality (AQMP consistency and

operational emissions), construction noise, and cumulative transportation and traffic. However, this alternative would have greater impacts to land use and planning.

None of the objectives of the proposed project would be met by this alternative. New mixed-use developments would not be built within the Greater Downtown District Plan area, and therefore this alternative would not be as effective in meeting local and regional planning policies. In addition, the existing site would remain unimproved.

7.5 MID-TO-LOW-DENSITY RESIDENTIAL MINIMAL COMMERCIAL ALTERNATIVE

This alternative was devised for its potential to reduce significant impacts related to air quality, greenhouse gas emissions, noise, and traffic. The Mid-to-Low Density Alternative would result in reduced residential and commercial densities onsite. This alternative would have similar phasing to the proposed project. The area north of Menlo Avenue (Phase 1) would have medium-density residential (MDR), or 14 dwelling units (DU) per gross acre. Phase 2 south of Menlo Avenue would be Low Medium Density residential (LMDR), or 5.1 to 8 DU per gross acre. This alternative would reduce commercial and office land uses by 80 percent from the proposed project.

Under the Mid-to-Low Density Residential Alternative, existing land uses onsite would be removed, and the entire site would be redeveloped. The distribution of commercial uses between Phase 1 and Phase 2 and the proportional split between retail and office uses would be the same in the two scenarios.[1] Permitted land use types and intensities per phase in this alternative are shown in Table 7-2. The entire site would be developed in this alternative, as in the proposed project. The tallest buildings permitted by this alternative would be 35 feet, as permitted under the residential zoning codes corresponding to the two General Plan designations used in this alternative: Zones R-1-D and R-1-7.2 for LMDR and Zone R-2 for MDR. By contrast, the tallest buildings permitted under the North Hemet Specific Plan range from 35 to 60 feet.

Table 7-2
Permitted Land Uses: Mid-to-Low-Density Residential Minimal Commercial Alternative

Phase	*Land Use*	*Density per Gross Acre*	*Acres*	*Permitted Units or Square Feet*
1	MDR Permits patio homes and attached single-family and multiple-family units.	14	10.4	146 DU
	Commercial retail	Not applicable	Not applicable	7,623 square feet
	Commercial office	Not applicable	Not applicable	3,267 square feet
2	LMDR Permits traditional residential subdivisions, planned residential developments, mobile home subdivisions, and parks, and low-density senior housing.	8	16.9	135 DU
	Commercial retail	Not applicable	Not applicable	16,161 square feet
Totals				**281 residential units, 23,784 square feet retail, and 3,267 square feet office**

[1] For total commercial uses, 54,450 square feet—40.3 percent—of permitted uses in the proposed project are in Phase 1. Proportions of commercial land uses per phase would be the same in this alternative.

Population, Employment, and Trip Generation

Estimated population, employment, and trip generation of this alternative are shown in Table 7-3 and compared with the proposed project in Table 7-4. The number of vehicle trips per residential unit would increase in this alternative due to the lower density. That increase is accounted for in Table 7-3 by using the trip generation rate for single-family detached units, 9.57 trips per day, for the LMDR units in Phase 2.

Table 7-3
Estimated Residents, Jobs, and Trips: Mid-to-Low-Density Residential Minimal Commercial Alternative

	Land Use		Residents		Jobs		Average Daily Trips	
Phase	Type	Quantity	Persons per Household	Total	Square Feet per Employee	Total	Trips per Unit	Total
1	Medium-density residential	146	2.61	381	NA	NA	5.81 per unit	848
	Commercial retail	7,623 SF	NA	NA	1,844	4	44.32 per 1,000 SF	338
	Commercial office	3,267 SF	NA	NA	541	6	11.01 per 1,000 SF	36
	Subtotal, Phase 1	**NA**	**NA**	**381**	**NA**	**10**	**NA**	**1,222**
2	Low-Medium-density residential	135	2.61	352	NA	NA	9.57 per unit	1,292
	Commercial retail	16,161 SF	NA	NA	1,844	9	44.32 per 1,000 SF	716
	Subtotal, Phase 2	**NA**	**NA**	**352**	**NA**	**9**	**NA**	**2,008**
Total	**NA**	**NA**	**NA**	**733**	**NA**	**19**	**NA**	**3,230**

Table 7-4
Estimated Residents, Jobs, and Trips: Mid-to-Low-Density Residential Minimal Commercial Alternative Compared to Proposed Project

Scenario	Housing Units	Residents	Jobs	Trips	Jobs-Housing Balance
Proposed Specific Plan	525	1,370	94	6,130	0.18
Mid-to-Low-Density Residential Minimal Commercial Alternative	281	733	19	3,230	0.07
Proposed Specific Plan less Mid-to-Low-Density Residential Minimal Commercial Alternative	244	637	75	2,900	0.11
Proposed Specific Plan less Mid-to-Low-Density Residential Minimal Commercial Alternative, in percent	46%	46%	80%	47%	Not applicable

Roads, Other Infrastructure, and Amenities

This alternative would involve construction of roads and intersections for access and internal circulation; extension of water and sewer mains and dry utilities into the project site; and storm drains and detention basins. In this alternative the North Hemet Specific Plan area would be developed as a walkable area,

including pedestrian paths, bicycle trails, and a substantial amount of onsite open space, as would occur in the proposed project.

7.5.1 Aesthetics

Building massing and building heights in this alternative would differ from those of the proposed project. Maximum permitted building heights would be 35 feet in this alternative and would range up to 60 feet for the proposed project. Maximum permitted floor area ratios are 100 percent for the proposed project and would range from 40 percent to 65 percent for this alternative.[2] Aesthetics impacts of this alternative would be similar to those of the proposed North Hemet Specific Plan, except that nighttime lighting impacts of this alternative would involve less commercial signage and commercial building lighting than the proposed project. As with the proposed project, aesthetics impacts would be less than significant.

7.5.2 Air Quality

This alternative would reduce operational phase air emissions, which are significant and unavoidable for the proposed project, because NO_X emissions exceed SCAQMD regional thresholds by about 15 percent (63 pounds per day [ppd] emitted compared to 55 ppd threshold). Most NO_X emissions are from transportation sources. This alternative is estimated to reduce vehicle trips by 47 percent from the proposed project. Therefore, it would reduce NO_X emissions to below the regional significance threshold. This alternative would eliminate the proposed project's significant unavoidable operational impacts, including consistency with the AQMP.

Construction emissions would be similar in this alternative to those of the proposed project. Both scenarios would involve development of the entire project site, resulting in similar equipment use during the grading phase. Construction emissions impacts of the Mid-to-Low Density Alternative would be less than significant with mitigation implemented. As with the proposed project, construction-related air quality impacts would be less than significant.

7.5.3 Cultural Resources

This alternative would permit redevelopment of the entire site, as would the proposed project, but buildings in this alternative would be somewhat smaller; thus, excavation and grading depths would be somewhat reduced. Cultural resources impacts would be slightly reduced in this alternative; however, significance conclusions for cultural resources in this alternative would be similar as for the proposed project, that is, less than significant with mitigation implemented.

7.5.4 Geology and Soils

This alternative would reduce numbers of residents and workers who would live or work onsite and could be exposed to geologic hazards. Geology and soils impacts would be reduced by this alternative and, as with the proposed project, would be less than significant with mitigation implemented for the proposed project.

[2] Maximum permitted floor area ratios (FARs) assumed for this alternative are:

- LMDR: Zoning District R-1-D; maximum permitted FAR=65 percent for a 1-story building and 45 percent for a 2-story building.
- MDR: Zoning District R-2; maximum permitted FAR=50 percent.
- Commercial: Zoning District C-1 or C-2; maximum permitted FAR=40 percent.

7.5.5 Greenhouse Gas Emissions

Considering that the development types in this alternative would be similar to those of the proposed project—except that housing built on Phase 2 in this alternative would be less dense than in Phase 2 of the proposed project—it is expected that per capita GHG emissions would be similar to or possibly slightly greater than for the proposed project. GHG impacts of the proposed project are considered significant and unavoidable because the project's estimated GHG emissions are greater than the proposed SCAQMD per capita efficiency target. Therefore, GHG emissions of this alternative would be similar to the proposed project and would be significant and unavoidable.

7.5.6 Hazards and Hazardous Materials

Development of the Mid-to-Low Density Residential Alternative would result in fewer residents and workers on a site that may contain buildings contaminated with ACM, LBP, and/or PCBs, and soil that could be contaminated with PCBs. However, since impacts of the proposed project would be less than significant after implementation of mitigation, impacts of this alternative would be similar to those of the proposed project.

7.5.7 Hydrology and Water Quality

This alternative would permit redevelopment of the entire site; the fraction of the site that would be impermeable at project completion would be roughly the same in this alternative as in the proposed project. This alternative would involve installation of storm drains and detention basins, as would the proposed project. The types and quantities of contaminants that would be generated by construction and operation of this alternative would be generally similar to those of the proposed project. Hydrology and water quality impacts would be similar, and less than significant, in both scenarios.

7.5.8 Land Use and Planning

Development of this alternative would remove blighted conditions onsite and develop a mix of residential and commercial uses on the site; however, there would be a greater proportion of residential versus commercial development in this alternative than in the proposed project. The existing General Plan land use designation for the project site is in the Downtown Mixed Use Area (Mixed Use Area No. 6), which calls for transit-oriented design near the planned Metrolink Station. In this alternative, residential development on the site of Phase 2 would be built to LMDR standards, that is, 5.1 to 8 DU per gross acre. That density range usually corresponds to detached single-family homes or mobile homes. The proposed residential density in Phase 2 of this alternative is lower than what is usually classified transit-oriented development.

This alternative would not be as effective as the proposed project in achieving General Plan goals and policies. For instance, it would not promote higher density housing opposite State Street from the planned transit village (Policy CD-14.3) and would not add high-density residential and mixed uses within a quarter mile of the planned Metrolink station (Policy LU-5.1). This alternative would be less effective at achieving the City's Downtown Planning and Design Principles for the same reason. It would also be less effective at achieving SCAG policies, because it would not concentrate growth around existing and planned transit stations as encouraged by the Compass Growth Vision.

Land use and planning impacts would be greater for this alternative than for the proposed project. However, impacts would be less than significant in both scenarios.

7.5.9 Noise

Construction noise impacts of this alternative would be similar to those of the proposed project. Although the density of development would be reduced in this alternative, this alternative would still develop the entire project site. Therefore, construction noise from grading would be similar for this alternative as for the proposed project, but construction noise would be somewhat reduced in this alternative. Overall, construction noise impacts would be slightly reduced, and this alternative would not eliminate significant and unavoidable construction noise impacts of the proposed project.

Operational traffic noise would be reduced in this alternative due to the reduction in trips by nearly half compared to the proposed project. Operational noise other than traffic noise, such as lawn mowers, air conditioners, and children playing, would be similar or less in this alternative than for the proposed project. Operational noise impacts of this alternative would be less than those of the proposed project and would be less than significant.

7.5.10 Population and Housing

This alternative would permit development of approximately 281 residential units and 27,051 square feet of commercial uses and generate 19 long-term jobs. The jobs-housing ratio for this alternative is 0.07, extremely housing rich; in addition, this alternative would generate fewer jobs than the proposed project in a city that is already housing rich. This alternative would have a less favorable impact on job generation. Impacts would be less than significant.

7.5.11 Public Services

This alternative would reduce new demands for fire and emergency medical services, police, schools, and libraries compared to the proposed project. Student generation by this alternative is estimated to be 243, as shown below in Table 7-5. The proposed project is estimated to generate 531 students, more than twice the number for this alternative. Overall, public services impacts would be reduced in this alternative compared to the proposed project. Impacts would be less than significant.

Table 7-5
Student Generation: Mid-to-Low-Density Residential Minimal Commercial Alternative

School District	Total Student Generation per Housing Unit, Grades K–12	Housing Units	Students
Hemet Unified School District (Phase 2)	1.357	135	183
San Jacinto Unified School District (Phase 1)	0.413	146	60
Total	**Not applicable**	**281**	**243**

7.5.12 Recreation

Impacts of this alternative on parks and recreation facilities would be reduced due to the 46 percent reduction in estimated population generation compared to the proposed project. It is unknown what recreational amenities would be developed in this alternative; however, it is expected that amenities would be reduced proportional to the proposed project commensurate with the reduction in residential units.

7.5.13 Transportation and Traffic

This alternative is estimated to generate 3,230 average daily trips, 47 percent fewer than the proposed project. While this alternative would reduce project trip generation, intersection traffic impacts would be significant and unavoidable for this alternative, as they would be for the proposed project. In the traffic analysis for year 2020, four intersections operate at unacceptable levels of service in both the without-project and with-project scenarios.

This alternative would be less effective than the proposed project in promoting alternative transportation modes due to the development of single-family detached housing (or other housing types of similar density) on the site of Phase 2—near the proposed transit village—rather than the high- and medium-density mixed uses planned in the proposed project. Transportation and traffic impacts of this alternative would be similar to the proposed project in this alternative. However, this alternative would result in fewer peak hour trips through the four intersections impacted by cumulative development. Therefore, this alternative would slightly reduce, but would not eliminate, the project's significant unavoidable cumulative contribution to traffic impacts.

7.5.14 Utilities and Service Systems

Water demand for this alternative was estimated by prorating water demand for the proposed project by the intensity of development in each of the two phases, as shown below in Table 7-6.[3] Estimated water use by this alternative is 112.2 acre-feet per year, or 100,105 gallons per day, 37 percent less than estimated for the proposed project. Wastewater generation for the proposed project was estimated at 80 percent of water demand; thus, wastewater generation by this alternative is also estimated as about 37 percent less than that of the proposed project. Impacts would be less, and they would also be less than significant.

[3] This method of estimating water demand was used because the water supply assessment by the Lake Hemet Municipal Water District did not include water demand rates for land uses.

Table 7-6
Estimated Water Demand: Mid-to-Low-Density Residential
Minimal Commercial Alternative

Phase and (Water Provider)	Land Use Type	Land Uses: Units/Square Feet[1]			Total Water Use,[2] acre-feet per year	
		Proposed Project	Alternative	Alternative/ Proposed Project (total by phase)	Proposed Project	Alternative
1 (EMWD)	Residential	192 units (288,000 square feet)	146 units (219,000 square feet)	229,890/ 342,450 or 0.67	54.8	36.8
	Commercial	54,450	10,890			
	Total (square feet)	342,450	229,890			
2 (LHMWD)	Residential	333 units (499,500 square feet)	135 units (337,500 square feet)	353,661/ 580,304 or 0.61	123.8[2]	75.4
	Commercial	80,804	16,161			
	Total (square feet)	580,304	353,661			
Total	Not applicable	Not applicable	Not applicable	Not applicable	**178.6**	**112.2**

[1] Unit size assumptions for residential units:
Proposed Project (all units): 1,500 square feet per unit
Alternative:
Phase 1 (medium-density units): 1,500 square feet per unit
Phase 2 (low-medium-density units): 2,500 square feet per unit

[2] Water demand is total for Phase 2: Water supply assessment deducted 12.4 acre-feet-per-year, approximately 10 percent of total water use, for existing land uses onsite to estimate net water use increase.

Estimated solid waste generation by this alternative is 238.1 tons per year, as shown in Table 7-7, or 30 percent of the 788 tons per year forecast for the proposed project. Impacts would be less, and they would also be less than significant.

Table 7-7
Estimated Solid Waste Generation: Mid-to-Low-Density Residential
Minimal Commercial Alternative

Land Use	Quantity	Solid Waste Generation, Tons per Year	
		Per Unit	Total
Residential	281 units	0.46	129
Commercial	23,784 square feet	0.00300	71.4
Office	3,267 square feet	0.01154	37.7
Subtotal	Not applicable	Not applicable	**238.1**

Source: CalEEMod, Version 2011.1.1 Appendix E, Table 10.1. Based on estimated solid waste generation and statewide disposal rates compiled by CalRecycle.

Overall, water, wastewater, and solid waste impacts of this alternative would be reduced compared to the proposed project. Electricity and natural gas demands for this alternative would also be reduced. As with the proposed project, public utilities and service impacts would be less than significant.

7.5.15 Conclusion

The Mid-to-Low-Density Residential Minimal Commercial Alternative would reduce impacts associated with air quality, geology and soils, hazards and hazardous materials, operational noise, public services, recreation, cumulative traffic, and utilities and service systems. This alternative would eliminate the significant and unavoidable AQMP consistency and operational phase air quality impacts of the proposed project. Impacts of this alternative to aesthetics, cultural resources, greenhouse gas emissions, construction noise, population and housing, and other transportation and traffic impacts would be similar to those of the proposed project; however, this alternative would develop less housing than the proposed project. Transportation and traffic impacts, construction noise, and GHG emissions impacts of this alternative would be significant and unavoidable. This alternative would not be as effective in achieving the land use and planning policies as the proposed project.

This alternative would not meet some of the objectives for the proposed project. This alternative would provide far less shopping opportunities than the proposed project (objective 5), because commercial intensity is reduced 80 percent in comparison to the proposed project. Although the housing units to be developed in Phase 2 of this alternative have not been designed, the residential density of Phase 2 in this alternative—5.1 to 8 DU per acre—is typical of single-family detached housing. Thus, this alternative would not develop attached housing on Phase 2 (objective 1). The residential density in Phase 2 in this alternative is also lower than that usually classified as transit-oriented development (objective 8). This alternative would meet the remaining five project objectives.

7.6 REDUCED MIXED-USE INTENSITY ALTERNATIVE

In the Reduced Mixed-Use Intensity Alternative, all land uses on the project site would be reduced in intensity and density by 20 percent compared to the proposed North Hemet Specific Plan; permitted development intensities in this alternative are shown in Table 7-8. All existing land uses onsite would be removed, and the entire site would be redeveloped. This alternative would be developed in two phases, as would the proposed project. Proportions of residential and of commercial uses by phase would be the same in this alternative as for the proposed project.[4] Average permitted residential densities in this alternative would be 14.8 dwelling units per acre (DU/ac) in Phase 1 and 15.7 DU/ac in Phase 2, as shown in Table 7-8. Residential uses at the densities permitted in this alternative could be all medium-density units—the MDR designation permits up to 18 DU/ac—or could be a mix of medium- and high-density units, as in the proposed project, but with the balance of unit types shifted somewhat toward medium-density units. The specific mix of residential unit types in this alternative is unknown.

[4] That is, for residential uses, 192 of 525 (36.6 percent) of permitted units in the proposed project are in Phase 1. For total commercial uses, 54,450 square feet (40.3 percent) of permitted uses in the proposed project are in Phase 1. Proportions of residential and commercial land uses per phase would be the same in this alternative.

Table 7-8
Permitted Land Uses and Intensities: Reduced Mixed-Use Intensity Alternative

Phase	Acres (Gross)	Land Use	Quantity (units or square feet)
1	10.4	Residential	154 DU (14.8 DU/acre)
		Commercial retail	30,492 SF
		Commercial office	13,068 SF
2	16.9	Residential	266 DU (15.7 DU/acre)
		Commercial retail	64,643 SF
Total		**Residential**	**420 DU**
		Commercial retail	**95,135 SF**
		Commercial office	**13,068 SF**

Generation of residents, jobs, and trips would each be reduced 20 percent in this alternative compared to the proposed specific plan. Numbers of residents, jobs, and trips in the two scenarios are shown below in Table 7-9.

Table 7-9
Estimated Residents, Jobs, and Trips: Reduced Mixed-Use Intensity Alternative Compared to Proposed Project

Scenario	Housing Units	Residents	Jobs	Trips	Jobs-Housing Balance
Proposed Specific Plan	525	1,370	94	6,130	0.18
Reduced Mixed-Use Intensity Alternative	420	1,096	75	4,904	0.18
Proposed Specific Plan less Reduced Mixed-Use Intensity Alternative	105	274	19	1,226	0
Proposed Specific Plan less Reduced Mixed-Use Intensity Alternative, percent	20%	20%	20%	20%	0

Roads, Other Infrastructure, and Amenities

This alternative would involve construction of roads and intersections for access and internal circulation; extension of water and sewer mains and dry utilities into the project site; and storm drains and detention basins. In this alternative the specific plan area would be developed as a walkable area, including pedestrian paths, bicycle trails, and a substantial amount of onsite open space, as would occur in the proposed project.

7.6.1 Aesthetics

The size, height, and number of buildings in this alternative would be generally similar to those of the proposed project except that the ratio of medium-density residential development to high-density residential development in this alternative would be greater than in the proposed project. Nighttime lighting impacts of the two scenarios would be generally similar. Overall aesthetics impacts of this alternative would be similar to those of the proposed project; impacts would be less than significant for each scenario.

7.6.2 Air Quality

This alternative would reduce operational air emissions compared to the significant and unavoidable operational emissions of NO_X by the proposed project. Most NO_X emissions are from transportation sources. This alternative would reduce residents and workers on the site by 20 percent and would thus reduce vehicle trips by an estimated 20 percent. Therefore, this alternative would likely reduce NO_X emissions to below the regional threshold. This alternative would eliminate the project's significant unavoidable impact to AQMP consistency and operational phase air quality impacts.

Construction emissions would be similar in this alternative to those of the proposed project. Both scenarios would involve development of the entire project site. Construction emissions impacts of the proposed project would be less than significant with mitigation implemented.

7.6.3 Cultural Resources

This alternative would permit redevelopment of the entire project site, as would the proposed project. Since the sizes of buildings in this alternative would be generally similar to those of the proposed project, excavation and grading depths in this alternative would also be similar. Cultural resources impacts would be similar and less than significant with mitigation implemented in both scenarios.

7.6.4 Geology and Soils

This alternative would slightly reduce numbers of residents and workers who would live or work onsite and could be exposed to geologic hazards onsite. However, the 20 percent reduction in the number of people onsite in this alternative would not substantially reduce geologic hazards. Geology and soils impacts would be similar in this alternative to the proposed project and would be less than significant with mitigation implemented for both scenarios.

7.6.5 Greenhouse Gas Emissions

Estimated net annual GHG emissions for this alternative are estimated to be 20 percent lower with a 20 percent reduction in residential and commercial/office uses onsite.

The significant and unavoidable GHG emissions impact finding for the proposed project is based on SCAQMD's proposed per capita target, which is an efficiency metric. GHG emissions would be similar to those of the proposed project. Thus, this alternative would not reduce GHG emissions impacts of the proposed project, and impacts in both scenarios would be significant and unavoidable.

7.6.6 Hazards and Hazardous Materials

Compared to the proposed project, this alternative would slightly reduce numbers of residents and workers who would live or work on a redeveloped site whose existing buildings could be contaminated with ACM, LBP, and/or PCBs, and soil that could be contaminated with PCBs. Such a slight reduction in the number of people onsite would not materially reduce hazards and hazardous materials impacts; such impacts would be similar—and less than significant after mitigation—for this alternative as well as for the proposed project.

7.6.7 Hydrology and Water Quality

This alternative would permit redevelopment of the entire site. The fraction of the site that would be impermeable at project completion would be the same in this alternative as in the proposed project. This

alternative would involve installation of storm drains and detention basins, as would the proposed project. The types of contaminants that would be generated by construction and operation of this alternative would be generally similar to those of the proposed project; this alternative would generate slightly lower amounts of contaminants because slightly fewer residents, workers, and vehicles would be on the site. Hydrology impacts would be similar for the two scenarios. Water quality impacts would be slightly reduced in this alternative and would be less than significant in both scenarios.

7.6.8 Land Use and Relevant Planning

Development of this alternative would remove blighted conditions onsite and develop a mix of residential and commercial uses. The ratio of medium-density residential development to high-density residential development in this alternative would be greater than that of the proposed project. The proportion of commercial to residential uses in this alternative would be the same as that of the proposed project.

This alternative would achieve City of Hemet and SCAG policies prescribing increased density in and near the proposed transit village and near the planned Metrolink station, but slightly less than the proposed project would. The mix of medium-density and high-density units in this alternative would be shifted toward medium-density units compared to the proposed project.

Land use and planning impacts would be similar for this alternative and less than significant for both scenarios.

7.6.9 Noise

Construction noise impacts of this alternative would be similar to those of the proposed project and would be significant and unavoidable. Although the density of development would be slightly reduced, this alternative would still develop the entire project site. Overall, this alternative would not reduce significant and unavoidable construction noise impacts of the proposed project.

Operational traffic noise would be reduced slightly in this alternative due to the 20 percent reduction of trips generated compared to the proposed project. Operational noise other than traffic noise, such as lawn mowers, air conditioners, and children playing, would be similar or less in this alternative than for the proposed project. Operational noise impacts of the proposed project would be less than significant with mitigation implemented.

7.6.10 Population and Housing

This alternative would permit development of up to 420 housing units and 108,203 square feet of commercial uses and is projected to generate 1,096 residents and 75 jobs. The jobs-housing ratio of this alternative would be the same, 0.18, as for the proposed project. However, this alternative would generate slightly fewer jobs than the proposed project would in a housing-rich city. Impacts would be similar and would be less than significant.

7.6.11 Public Services

This alternative would slightly reduce new demands for fire and emergency medical services, police, schools, and libraries compared to the proposed project. This alternative would generate 425 students, compared to 531 for the proposed project. Payments of property taxes and development impact fees by this alternative would be reduced—proportional to the overall reduction in density—compared to the proposed project. Public services impacts of this alternative would be less than significant.

7.6.12 Recreation

Impacts of this alternative on parks and recreation facilities would be slightly reduced due to the 20 percent reduction in estimated population generation by this alternative compared to the proposed project. Recreational amenities that would be developed by this alternative are unknown, but would probably be slightly reduced compared to the proposed project. Impacts would be less than significant.

7.6.13 Transportation and Traffic

Transportation and traffic impacts of this alternative would be similar to those of the proposed project. This alternative would slightly reduce the significant and unavoidable impacts to intersection operation identified for the proposed project. However, in the traffic analysis for the proposed project in year 2020, four intersections operate at unacceptable level of service in both the without-project and with-project scenarios: Menlo Avenue at Lyon Avenue, Palm Avenue, State Street, and Buena Vista Avenue.

7.6.14 Utilities and Service Systems

Utility demands by this alternative would be reduced slightly due to the corresponding reduced development intensity. Impacts would be slightly reduced compared to the proposed project, and impacts would be less than significant in both scenarios.

7.6.15 Conclusion

The Reduced Mixed-Use Intensity Alternative would reduce impacts to air quality (operational emissions), hydrology and water quality, noise (operational noise), public services, recreation, transportation and traffic, and utilities, compared to the proposed project. One significant and unavoidable impact of the proposed project would be eliminated by this alternative—operational air emissions. However, this alternative would not eliminate the significant and unavoidable impacts of construction noise, GHG emissions, or transportation and traffic. Impacts of this alternative to aesthetics, construction air emissions, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, and population and housing would be similar to those of the proposed project. No impacts would be increased by this alternative.

The Reduced Mixed-Use Intensity Alternative would meet all of the objectives for the proposed project; however, it would meet objective 8 to a slightly lower degree than the proposed project would, as the slightly higher density of the proposed project would provide slightly more potential transit riders near the planned Metrolink station.

7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. Table 7-10 provides summary comparisons of the level of impacts for each alternative to the proposed project. In addition, Table 7-11 compares the ability of each of the alternatives to meet the objectives established for the project. Based on the preceding analysis, one alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Mixed-Use Intensity Alternative

The Reduced Mixed-Use Intensity Alternative would reduce impacts associated with operational air emissions, cultural resources, greenhouse gas emissions, hydrology and water quality, operational noise,

public services, recreation, transportation and traffic, and utilities and service systems. This alternative would eliminate one significant and unavoidable impact, operational air emissions. This alternative would not avoid significant impacts to greenhouse gas emissions, construction noise, or transportation and traffic.

This alternative would meet all of the objectives for the proposed project; however, it would meet objective 8 to a slightly lower degree than the proposed project would, because the slightly higher density of the proposed project would provide slightly more potential transit riders near the planned Metrolink station.

Table 7-10
Comparison of Environmental Impacts of the Proposed Project to Project Alternatives

Topic	*Proposed Project*	*No Project*	*Mid-to-Low-Density Residential Minimal Commercial Alternative*	*Reduced Mixed-Use Intensity Alternative*
Aesthetics	S	=	=	=
Air Quality				
Construction	S	<	=	=
Operation	SA	**<**	**<**	**<**
Cultural Resources	S	<	=	=
Geology and Soils	S	<	<	=
Greenhouse Gas Emissions	SA	**<**	=	<[1]
Hazards and Hazardous Materials	S	<	<	=
Hydrology and Water Quality	S	=	=	<
Land Use and Planning	S	<	>	=
Noise				
Construction	SA	**<**	<	=
Operation	S	<	<	<
Population and Housing	S	=	=	=
Public Services	S	<	<	<
Recreation	S	<	<	<
Transportation/ Traffic	SA	**<**	=	<[1]
Utilities and Service Systems	S	<	<	<

S Significant without mitigation, less than significant impact with mitigation
SA Significant and unavoidable impact even with mitigation
< Impact considered less when compared with the proposed project.
< Reduces a significant and unavoidable impact to less than significant with mitigation
= Impact considered equal to the proposed project.
> Impact considered greater when compared with the proposed project.
> Creates a new significant impact

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Table 7-11
Ability of Each Alternative to Meet the Project Objectives

Project Objective	No Project	Mid-to-Low-Density Residential Minimal Commercial Alternative	Reduced Mixed-Use Intensity Alternative
1. Increase the supply of new attached housing in the downtown area.	Does not meet objective.	The 146 medium-density housing units that would be developed in Phase 1 in this alternative would meet this objective; however, the 135 low-medium-density units that would be developed in Phase 2 would not meet this objective.	Meets objective; however, the average residential density over the entire project site would be 20 percent lower in this alternative (15.4 DU/acre) than in the proposed project (19.2 DU/acre).
2. Remove economic impediments to land assembly and infill development through the adoption of a specific plan for the project area.	Does not meet objective.	Meets objective.	Meets objective.
3. Establish plans for the improvement and/or development of new public infrastructure to serve the project area.	Does not meet objective.	Meets objective.	Meets objective.
4. Eliminate nonconforming and blighted uses as appropriate.	Does not meet objective.	Meets objective.	Meets objective.
5. Provide neighborhood shopping opportunities within a mixed-use setting that promotes a walking environment.	Does not meet objective.	Meets objective, but to a far less degree than the proposed project: commercial uses are reduced by 80 percent in this alternative.	Meets objective.
6. Provide for new residential, commercial, open space, and office development that is integrated with existing or planned development surrounding the project area, in terms of vehicular and pedestrian connectivity, architectural style, and compatibility of uses.	Does not meet objective.	Meets objective.	Meets objective.
7. Provide for new development that is oriented to State Street and creates a gateway to Hemet's downtown.	Does not meet objective.	Can meet objective.	Can meet objective.
8. Provide for new development that is transit-ready for the potential extension of Metrolink service to downtown Hemet, with a preferred station location immediately east of the project site. The station would be multimodal—also encompassing local, regional, and express bus service.	Does not meet objective.	The low-medium-density housing units that would be developed in Phase 2 would be lower density than what is usually classified as transit-oriented development.	Meets objective.

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8. *Impacts Found Not to Be Significant*

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft EIR.

As described in the Notice of Preparation (NOP) prepared for the proposed project, the Initial Study identified that there would be less than significant impacts or no impacts to agricultural resources, biological resources, and mineral resources. These categories were not carried forward to this EIR. The remaining categories have been evaluated in the EIR: aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

8.1 ASSESSMENT IN THE INITIAL STUDY

The initial study prepared for the proposed project in October 2011 determined that the impacts listed below would be less than significant, and they have not been further analyzed in this Draft EIR. Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA environmental checklist in the initial study.

Table 8-1
Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
I. AESTHETICS. Would the project:	
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))??	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	
e) Create objectionable odors affecting a substantial number of people?	Less Than Significant Impact
IV. BIOLOGICAL RESOURCES. Would the project:	
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less Than Significant Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact

Table 8-1
Impacts Found Not to Be Significant

Environmental Issues	*Initial Study Determination*
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Less Than Significant Impact
V. CULTURAL RESOURCES. Would the project:	
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant Impact
VI. GEOLOGY AND SOILS. Would the project:	
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Less Than Significant Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Less Than Significant Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Less Than Significant Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:	
b) 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)?	Less Than Significant Impact
i) 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?	Less Than Significant Impact
j) Inundation by seiche, tsunami, or mudflow?	Less Than Significant Impact
X. LAND USE AND PLANNING. Would the project:	
a) Physically divide an established community?	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact

Table 8-1
Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
XI. MINERAL RESOURCES. Would the project:	
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	Less Than Significant Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Less Than Significant Impact
XII. NOISE. Would the project result in:	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Less Than Significant Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Less Than Significant Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Less Than Significant Impact
e) Result in inadequate emergency access?	Less Than Significant Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:	
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?	Less Than Significant Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	No Impact

9. *Significant Irreversible Changes Due to the Proposed Project*

Section 15126.2(c) of the CEQA Guidelines requires that an environmental impact report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project if it is implemented. In the case of the proposed project, implementation would involve the adoption of the North Hemet Specific Plan for a 28.6-acre site in the City of Hemet. Development guided by the specific plan would result in changes in land use, particularly with respect to residential uses, which would be greatly intensified. Further, implementation of the North Hemet Specific Plan would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water. However, the proposed project would not use an uncommon amount of raw materials compared to the amount used by other projects of similar scope and magnitude.

Project development is a long-term irreversible commitment of the land. After the 50- to 75-year structural lifespan of the buildings is reached, it is improbable that the site would revert to its current low density urban use due to the large capital investment that would already have been committed. The significant irreversible changes due to the proposed project are:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources, including gasoline, diesel fuel, and electricity; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water.

- An increased commitment of social services and public maintenance services would be required (e.g., police, fire, schools, libraries, and sewer and water services). The public maintenance and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its current condition once it has been redeveloped.

- An increase in vehicle trips would accompany project-related population growth. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designations.

Given the low likelihood that the land would revert to lower intensity uses, the proposed project would generally commit future generations to these environmental changes.

9. Significant Irreversible Changes Due to the Proposed Project

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10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster activities that could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this DEIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Impacts to utilities and service systems were evaluated in DEIR Section 5.14, *Utilities and Service Systems*. The analysis in the DEIR concluded that existing services in the area could adequately accommodate the development intensities outlined in the North Hemet Specific Plan with upgrades and that no extension of major infrastructure would be necessary. This project would not, therefore, have significant growth-inducing consequences with respect to infrastructure.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

Impacts to public services were analyzed in DEIR Section 5.11, *Public Services*. The analysis in the DEIR concluded that after payment of applicable fees to mitigate impacts, no significant impacts to fire, police, school, or library services would result from implementation of the proposed project. Payment of these fees would ensure that the service capability would grow proportionate to the increase in uses and would not result in significant environmental impacts. This project would not, therefore, have significant growth-inducing consequences with respect to public services.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During project construction, a number of design, engineering, and construction-related jobs would be created. This would be a temporary condition, lasting until each individual project is completed. This would be a direct, growth-inducing effect of this project. As new dwelling units are developed and occupied, residents of the proposed project would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. This would represent an increased demand for such economic goods and services and could, therefore, encourage the creation of new businesses, and/or the expansion of existing businesses to address these economic needs. However, the proposed project is balanced because it would also provide offices, retail, entertainment, and restaurants. The new business and commercial uses are intended to serve the needs of the future project residents and existing and future City and regional populations and will generate additional employment opportunities. Therefore, although the proposed project would have a direct growth-inducing effect, indirect growth-inducing effects would be minimized due to the balance of land uses set forth by the North Hemet Specific Plan.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

The 28.6–acre project site is currently only partially developed; existing buildings occur on just a few of the 37 parcels included in the project boundaries. Implementation of the North Hemet Specific Plan would provide for new residential, commercial, and office development that is integrated with existing or planned development surrounding the project area. However, no changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this project. Mitigation measures have been identified in Chapter 5 of this EIR to ensure that subsequent site-specific development projects comply with all applicable City plans, policies, and ordinances.

The proposed project is not considered a precedent-setting action, and the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

11. Organizations and Persons Consulted

City of Hemet

Deanna Elliano
Community Development Director

Ron Running
Project Planner

Eastern Municipal Water District

Elizabeth Lovsted, PE
Senior Civil Engineer

Hemet Fire Department

Matt Schobert
Chief

Hemet Police Department

Robb Webb
Captain

Hemet Unified School District

Tina Koonce
Director, Facilities

Hans Twardowski
Assistant Director of Facilities

Jesse Bridwell
Facilities Planner

Lake Hemet Municipal Water District

Mike Gow
Assistant General Manager/Chief Engineer

Economic Development Agency for the County of Riverside

Mervyn Manalo
Senior Development Specialist

Tom Fan
Principal Development Specialist

San Jacinto Unified School District

Michael Collins
Director of Facilities and Operations

Ana Gonzalez
Facilities Planning Technician

12. *Qualifications of Persons Preparing EIR*

THE PLANNING CENTER|DC&E

JoAnn Hadfield
Principal, Environmental Services

- BS University of Utah, Urban Planning, 1976

Nicole Vermilion
Senior Planner

- BA Environmental Studies and BS Ecology and Evolutionary Biology, University of California, Santa Cruz, 2002
- Master of Urban and Regional Planning, University of California, Irvine, 2005

Bob Mantey
Senior Scientist
Manager, Noise, Vibration & Acoustics

- BS, Engineering, Harvey Mudd College, Claremont CA, 1979

Fernando Sotelo
Senior Planner
Noise & Air Quality

- MS, Civil Engineering (Transportation), University of Southern California, Los Angeles, 2001
- BS, Naval Engineering (Transportation), University of Sao Paulo, Brazil, 1998

Michael Milroy
Associate Planner

- BS, Biology, California State University, Long Beach, 1999
- MS, Interdisciplinary Studies/Neuroscience, California State University, Long Beach, 2004

Ryan Potter
Assistant Planner

- BS, City and Regional Planning, California Polytechnic State University, San Luis Obispo, 2006
- Master of Urban and Regional Planning, University of California, Irvine, 2011

Melissa Garrety
Planning Intern

- BA, History, minor in Environmental Science, University of California, Riverside, 2008
- Master's Candidate, Urban and Regional Planning, University of California, Irvine, 2012 (exp.)

Cary Nakama
Graphic Designer

- BA, Business Administration: Data Processing and Marketing, California State University, Long Beach
- AA, Computer Graphic Design, Platt College of Computer Graphic Design

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13.3 PERSONAL COMMUNICATIONS

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Bridwell, Jesse (Facilities Planner). 2012b, February 6. E-mail. Hemet Unified School District.

Cortez, Andy (Site Engineer, Badlands Sanitary Landfill). 2010, September 28. Phone call. Riverside County Waste Management Department.

Dotinga, John (Water Production Manager). 2011, December 7. Phone call. Eastern Municipal Water District.

Gonzalez, Anazele (Facilities and Operations Department). E-mail. 2012a, June 27. San Jacinto Unified School District.

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Lovsted, Elizabeth. 2010, August 12. E-mail response to questionnaire. Eastern Municipal Water District.

Mina, Fouad (Site Engineer, Lamb Canyon Sanitary Landfill). 2010, September 28. Phone call. Riverside County Waste Management Department.

Scott, Anna (Project Geologist). 2010, September 27. E-mail. GeoTek, Inc.

Shobert, Matt (Fire Chief). 2010, August 3. Response to questionnaire. Hemet Fire Department.

Webb, Rob (Captain). 2010, August 2. E-mail response to questionnaire. Hemet Police Department.

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