ZANDERSON PLAZA

INITIAL STUDY

Prepared for:

Zanderson, LP
764 West Ramona Expressway
Perris, CA 92571

City of Hemet Planning Division
445 East Florida Avenue
Hemet, CA 92543

Prepared by:

BPG
BIRDSEYE
PLANNING GROUP

July 2017

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INITIAL STUDY

1. Project title:

Zanderson Plaza

2. Lead agency name and address:

City of Hemet Community Development Department
Planning Division
445 East Florida Avenue
Hemet, CA 92543

3. Contact person and phone number:

Mr. HP Kang
Principal Planner
Hemet Planning Division
(951) 765-2379

4. Project location:

The proposed project is located on an 8.89 gross acre site at the northeast corner of Sanderson Avenue and Menlo Avenue in the City of Hemet (APN 444-100-016). The site is flat and graded. The project location is shown in Figure 1 – Vicinity Map

5. Project sponsor's name and address:

Zanderson, LP
c/o Marwan Alabbasi
764 West Ramona Expressway
Perris, CA 92571

6. General Plan designation:

Neighborhood Commercial

7. Zoning:

Heavy Agriculture (A-10)

8. Description of project:

The Zanderson Plaza project proposes to construct a two phase commercial development and related infrastructure improvements on an 8.89 gross acre undeveloped project site at the northeast corner of Sanderson Avenue and Menlo Avenue (APN 44-100-016) (Figure 1). The proposed project would require the following entitlements from the City of Hemet:

1) **Rezone from Heavy Agriculture (A-10) to General Commercial (C-1) (ZC-16-003).** The proposed project would require a zone change from Heavy Agriculture (A-10) to Neighborhood Commercial (C-1) for the entire 8.89 acre site to be consistent with the existing General Plan designation of Neighborhood Commercial (NC - FAR 0.35). As stated in the Hemet General Plan Update (2012), the NC—Neighborhood Commercial designation provides for general retail, markets, commercial services and restaurants designed to serve primarily the needs of surrounding residential areas.

2) **Commercial Tentative Parcel Map (6 lots) (TMP 37196).** The project also requires processing a commercial Tentative Parcel Map to subdivide the entire 8.89 acres into six (6) individual lots for the purpose of commercial development. The lots would be defined as follows:

Lot 1: 45,532 square feet - 1.05 acres;
Lot 2: 43,560 square feet - 1 acre;
Lot 3: 57,284 square feet - 1.32 acres;
Lot 4: 43,563 square feet - 1 acre;
Lot 5: 43,560 square feet - 1 acre; and
Lot 6: 113,168 square feet - 2.60 acres.

The TPM would include two common lots; Lot A would be 25,489 square feet (.59 acres) and located along the southern site boundary. Lot B would be 14,323 square feet (.33 acres). The proposed TPM is provided as Figure 2.

3) **Master Conditional Use Permit (CUP 16-006)**. A Conditional Use Permit is being requested for development of the proposed drive-thru restaurants, a gasoline/fueling station and car wash. A CUP is also required to allow the sale of alcoholic beverages at the gasoline station convenience store.

Phase I would be constructed on the west side of the site and include the following elements:

- two approximately 4,500 square foot fast food restaurants with drive-thru windows (9,050 square feet total);
- one 1,500 square foot drive thru car wash with attached storage/supply room;
- one 10-position (20 pump) fueling island with overhead canopy for cars/light trucks; and
- one convenience store/restaurant building.

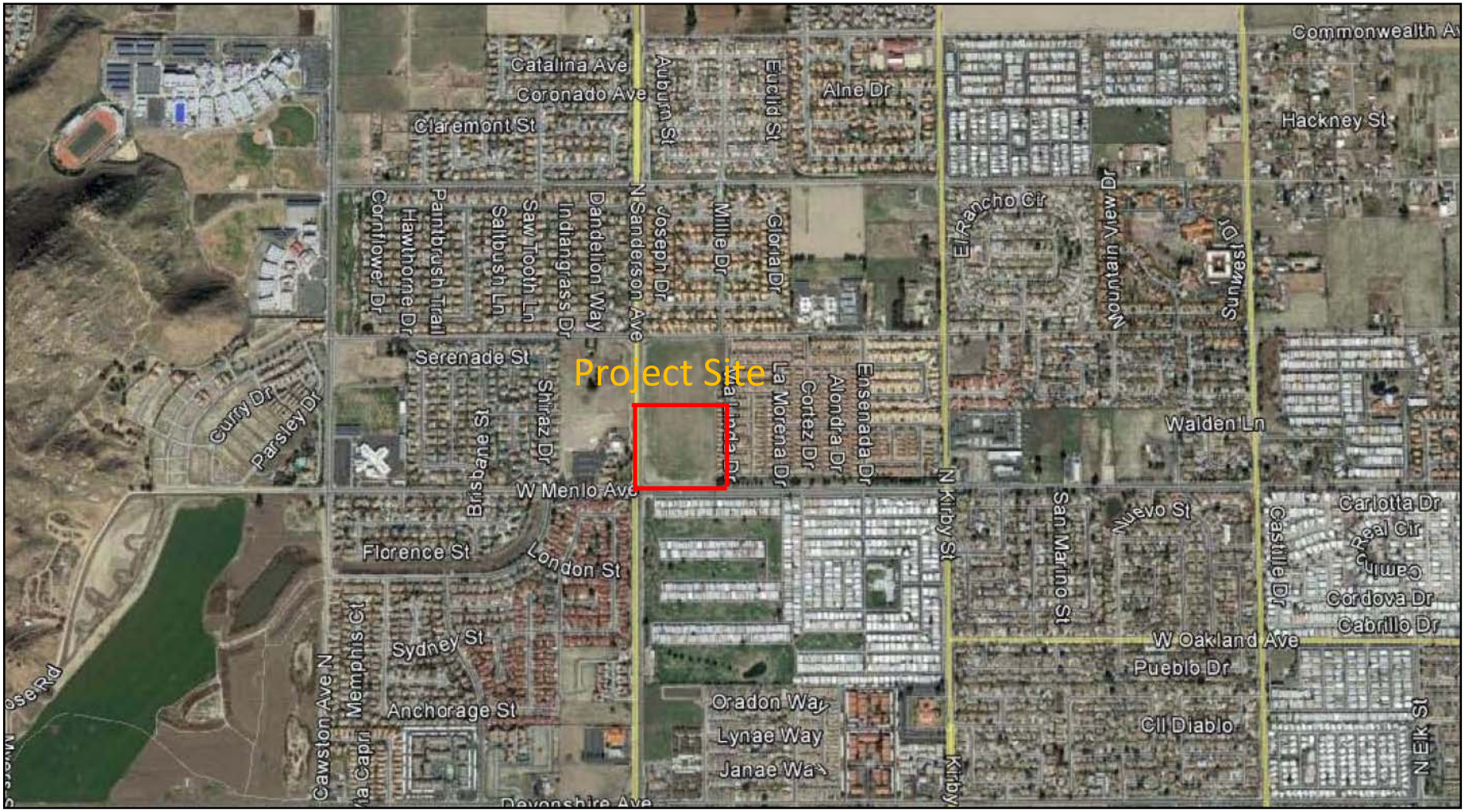

FIGURE 1

Vicinity Map

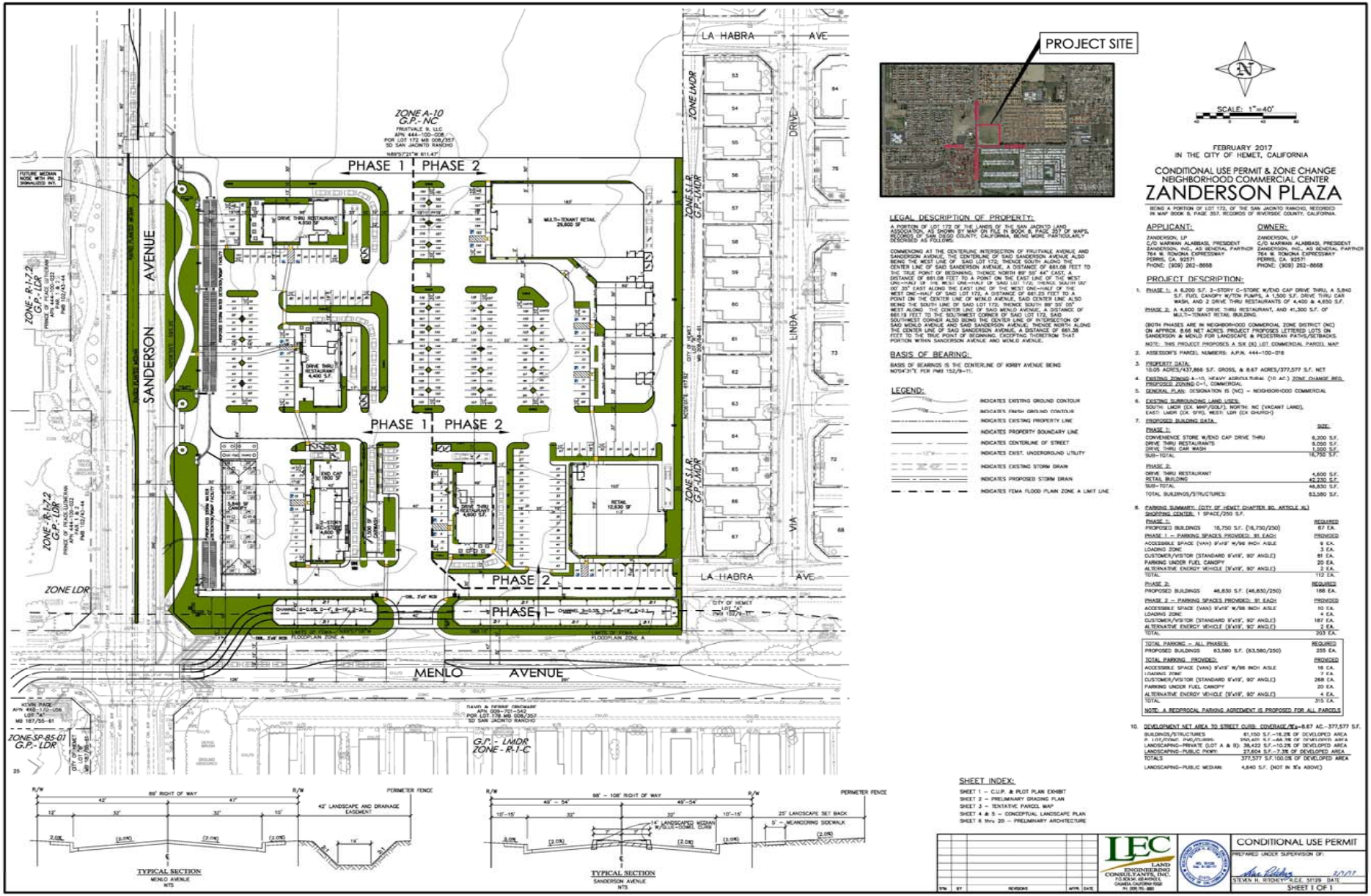

FIGURE 2

Site Plan

The convenience store would be approximately 4,600 square feet. Items for sale would include beer and wine for consumption off-site per an Off-Site Beer and Wine License issued by the State Department of Alcoholic Beverage. The restaurant would be 1,600 square feet with a drive thru window at the north end (6,200 square feet total). A 600 square foot second floor would be constructed for use as an office. A total of 112 parking spaces would be provided. Total square footage of development under Phase I would be 16,750.

The car wash would have a water treatment and reclamation system designed to clean and reuse water to minimize potable water demand. The car wash will be a self-service drive thru facility; and thus, is not subject to California State registration requirements.

The underground diesel and gasoline fueling tanks would be located along the northern site boundary to provide easy access for tanker trucks. A total of four (4) 10,000 gallon tanks (i.e., one diesel tank and three gasoline tanks) would be installed.

Phase II would be constructed on the east side of the side and have a 4,600 SF restaurant with a drive thru and 42,230 SF of multi-tenant retail space in two buildings. An additional 203 parking spaces would be provided for a total of 315 (112 with Phase I and 203 with Phase II). The proposed site plan is shown in Figure 3. As shown, all vehicles would enter/exit the site via one driveway located along Menlo Avenue and two driveways on Sanderson Avenue.

Phase I of the project is anticipated to begin construction in mid-2017 and be completed within 12 months. Phase II will begin in 2018 with the entire project in operation by 2019.

9. Surrounding Land Uses and Setting

The project site is approximately 8.89 acres in size located at the northeast corner of North Sanderson Avenue (north/south) and Menlo Avenue (east/west) in the City of Hemet. Land to the north is a vacant parcel. Single-family residential is located to the east and a mobile home park is located to the south. The Prince of Peace Church and Pre-School is located across North Sanderson Avenue to the west.

10. Other public agencies whose approval is required:

Off-Sale Beer and Wine License - State Department of Alcoholic Beverage Control. The applicant would apply for an Off-Site Beer and Wine License issued by the State Department of Alcoholic Beverage Control to allow the sale of beer and wine for off-site consumption. This would restrict the types of uses allowed to those that sold packaged beer and wine rather than those that would sell beer and wine for consumption on-site.

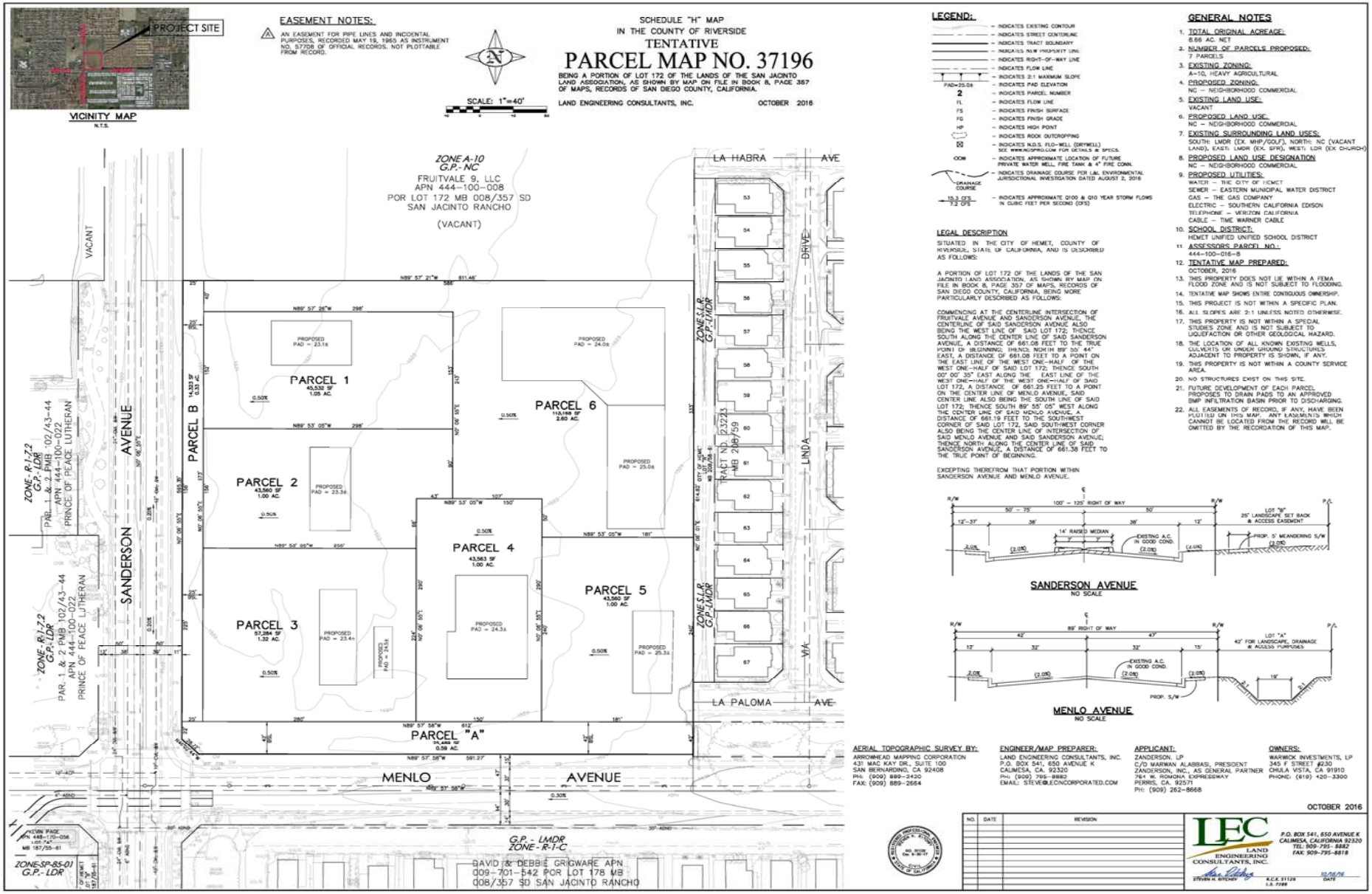

FIGURE 3

Tentative Parcel Map

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

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

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____

Printed Name

ENVIRONMENTAL CHECKLIST

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

a) The City of Hemet General Plan (2012) includes the project area and provides planning and policy guidance for development within the City. No specific visual features are noted in the General Plan that pertain to the general project area nor does it include policy guidance referencing the protection or preservation of visual resources.

Implementation of the project would occur on a vacant undeveloped site. The site is located within an area currently developed with single-family residential uses to the east, vacant land to the north, Menlo Avenue and a mobile home park to the south and the Prince of Peace Church and Pre-School to the west. Views into the site are of undeveloped bare ground with sparse ruderal vegetation around the perimeter. Views within the area are not designated scenic nor does the site contain any unique visual features. Sanderson Avenue is a locally designated scenic highway and improvements along Sanderson Avenue would be subject would to design standards in the City of Hemet *Scenic Highway Setback Manual* (1990). Per the manual, a 25-foot setback would be required along Sanderson Avenue to accommodate landscaping and other aesthetic improvements.

The proposed project would construct commercial facilities in two phases on the site as shown in Figure 3. Phase I would be constructed on the west side of the site and include two

approximately 4,500 square foot fast food restaurants with drive-thru windows (9,050 square feet total); one 1,500 square foot drive thru car wash with attached storage/supply room; one 10-position (20 pump) fueling island with overhead canopy for cars/light trucks; and one convenience store/restaurant building. A total of 112 parking spaces would be provided. Total square footage of development under Phase I would be 16,750.

Phase II would be constructed on the east side of the side and have a 4,600 SF restaurant with a drive thru and 42,230 SF multi-tenant retail space in two buildings. An additional 203 parking spaces would be provided for a total of 315.

With the exception of the two-story element of the convenience store building, all buildings would be single-story. The project would be designed consistent with the City of Hemet Commercial Design Guidelines (2003). The project would incorporate exterior architectural treatments (design features, finishes and colors), entry monuments, landscaping and related features to ensure visually consistency with the surrounding area. The project would also comply with *Scenic Highway Setback Manual* standards along Sanderson Avenue which would minimize aesthetic impacts to this locally designated scenic highway. a 25-foot minimum setback is required; however, improvements would include a 40-foot setback from Sanderson Avenue and installation of a raised landscape median within Sanderson Avenue. The setback from Menlo Avenue would be 50 feet and include landscaping to complement a stormwater basin constructed along the southern property line. Landscaping would be installed throughout the site and include a meandering sidewalk along the western property boundary. Views of the site would change; however, the site does not contain any scenic resources. With incorporation of design guidelines referenced herein, impacts to scenic vistas would be **less than significant.**

b) There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the segment of State Route 74 (SR-74) that extends from the western boundary of the San Bernardino National Forest (10 miles east of the site) to Highway 111 in the City of Palm Desert. As noted, the site is undeveloped; however, it is graded and is disced for weed abatement purposes. There are no trees, historic structures or other visually prominent features on the site. **No impact** to a state designated scenic highway would occur as a result of project implementation.

c) Implementation of the project would occur on a vacant undeveloped site. Views within the area are not designated scenic nor does the site contain any unique visual features. As referenced, the site is located adjacent to existing single-family residences to the east, a church/pre-school to the west, a vacant lot to the north and Menlo Avenue to the south. As referenced above, the design would be consistent with the 2003 *Commercial Design Guidelines* and *Scenic Highway Setback Manual (1990)*. The existing screening wall along the eastern property boundary would remain and a 10-foot wide landscape buffer would be constructed. Landscaping would be incorporated around the perimeter and throughout the site. While

views of the site would change, views would not be degraded nor would the visual quality of the site be adversely affected. Impacts would be **less than significant**.

d) The project would add new building, security lighting and signage which would be visible from adjacent streets, residences located east and south of the site and vehicles operating on the streets. Temporary outdoor lighting may be visible during the operation of construction equipment; however, construction is expected to occur primarily during daylight hours. All outdoor street lighting would be designed to City of Hemet standards defined per Section 90-895 (d) of the Municipal Code regarding commercial development lighting. Impacts related to light and glare would be **less than significant.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- Would the project:				
conversion of Farmland, to non-agricultural use?				

a) The project site is zoned A-10 which is intended to support heavy agriculture; however, it is designated neighborhood commercial in the 2012 General Plan. The site would be rezoned to C-1 (Neighborhood Commercial) as part of the proposed project. The site is currently zoned A-10 Heavy Agriculture and vacant; however, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occurs on the project site and these resources would not be affected by project implementation. **No impact** would occur under this threshold.

b) The project site is not enrolled in a Williamson Act contract. The proposed project would not conflict with any zoning designations designed to promote agriculture. **No impact** would occur under this threshold**.**

c-e) Neither the site nor surrounding areas are used for timber production or commercial agriculture. The project would not conflict with any zoning designations designed to preserve timber or agricultural resources. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				
federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Information presented herein is based on the Air Quality/Greenhouse Gas Report prepared by Birdseye Planning Group, October, 2016 and presented as Appendix A to this Initial Study.

The project site is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by generating emissions that equal or exceed the established long term quantitative thresholds for pollutants, or exceed a state or federal ambient air quality standard for any criteria pollutant. Table 1 shows the significance thresholds that have been recommended by the SCAQMD for projects within the South Coast Air Basin.

Localized Significance Thresholds. In addition to the thresholds described above, the SCAQMD has developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. LSTs apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation (i.e., idling at drive thru windows and while in the car wash). LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, July 2008).

Table 1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
Nitrogen Oxides (NO_x)	100 lbs/day	55 lbs/day
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Particulate Matter 10 (PM_{10})	150 lbs/day	150 lbs/day
Particulate Matter 2.5 ($PM_{2.5}$)	55 lbs/day	55 lbs/day
SO_x	No standard	150 lbs/day
CO	550 lbs/day	550 lbs/day

[a] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.*
[b] *Ambient air quality threshold based on SCAQMD Rule 403.*

lbs/day = pounds per day

LSTs have been developed for emissions within areas up to five acres in size. SCAQMD recommends project specific air pollutant modeling for sites larger than 5 acres. The site is greater than 5 acres in size; thus, LST thresholds were not evaluated for the proposed project.

Regional construction emissions associated with implementing the proposed project were calculated using the CalEEMOD Version 2013.2.2 (2013) software. Construction emissions modeling for site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing. Phase I is expected to begin June, 2017 and be completed within 12 months. Phase II is expected to begin in 2018 and be completed by June, 2019. The total area disturbed during Phase I would be 8.4 acres during which time grading and utility installation would occur for both phases. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (50 g/L for non-flat coatings) as required by SCAQMD Rule 1113. Operation of the project would generate vehicle trips which would be the primary source of emissions.

a) According to SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the County's projected population growth forecast. The 2012 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan socioeconomic forecast projections of regional population, housing and employment growth.

The proposed project involves the construction of a commercial facility. The proposed project would not result in population growth in excess of forecasts for the City of Hemet. The project

would be consistent with the City of Hemet General Plan land use designation. Thus, the proposed project would not conflict with the AQMP. **No impact** would occur under this criteria.

b-c) Project construction would generate temporary air pollutant emissions. Both construction emissions and vehicle emissions associated with operation of the facility are quantified herein and presented in the Air Quality/Greenhouse Gas Technical Report (see Appendix A).

Construction Emissions

Construction vehicles and equipment operating on the graded site as well as grading/site preparation activities have the potential to generate fugitive dust (PM_{10} and $PM_{2.5}$) through the exposure of soil to wind erosion and dust entrainment. Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_X), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy duty construction equipment. However, emissions would also be associated with constructing the buildings (including the application of paint) and paving surface parking areas. Phase I and Phase II construction emissions were modeled separately.

As indicated in Table 2, maximum daily emissions from construction activities would not exceed SCAQMD construction thresholds. However, the project would be required to comply with SCAQMD Rule 403, which identifies the following measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least three times daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or

periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Rule 403 (2) was included in CalEEMod for site preparation and grading phases of construction. Specifically, modeling assumed the site would be watered three times daily.

Table 2
Estimated Maximum Construction Emissions (lbs/day)

	Air Emissions (lbs/day)[2]					
Construction Emissions - Phase I	**ROG**	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions - 2017	1.3	12.9	9.09	0.01	1.8	1.1
Maximum Daily Emissions - 2018	12.6	11.1	8.2	0.01	0.8	0.7
SCAQMD Pollutant Thresholds	*75*	*100*	*550*	*No Standard*	*150*	*55*
Threshold Exceeded - Phase I	**No**	**No**	**No**	**No**	**No**	**No**
Construction Emissions - Phase II	**ROG**	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions - 2019	22.2	19.6	14.7	0.02	6.5	3.8
SCAQMD Pollutant Thresholds	*75*	*100*	*550*	*No Standard*	*150*	*55*
Threshold Exceeded - Phase II	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod calculations, see Appendix A.

With implementation of SCAQMD Rule 403, construction impacts would be **less than significant.** Model calculations are provided in Appendix A.

Operational Emissions

Table 3 summarizes summer emissions associated with operation of the proposed project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including architectural coating emissions as the structures are repainted over the life of the project. The majority of operational emissions are

associated with vehicle trips to and from the project site. Trip volumes were based on trip generation rates provided in the Traffic Impact Assessment and incorporated into CalEEMod.

As shown in Table 3, the net change in emissions would not exceed the SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10} or $PM_{2.5}$. Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be **less than significant**.

d) The nearest sensitive receptor to the project site are the residences located adjacent to and east of the site. As shown above, neither the total construction or operation emissions would exceed the SCAQMD thresholds. In addition to quantifying emissions, SCAQMD recommends performing a local CO hotspot analysis if an intersection meets one of the following criteria: 1) the intersection is at Level of Service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the

Table 3
Estimated Summer Operating Emissions

	Estimated Emissions (lbs/day)(summer)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area	1.16	0.01	0.01	0.00	0.01	0.01
Energy	0.11	1.07	0.9	.001	0.08	0.08
Mobile	14.6	21.2	92.4	0.2	13.0	3.6
Maximum lbs/day	**16.3**	**22.2**	**93.3**	**0.2**	**13.1**	**3.7**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix for CalEEMod version. 2013.2.2 computer model output.summer emissions shown.

project decreases LOS at an intersection to D or worse. A CO hotspot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. Localized CO "hotspots" can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm. Potential carbon monoxide impacts at roadway intersections were determined based on information in the traffic study (see Appendix E). As referenced in the Traffic Impact Assessment and Section XVI, *Transportation/Traffic*, with the implementation

of traffic improvement measures, all intersections evaluated would operate at LOS D or better with the project during existing and opening year (Phase II - 2020) conditions.

Pollutants generated during operation would be negligible. The project would not contribute to traffic conditions that would create a CO hotspot adverse health risks. Therefore, impacts would be **less than significant.**

e) The proposed project would generate odors from construction (i.e., diesel exhaust, asphalt) and during operation (i.e., fast food broilers and emissions during vehicle fueling). Construction odors would be temporary. Construction emissions would not exceed SCAQMD impact thresholds; thus, short-term odors are not expected to be significant. During operation the project would be subject to SCAQMD Rule 1138 which addresses restaurant emissions, specifically from chain-driven char-broilers. Rule 1138 requires the use of a catalytic oxidizer control device to control emission. The fueling station would be subject to SCAQMD Rule 461 - Gasoline Transferring and Dispensing. Rule 461 requires the installation and use of dispensing equipment with vapor recovery systems designed to capture evaporative emissions and return them to the fueling system before release into the atmosphere. With the implementation of Rule 1138 and 461, odors would be **less than significant.**

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
IV. <u>BIOLOGICAL RESOURCES</u> -- 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?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The material presented herein is based on a *Focused Breeding Season Burrowing Owl Habitat Assessment and Survey* prepare by L&L Environmental, Inc., September 2016. The report is provided herein as Appendix B.

a) The project site is disced, completely disturbed and surrounded by disturbed land to the north, residential development to the east and transportation corridors to the west and south.

The project was evaluated per requirements within the Western Riverside County Multiple Species Habitat Conservation Plan. The evaluation included a focused burrowing owl (BUOW)survey to determine the presence/absence of burrowing owls and/or their habitat, a determination of potential jurisdictional waters/wetlands onsite, a determination of the presence/absence of riparian/riverine areas, vernal pools, associated species, and fairy shrimp.

A focused BUOW survey was conducted between August 24 and 29, 2016. The survey was conducted in accordance with the Burrowing Owl Survey Protocol as distributed by the California Burrowing Owl Consortium. Surveys were conducted to determine presence or absence of BUOW onsite. The site was examined for suitable burrow sites, active BUOW, and for signs of occupation by BUOW, including tracks, pellets, feathers, animal scat, prey remains, and eggshell fragments. Potential California ground squirrel and other rodent burrows were observed on portions of the site, but no evidence of BUOW or BUOW-occupied sites were observed on the property. No BUOW or potentially suitable BUOW nesting sites were observed.

Soil types on-site are not consistent with an alkali playa or vernal pool complex and pools or depressions characteristic of vernal habitat are not located on the subject property. No MSHCP species listed for protection associated with riparian/riverine areas and vernal pools were observed.

No nesting birds were observed during surveys. No native or ornamental trees are present on the property; however, ornamental landscape trees (mostly mature oaks) observed along West Menlo Avenue, just east of the site, may be suitable for nesting birds.

No special status plant, wildlife species or their habitats were identified onsite; thus, the project would have **no impact** to these species. Although BUOW or sign was not observed during this survey, a preconstruction clearance survey (valid for 30 days) will be required under current MSHCP guidelines and is referenced below as Mitigation Measure BIO-1. This requirement is based upon presence of suitable vegetative habitat for BUOW, California ground squirrel activity, and other information presented in this report for the property.

> **Mitigation Measure BIO-1: Preconstruction Burrowing Owl Survey:** A preconstruction survey will be performed for BUOW within 30 days prior to ground disturbing activities occurring on-site.

b and c) There are no wetlands, waters of the United States or waters of the State located on the project site. There is no riparian vegetation/habitat associated with the presence of natural water features. **No impact** under this threshold would occur with the proposed project.

d) The project site is highly disturbed and within a disturbed area surrounded by residential, and commercial development as well as transportation corridors. Given the disturbed nature of the project area, it is unlikely that the site is used as a migration corridor and the site is not

managed for these purposes per the MSHCP. **No impact** to wildlife movement corridors would occur with project implementation.

e-f) No native or ornamental trees occur on-site. No impacts associated with tree removal and/or related policies would occur as a result of the proposed project. The City of Hemet is a signatory to the Western Riverside MSHCP. As described above, the project site was evaluated for the presence/absence of species and/or their habitat. No threatened, endangered or sensitive species or their habitat occurs on-site. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The following information is based in part on the results of a *Phase I Cultural Resource Assessment for the Zanderson Plaza Project,* City of Hemet, October 2016, prepared by L&L Environmental and included herein as Appendix C.

a) As part of the Phase I Cultural Resources Assessment, records and maps available from the Bureau of Land Management (BLM) General Land Office (GLO) were reviewed to provide information about historic era land use and development within the project area (L&L, 2016). In addition, archival topographic maps dating between 1901 and 1986 and aerial photographs dating between 1966 and 2012 were reviewed. The results of the review indicated that the project area was once part of the San Jacinto Viejo land grant owned by Resaria Estudillo de Aguirra, Jose Antonio Estudillo, Concepcion Estudillo, Francisco Estudillo, Gudalupe Estudillo, and Jose Maria Estudillo. However, no structures or any other development has been located

within the project area between 1901 and the present. **No impact** would occur under this threshold.

b) As part of the Phase I Cultural Resources Assessment methodology, L&L contacted the Native American Heritage Commission (NAHC) requesting a Sacred Lands File database search (SLS). The SLS was requested on August 24, 2016 and a response was received on August 25, 2016. The NAHC SLS failed to indicate the presence of Native American cultural resources in the immediate project area. Scoping letters were sent to the 18 Tribal contacts listed by the NAHC on September 14, 2016. As of the date the cultural resource assessment was prepared, one response had been received from the San Manuel Band of Mission Indians (SMBMI). In an email dated September 23, 2016, the Tribal representative indicated that Hemet is outside of the SMBMI ancestral territory. All coordination efforts are presented in Table 3 in Appendix E of the *Phase I Cultural Resources Assessment* (Appendix C).

A Phase I pedestrian survey was conducted on August 25, 2016. During the pedestrian survey, no prehistoric or historic cultural resource sites or isolates were detected. Based on the results of a records search completed at the Eastern Information Center (EIC) and pedestrian survey, no known historical or archaeological resources are located in the project area. In addition, the NAHC SLS and the information scoping process failed to yield any information about the presence of Native American resources in or adjacent to the project area. These findings lend to a low probability that prehistoric or historic age cultural resources may be encountered during project-related ground disturbance. Therefore, the project area appears to have a low sensitivity for prehistoric and historic cultural resources.

On March 1, 2017, AB 52 consultation letters were sent to five tribes that requested to be notified for AB 52 consultation. The Agua Caliente Band of Mission Indians deferred consultation to the Soboba Band of Luiseno Indians in a letter dated March 21, 2017. The Soboba Band of Luiseno Indians requested consultation per AB 52 in a letter dated March 28, 2017 indicating the project site and region is part of their traditional land area and the potential exists for buried resources. The Soboba Band requested consultation and the following mitigation for potential impacts:

> **Mitigation Measure CUL-1: Archaeological/Tribal Monitoring:** Prior to the issuance of a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall provide evidence of an agreement with The Soboba Band of Luiseno Indians for tribal monitoring and treatment and disposition of cultural resources inadvertently discovered during the ground disturbing activities.
>
> **Mitigation Measure CUL-2: Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project applicant shall then inform the Riverside County Coroner and the City of Hemet Planning Department

immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner has made the necessary findings as to origin. If human remains are determined to be Native American,, the applicant shall comply with the state law relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC within 24 hours and the NAHC will make the determination of most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. Treatment and disposition of the remains shall be determined in consultation with the most likely descendant(s) to determine the most appropriate disposition of human remains and any associated grave artifacts. In the event that the applicant and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation process will occur with the NAHC, if requested (see PRC Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials are confidential and may not be disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC). A Sacred Lands File form will be submitted to the NAHC by the project archaeologist and the Monitoring Tribe(s).

According to the California Health and Safety Code, six or more human burials at one location constitutes a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052).

c) Based on information in the Hemet General Plan EIR (2012), construction of new development projects are not anticipated to adversely affect known unique paleontological resource or unique geologic features. Given the construction history and depth of previous disturbance on the site, the potential for locating undiscovered paleontological or geological resources is remote. No mitigation or monitoring was recommended in the Phase I Cultural Resource Assessment. **No impact** would occur to these resources.

d) The potential for encountering human remains at the project site is low. No known burial sites have been identified on the site or in the vicinity. In addition, California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner will determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, the coroner will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for

designating the most likely descendant (MLD) responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the non-destructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment. Section 7052 of the Health & Safety Code also states that disturbance of Native American cemeteries is a felony. Mitigation Measures CR-1 and CR-2 are provided herein as an outcome of the AB 52 consultation process. With adherence to these existing regulations and implementation of the mitigation measures, impacts under this threshold would be **less than significant**.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
VI. <u>GEOLOGY AND SOILS</u> – Would the project:				
a) 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?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

a (i-ii) The following are the most significant faults affecting Hemet, although damage is possible from earthquakes along other faults, including faults not previously identified.

San Andreas. The San Andreas Fault is the largest and most significant fault in California. At its closest point it is approximately 15 miles northeast of downtown Hemet, in the San Bernardino Mountains. The San Andreas Fault is capable of producing an 8.0 magnitude (m) earthquake. The San Jacinto and Elsinore Faults are the primary offshoots parallel to the main San Andreas Fault, which continues east into the Coachella Valley.

San Jacinto Fault. The San Jacinto Fault system underlies the northeast portion of the City. This fault runs more than 125 miles, separating from the San Andreas Fault near Cajon Pass and continuing southeast, passing the communities of San Jacinto and Hemet along the base of the San Jacinto Mountains, to the vicinity of El Centro in Imperial County. In the Hemet vicinity, the fault disperses from a single fault trace into a set of parallel traces called a fault zone, spreading through the eastern side of the City between Park Hill and the base of the San Jacinto Mountains. The San Jacinto Fault Zone is a major element of the San Andreas system and is considered one of the most seismically active fault systems in southern California. This fault is capable of producing up to a 7.5 magnitude earthquake.

Elsinore Fault. The Elsinore Fault, also a member of the San Andreas system, runs as close as 18 miles from downtown Hemet, west of the City. The fault runs southwest of Lake Matthews, through Corona, and south into Lake Elsinore. The Elsinore Fault has been considerably less active than the San Andreas and San Jacinto Faults. The Elsinore Fault is capable of producing up to a 7.5 magnitude earthquake (Hemet General Plan, 2012).

The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972. There are no known active or potentially active faults traversing the project site; thus, the risk of ground rupture resulting from fault displacement beneath the site is low.

During the life of the proposed improvements, the property will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. However, site preparation and construction of building foundations consistent with the geotechnical report and current California Building Code (CBC) requirements would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be **less than significant.**

a (iii) Liquefaction typically occurs within the upper 50 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures. The type of geologic process that created a soil deposit has a strong influence on its liquefaction susceptibility. Saturated soils that have been created by sedimentation in rivers and lakes can be very susceptible to liquefaction. Within Hemet, liquefaction hazards are a concern on properties located in proximity to the San Jacinto River and its numerous tributary creeks.

Groundwater levels at the project site are unknown and no evidence of groundwater is present on the site. However, the site is located over the Hemet San Jacinto Groundwater Basin. The site is located within an area of moderate liquefaction potential (Hemet General Plan Figure 6.1, 2012). Thus, the potential for encountering groundwater and related impacts associated with liquefaction at the subject site is considered low. Impacts would be **less than significant.**

a (iv) The project site is flat as are the parcels surrounding the site. Impacts related to landslides would be **less than significant**.

b) As noted, the site is flat where construction would occur which limits erosion potential. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the project would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. For additional information, see Section IX, *Hydrology and Water Quality*. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, soil erosion hazard impacts would be **less than significant.**

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils;

or (6) added load on the land surface. The soils on-site are characterized as having moderate settlement potential during loading. This potential impact would be reduced to **less than significant** with implementation of the site preparation and grading recommendations in the geotechnical report. Therefore, impacts would be **less than significant**.

e) The proposed project would connect to the existing sewer line located along North Sanderson Avenue or Menlo Avenue. No septic systems would be installed. The project would require the installation of underground fuel storage tanks. This is described in greater detail in Section VIII, *Hazards and Hazardous Materials*. With adherence to all applicable regulations pertaining to the construction and operation of a fueling station containing below ground fuel storage tanks, the project would not emit or release hazardous materials underground. **No impact** would occur under this threshold.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
VII. GREENHOUSE GAS EMISSIONS- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Information presented herein is based on the Air Quality/Greenhouse Gas Report prepared by Birdseye Planning Group, October 2016 and presented as Appendix A to this Initial Study.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHGs), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34°

C (61° F) cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations (Cal EPA, 2006).

Pursuant to the requirements of SB 97, the *CEQA Guidelines* were amended to include feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

Potential GHG impacts are evaluated per the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 metric tons CO_2E per year. GHG emissions associated with the project's construction period were estimated using the CalEEMod computer program. CalEEMod input parameters and output files are shown in Appendix A.

a) Construction activities would generate greenhouse gas (GHG) emissions associated with equipment operation. The project-related construction emissions are spread over two construction phases extending from 2017 through 2019. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time. The SCAQMD has recommended amortizing construction-related emissions over a 30-year period. Construction of the project would generate approximately 351 metric tons of GHG emissions during construction. Amortized over 30 years, the project would generate 11 metric tons per year as shown in Table 4 below.

Table 4 also shows the new construction, operational, and mobile GHG emissions (including 642 MTE of transportation related NOx emissions) associated with the proposed project. As referenced in Section II, *Air Quality*, trip generation rates were combined for the convenience market, car wash and fueling center to be consistent with the Traffic Impact Assessment. Long-term operational emissions relate to energy use, solid waste, water use, and transportation. Each source is shown below.

Table 4
Combined Annual Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO_2E)
Construction	11 metric tons
Operational	
Energy	664 metric tons
Solid Waste	97 metric tons
Water	45 metric tons
Mobile	3,219 metric tons
Total	**4,036 metric tons**

See Appendix A for CalEEMod software program output

Cumulatively, the estimated emissions would exceed the 3,000 MT CO2E annual; thus, without implementation of the following measures to reduce GHG emissions to below 3,000 MT annually, the project would have a significant GHG impact under CEQA.

Mitigation Measure GHG-1: Exceed California Energy Code Title 24 by 15%.

Mitigation Measure GHG-2: Install high efficiency lighting that exceeds Title 24 standard by 15%.

Mitigation Measure GHG-3: Install energy efficient mechanical systems and appliances.

Mitigation Measure GHG-4: Implement on-site recycling to achieve at least a 50% waste diversion rate;

Mitigation Measure GHG-5: Install low flow plumbing fixtures;

Mitigation Measure GHG-6: Install water efficient irrigation system to achieve at least a 6.1% reduction in water use; and

Mitigation Measure GHG-7: Install pedestrian network improvements to facilitate site access for pedestrians.

Project features that reduce vehicle miles traveled (VMT) are the location in proximity to transit (Riverside Transit Agency Route 33), adding new jobs and increasing the density of onsite development within an urbanizing area (urban infill). When these features are combined with Mitigation Measures GHG-1 through GHG-7 and existing state measures, GHG emissions would be reduced by 1,613 MT annually. Total annual GHG emissions would be 2,473 which would be below the 3,000 MT annual standard. GHG emissions would be **less than significant.**

b) The proposed project would entail construction and operation of a commercial center. As discussed, the project would exceed the thresholds of significance established for the evaluation of individual projects for GHG emissions without the implementation of mitigation measures to reduce GHG emissions referenced above. With respect to consistency with plans or policies related to GHG emissions, the City of Hemet does not have an approved Climate Action Plan. Thus, consistency with plans/policies focuses on project consistency with documentation prepared at the state level of address statewide GHG emissions. These are summarized below and addressed in the Air Quality/Greenhouse Gas Study (Appendix A).

The Climate Action Team (CAT) published the CAT Report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report") in March 2006. The CAT Report identifies a recommended list of strategies that the State could pursue to reduce GHG emissions. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Executive Order S-3-05. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies. In 2008, the California Attorney General published The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project. Project consistency with these documents is evaluated in Tables 12 and 13 in the Air Quality/Greenhouse Gas Study (Appendix A). As discussed, the proposed project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report as well as the 2008 Attorney General's Greenhouse Gas Reduction Measures.

The proposed project will be new commercial construction. All buildings would be constructed consistent with Title 24 standards and other applicable building code regulations in place at the time the project was designed to ensure energy efficiency. Other measures described above include installing high efficiency lighting and low flow plumbing fixtures, and implementing a recycling program would improve energy efficiency and reduce related GHG emissions associated with long-term operation of the project. The project will not impede or delay local or statewide initiatives to reduce GHG emissions. Impacts would be **less than significant**.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:				
a) Create a significant hazard to the public or the environment through the	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:				
routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:				
emergency response plan or emergency evacuation plan?				
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?	☐	☐	☐	☒

a-c) The proposed project would be comprised of a convenience store, restaurants, retail stores and a fueling station. It would require the ongoing use, storage and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Common cleaning chemicals would also be used on-site. The fueling center would be designed and operated consistent with state and federal regulations pertaining to the underground storage and dispensation of flammable materials that include the following:

- 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;
- California Code of Regulations Title 27, Environmental Protection, as applicable
- California Mechanical Code (CMC);
- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;
- Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and
- National Fire Protection Association (NFPA) Code Section 30a.

With adherence to all applicable regulations pertaining to the construction and operation of a fueling station containing below ground fuel storage tanks, the project would not emit or release hazardous waste or emissions or otherwise adversely impact public safety through the storage of flammable materials on-site. The nearest school to the project site is the Prince of Peace Pre-School located west of the site across North Sanderson Avenue. While the school is less than ¼ mile from the site, all elements of the project storing or dispensing hazardous materials would be designed and operate consistent with all applicable federal and state regulations and be subject to routine inspection. Based on these factors, a **less than significant** impact would occur under these thresholds.

d) No uses or activities that could have caused or contributed to a release of hazardous chemicals or materials on the property occur or have occurred on the site. Based on a review of available databases listing known hazard sites (i.e, Geotracker, Envirostar accessed September 15, 2016); there is no evidence of hazardous environmental conditions on the project site. **No impact** would occur under this threshold.

e, f) Hemet-Ryan Airport is located approximately 1.5 miles southwest of the project site. The proposed project is located outside the Airport Influence Area and within Airport Land Use Compatibility Zone E as shown in the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) (February 2017). Within Zone E, airspace review is required for proposed structures greater than 100 feet in height. With the exception of a portion of the two-story convenience store building, all buildings associated with the project would be single story. The second story element cannot exceed 35 feet above the ground per Section 90-894 of the zoning code. As proposed, no project-related structures would require airspace review per the Hemet-Ryan Airport ALUCP; however, the proposed zone change from A-10 to Neighborhood Commercial was reviewed by the Riverside County Airport Land Use Commission at the June 8, 2017 hearing. The proposed project was was found to be consistent with the Hemet-Ryan ALUCP subject to the following conditions:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky;

2. The following uses/activities are not included in the proposed project and shall be prohibited at the site:
    a. Any use or activity which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations towards an aircraft in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational light or visual approach slope indicator;
    b. Any use of activity which would cause sunlight to be reflected towards an aircraft in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport.
    c. Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds or which otherwise may affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflowers and row crops, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal and incinerators.)
    d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

3. The attached notice shall be provided to all prospective purchasers of the proposed lots and to tenants and/or lessees of the building(s) thereon (The notice was attached to the ALUC staff report and has been addressed in the project conditions.);

4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

The project would not be located in proximity to a private airstrip. **No impact** would occur under this threshold.

g) The proposed project would not obstruct access to the project vicinity through road closures or other project actions that could impact evacuation routes or otherwise impair evacuation during emergencies. Access to areas surrounding the site via North Sanderson Avenue or Menlo Avenue would be maintained. **No impact** would occur.
h) The project site is located in a developed commercial/residential area. It is not located in Hazardous Fire Area (Hemet General Plan, Figure 6.4, 2012). To minimize the potential for structural damage from fire, a fire suppression system consisting of fire hydrants, internal sprinklers and other approved infrastructure will also be required as part of the project should a wildfire or structural fire occur in the area. The project would minimize the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. **No impact** would occur under this threshold.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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 or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including 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?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) 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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

a, c-f) The project site is vacant, undeveloped land. On-site drainage would be modified as a result of project construction as referenced in the Water Quality Management Plan (WQMP) (June, 2016). The project will create approximately 6.93 acres of impervious surfaces (i.e., asphalt, concrete and rooftops) and 1.74 acres of landscape turf area. Precipitation will be either infiltrate through soil within the landscape areas or conveyed into one of two underground storage/infiltration chambers located along the western site boundary. All surface flows will allowed to infiltrate into the soil.

While the project would modify on-site drainage, it would not alter the course of an existing stream or river that would result in on- or off-site erosion or siltation. Construction of the proposed catch basin and storm chambers would retain the design capture volume for the project. This would avoid flooding on- or off-site. The project would not substantially degrade water quality or otherwise violate discharge standards. Impacts would be **less than significant**.

b) The project site is located in the East Valley Service Area of the Eastern Municipal Water District. Within the East Valley Service Area, most of the water used comes from a system of 13 local wells located in the San Jacinto Groundwater Basin. These wells produce almost 20,000 acre-feet of water every year. This is also the primary source of the water that EMWD sells to the City of Hemet Water Department and Lake Hemet Municipal Water District. Other sources of water include water purchased from the Metropolitan Water District of Southern California (MWD) and water recycled from EMWD treatment facilities (Hemet General Plan EIR, 2012). The site is located over the Hemet South Groundwater Management Zone.

Groundwater is the primary source of water within the EMWD East Valley Service Area as referenced. All runoff would infiltrate through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage and treatment. Water would infiltrate on-site rather than be conveyed off-site. The project is consistent with the City of Hemet General Plan; and thus, water supplies would be available through the EMWD. The

project would change how the groundwater is recharged; however, overall recharge volumes would not change. Thus, the project would not directly interfere with groundwater recharge. A l**ess than significant impact** would occur.

g, h) The project site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06065C2085G, August 2008). The project would redirect on-site drainage patterns; however, it would not impede or redirect flood flows. As referenced, all drainage would be managed to ensure pre-construction flows off-site are maintained. The project would not expose people or structures to flood hazard from severe storm events. **No impact** would occur under this threshold.

i) The project site is located in the northern reach of the Diamond Valley Reservoir dam inundation zone. Project implementation would expose people or structures to flood hazard from a dam failure but not more so than any other structures located within the inundation zone. A **less than significant impact** would occur.

j) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland from the Pacific Ocean and is not subject to tsunami hazard. The nearest inland body of water is Lake Perris located approximately 12 miles to the southwest on the south side of the San Jacinto Mountains. Impacts from a seiche in Lake Perris are not an issue of concern for the proposed project. The project site is generally flat; thus, the project would not be subject to a mudflow hazard. A l**ess than significant** impact would occur.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
X. LAND USE AND PLANNING -- Would the proposal:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING -- Would the proposal:				
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) The proposed project would develop a new commercial center on a graded, undeveloped site. The project is consistent with the General Plan designation for the site. A zone change will be required to rezone from Heavy Agriculture to Neighborhood Commercial. The site is located in an area dominated by residential uses. The land adjacent to and north of the proposed site is undeveloped but also designated Neighborhood Commercial in the General Plan. Both the Menlo Avenue and Sanderson Avenue corridors are designated truck routes in the Hemet General Plan Transportation Element. The proposed project would utilize the existing road network and not result in the construction of improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. N**o impact** would occur.

b) The proposed project would require a zone change from Heavy Agriculture (A-10) to Neighborhood Commercial for the entire 8.89-acre site to be consistent with the existing General Plan designation of Neighborhood Commercial (NC - FAR 0.35). As stated in the Hemet General Plan Update (2012), the NC—Neighborhood Commercial designation provides for general retail, markets, commercial services and restaurants designed to serve primarily the needs of surrounding residential areas. A Conditional Use Permit is being requested for development of the proposed drive-thru restaurants and a gasoline/fueling station and alcohol sales. With approval of the zone change and CUP, the project will be consistent with the zoning code.

As proposed, the project is consistent with the General Plan land use designation for the site.

As referenced in Municipal Code Section 90-42.5, the following findings of fact required for approval of a CUP.

1. That the proposed location of the conditional use is in accord with the objectives and purpose of the C-1 zone;

2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

3. That the use and operation is consistent with the general plan elements, goals, and policies; and

With respect to goals and policies, commercial uses are addressed in Goal LU- 6: *Establish a comprehensive range of attractive and economically viable commercial centers throughout the City that meet the needs of the community.* The following policies are generally applicable to the proposed project:

LU-6.1 Commercial District Diversity. *Maintain a land use pattern that accommodates a diversity of commercial districts that avoids unnecessary competition and are differentiated by their function, customer base, and physical character.*

The project would be constructed on a site designated for neighborhood commercial use in the General Plan. The project would be consistent with the land use pattern established by the General Plan and policy LU-6.1.

LU-6.3 Commercial Growth. *Encourage the establishment of retail and other support and entertainment uses that provide a broader selection of high-quality goods and services for residents, workers, and tourists to enjoy, and to minimize sales leakages to other communities.*

The project would provide a range of support uses including restaurants, convenience market and fueling services accessible to residents, workers and visitors. The project would be consistent with the land use pattern established by the General Plan and policy LU-6.3.

4. That the type, intensity, sensitivity and operating characteristics of the proposed use, and the manner in which they will be located on the site, are compatible with existing land uses, the character of established neighborhoods, or planned development in the vicinity.

As stated in Section 90-41.5 of the Municipal Code, upon approval of a zone change, the following findings must be made by the approving authority:

1. That the proposed change of zone is in conformance with the latest adopted general plan for the city; and

2. That the affected site is physically suited for the proposed zone change in terms of location, shape, size, and design;

3. That the proposed change of zone is substantially compatible with adjacent zoning, established land uses, and/or the planned development patterns in the vicinity, in terms of density, development standards, and character.

No impact would occur under this threshold.

c) The City of Hemet is a signatory to the Western Riverside MSHCP as referenced above. As discussed in Section IV, *Biological Resources*, no MSHCP species or habitats occur on-site. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a, b) The City of Hemet General Plan (2012) does not identify the project site as a mapped or designated Mineral Resource Zone (MRZ). The proposed project would not require excavation of mineral resources nor would construction result in the loss of availability of any known regional or local mineral resources. Therefore, **no impact** to mineral resources would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
noise ordinance, or applicable standards of other agencies?				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Nosie related impacts are addressed in the Noise Study prepared by Birdseye Planning Group and provided for reference as Appendix D.

Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (L_{dn}) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly L_{eq} over a 24-hour period. The L_{dn} is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the L_{dn}, except it also adds a 5-dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, May 2006). Based on the FTA's *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's 1992 *Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion; and therefore, have more stringent noise exposure standards than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of

development warrant close analysis in an effort to ensure that noise sensitive receptors are not substantially affected by noise.

Noise Standards

Federal Noise Policies. There are no federal noise requirements or regulations that apply directly to the City of Hemet. However, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. For example, the FHWA requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Each agency recommends thorough noise and vibration assessments through comprehensive guidelines for any highway, mass transit, or high-speed railroad projects that would pass by residential areas.

Federal Vibration Policies. The Federal Transit Administration (FTA) has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for non-engineered timber and mason buildings (e.g., residential units) is 0.2 in/sec PPV. The threshold of perception of vibration is 0.01 in/sec PPV (Federal Transit Administration, Office of Planning and the Environment, 2006).

State Noise Policies. Title 24, Section 3501 et. seq. of the California Code of Regulations codifies California Noise Insulation Standards. This code section uses the Community Noise Equivalency Level (CNEL) as its primary noise evaluation measurement. The CNEL measurement assesses noise variation during different times of the day for the purposes of averaging noise over a 24-hour period. Essentially, CNEL takes average sound levels at an observation point and adds a weighted penalty to those sounds that occur during the evening (+5 dBA) and nighttime hours (+10 dBA). An interior noise level of 45 dBA CNEL is often considered the desirable noise exposure level for single-family residential units. An exterior noise level of 65 dBA is generally considered an acceptable level for residential and other noise-sensitive land uses.

State Vibration Policies. There are no state standards for traffic-related vibrations. California Department of Transportation's (Caltrans) position is that highway traffic and construction vibrations generally pose no threat to buildings and structures. For continuous (or steady-state) vibrations; however, Caltrans considers the architectural damage risk level to be somewhere between 0.2 and 2.0 inches/second (California Department of Transportation, 2002).

City of Hemet Noise Ordinance.

Per the City of Hemet General Plan Public Safety Element Table 6.4, the maximum allowable exterior noise level at residences and school classrooms is 65 dBA (CNEL). The maximum interior noise level is 45 dBA (CNEL). As referenced, CNEL is a 24-hour average with decibel penalties for noise occurring during evening and nighttime hours. Noise levels described by Ldn and CNEL usually do not differ by more than 1 dB. Daytime Leq levels are louder than Ldn or CNEL levels; thus, if the Leq meets noise standards, the Ldn and CNEL are also met. Table 6.5 of the General Plan Public Safety Element addresses non-transportation noise sources. The hourly average between 7:00 a.m. and 10:00 p.m. must not exceed 60 dBA and between 10:00 p.m. and 7:00 a.m., noise levels must not exceed 45 dBA. The maximum noise level cannot exceed 75 dBA between 7:00 a.m. and 10:00 p.m. and 65 dBA between 10:00 p.m. and 7:00 a.m. Chapter 30, Article II, Section 30-32.1 (43) of the Hemet Municipal Code, prohibits construction from occurring outside the time limits established as conditions of the building permit. Construction noise occurring with those limits are not considered to have a significant or adverse noise impact.

a) **Construction Noise**. Temporary, construction-related noise would occur during construction of the proposed project. The noise levels associated with the operation of common construction equipment are shown in Table 5. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

Table 5
Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Maximum Sound Levels for Analysis (dBA at 50 feet)
Pile Driver 12,000 to 18,000 ft-lb/blow	81–96	93
Rock Drills	83–99	96
Jack Hammers	75–85	82
Pneumatic Tools	78–88	85
Pumps	74–84	80
Scrapers	83–91	87
Haul Trucks	83–94	88
Cranes	79-86	82
Portable Generators	71-87	80

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Maximum Sound Levels for Analysis (dBA at 50 feet)
Rollers	75-82	80
Dozers	77–90	85
Tractors	77–82	80
Front-End Loaders	77–90	86
Hydraulic Backhoe	81-90	86
Hydraulic Excavators	81–90	86
Graders	79–89	86
Air Compressors	76–89	86
Trucks	81–87	86
Trencher	73-80	80

Source: Bolt, Beranek & Newman, Noise Control for Buildings and Manufacturing Plants, 1987.
dBA = A-weighted decibels, ft-lb/blow = foot-pounds per blow

Construction of the proposed improvements may utilize, dozers, tractors, loaders, trucks and a variety of other types of equipment as individual phases of the construction process progress. Noise levels associated with the equipment commonly used will range from 80 to 88 dBA at 50 feet from the source. A doubling of sound energy yields an increase of three decibels, so multiple pieces of equipment operating together may cause relatively small but noticeable increases in noise levels above that associated with one piece of equipment. Assuming two pieces of construction equipment, each producing a noise level of 88 dBA, are operating at one time on the site, the worst-case combined noise level during the site preparation phase of construction is an estimated 91 dBA at a distance of 50 feet from the active construction area.

The nearest sensitive property are single family residences approximately 25 feet east of the property line. An existing 6-foot concrete block screening wall is located between the site and neighboring residences. Under existing conditions, traffic noise is the dominant noise source in the study area. Construction noise will be audible at neighboring residences. As referenced, Chapter 30, Article II, Section 30-32.1 (43) of the Hemet Municipal Code prohibits construction outside of the hours established as a condition of the building permit. October through May. Noise from construction occurring consistent with building permit conditions may be audible at neighboring receptors but are not considered to have a significant noise impact. With

implementation of Mitigation Measure NOI-1, noise impacts during construction of each phase would be **less than significant**.

> **Mitigation Measure NOI-1:** Restrict all construction activities to occur only within the time limits established as part of the building permit.

Operational Noise. Operation of the proposed project would generate noise associated with vehicle traffic. Other sources would include the car wash dryer blowers, drive thru window speakers and roof-top heating, ventilation and air conditioning (HVAC) systems operating on site. The site was designed to locate uses that would generate operational noise (i.e, carwash and drive thru restaurants) away from neighboring residences while using retail buildings as noise buffers. Potential impacts associated with these site-specific noise sources are described below.

To gather data on the general noise environment at the project site, two weekday morning 15-minute noise measurements were taken on September 14, 2016. Site 1 is located along Sanderson Avenue adjacent to and north of the Prince of Peace Pre-School. Site 2 is located along Menlo Avenue at the southeast corner of the site adjacent to existing single-family residences (Site 2). The measurements were taken using an ANSI Type II integrating sound level meter. The predominant noise source was traffic. The temperature during monitoring was 65 degrees Fahrenheit with no perceptible wind. The Leq during monitoring was 65.6 dBA at Site 1 and 60.0 dBA at Site 2.

Exterior. Traffic is the primary noise source that would be generated by the proposed project. Existing measured noise levels exceed the exterior residential standard (65 dBA) at the Prince of Peace Pre-School and residences abutting the east and west side of Sanderson Avenue south of Menlo Avenue. Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 65 dBA exterior standard referenced in the Hemet Municipal Code.

The roadway network adjacent to the project site (Sanderson Avenue and Menlo Avenue) was modeled using the Federal Highway Administration Traffic Noise Model (TNM) version 2.5 software (see Appendix A). The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. Traffic volumes for project calculations were obtained from the Traffic Impact Study prepared by Kunzman Associates, Inc. (June 2017) (Appendix E). Project trips were added to baseline conditions to determine whether the Leq at the following receivers would noticeably change or exceed 65 dBA as a result of project-related traffic:

1. Prince of Peace Pre-School near the northwest corner of Sanderson Avenue and Menlo Avenue;
2. Single-family residence abutting the southeast corner of the site;

3. Single-family residence abutting the center of the eastern site boundary
4. Mobile home residences located across Menlo Avenue south of the site mid-block;
5. Mobile home residences located near the southeast corner of Sanderson Avenue and Menlo Avenue; and
6. Single-family residences located at the southwest corner of Sanderson Avenue and Menlo Avenue.

The single-family residences east and southwest of the site are located behind 6-foot high concrete block screening walls which provides some sound attenuation from traffic noise. The mobile home park to the south is located south of a 4-foot high screening wall. The walls were considered as part of the traffic noise modeling. Existing noise levels are shown in Table 6. As shown, existing conditions exceed the 65 dBA Leq standard at 3 of the 6 receivers under baseline conditions.

Table 6
Modeled Noise Levels

Receptor	Existing Leq	Exceed Standard?	With Project Leq	dBA Change	Significant Impact
Site 1 – Prince of Peace Pre-School	66.5	Yes	66.9	+0.4	No
Site 2 – Residence at SE Corner of site	61.3	No	61.8	+0.5	No
Site 3 – Residence east of site	54.9	No	55.2	+0.5	No
Site 4 - Mobile homes mid-block	63.4	No	63.9	+0.4	No
Site 5 - Mobile homes at SE corner of Sanderson and Menlo	66.1	Yes	66.5	+0.4	No
Site 6 - Residences at SW corner of Sanderson and Menlo	66.3	Yes	66.6	+0.3	No

To calculate project-related noise effects, daily traffic volumes generated by the project were added to baseline traffic conditions. It was assumed project-related vehicles would be cars/light trucks. A project related noise impact would occur under conditions where the project causes a Leq exceeding the 65 dBA standard to noticeably increase (+3 dBA) or an Leq under the standard to exceed the standard. As shown in Table 5, traffic associated with the project would add less than one decibel to the existing Leq at all receivers. The project incorporates a 50-foot setback between Menlo Avenue and the mobile home park to the south. As noted, the 6-foot high wall on the east property boundary would remain and a 10-foot landscape buffer would be

installed as part of the project. These features would provide a visual buffer between the development site and neighboring residential areas. The proposed project would have no perceptible impact on sound levels at receivers in proximity to the site.

Interior Traffic Noise. California Energy Code Title 24 standards specify construction methods and materials that result in energy efficient structures and up to a 30 dBA reduction in exterior noise levels (assuming windows are closed). This includes operation of mechanical ventilation (e.g. heating and air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA. Assuming windows are closed, interior noise levels at the Prince of Peace Pre-School, the receiver with the highest exterior noise level, would be approximately 36.9 dBA CNEL which would be below the 45 dBA CNEL interior standard.

Not all neighboring sensitive properties have been constructed consistent with current Title 24 standards and that an interior decibel reduction may be less than the 30 dBA referenced above. The project will have no perceptible effect on exterior noise levels; thus, regardless of the insertion loss associated with the building structures, interior noise levels at neighboring single-family residences to the east and the mobile home park to the south would not be adversely affected by project related traffic.

In addition to traffic noise, on-site noise sources would include operation of the car wash, drive thru speakers and roof top heating, ventilation and air conditioning (HVAC) equipment. The following discussion addresses potential noise impacts associated with those uses.

Car Wash. The type of car wash to be used on-site has not been specified; however, for the purpose of this discussion, it is assumed to be an automated rollover (i.e., a car wash with brushes that roll over the vehicle during operation) car wash with a 45 horsepower dryer blower. Baseline noise data for a similar system indicated operation would generate 79 dBA at a distance of 30 feet (Illingsworth & Rodkin, Inc., 2014). The nearest residences are approximately 250 feet to the south across Menlo Avenue and the single-family residences located 350 feet east of the proposed car wash location. Sound levels from the car wash would attenuate to approximately 61 dBA at the mobile home park (Receivers 4 and 5). The modeled daytime Leq at these locations is 62.5 and 66.0 dBA, respectively. Car wash noise would be masked by traffic noise at these receivers.

Without factoring screening from the proposed Phase II buildings and the existing concrete block screening wall, car wash noise would attenuate from 79 dBA at 30 feet to approximately 58 dBA at the eastern property line. The daytime project Leq at Receiver 2 would be approximately 60.0 dBA. Noise from the car wash would attenuate to below the modeled Leq at the neighboring property line to the east. It is possible that noise from the car wash would be audible at the nearest receivers; however, considering existing noise levels, operation of the car wash would not cause an exceedance of City noise standards south of Menlo Avenue.

Implementation of Mitigation Measure NOI-2 would reduce noise from carwash operation to less than significant.

> **Mitigation Measure NOI-2:** To reduce project-related noise during evening and nighttime hours, limit car wash operation to daytime hours (7:00 a.m. to 7:00 p.m.).

Drive Thru Window Speakers. Speaker noise is a variable noise source and subject to change based on volume settings. The drive thru menu board and speaker closest to sensitive properties would be located on the southeast side of the site between the car wash (Phase I) and retail building (Phase II). Based on the location of the drive thru aisle, menu board/speaker noise is assumed to project south and east. The restaurant would be located approximately 250 feet north of Receiver 5 and 300 feet west of Receiver 2. Reference noise levels range from 58 to 65 dBA at 30 feet from the source (Illingsworth & Rodkin, 2010). Noise would attenuate to approximately 40 dBA at receivers to the south and east. Receivers to the east would experience added attenuation (approximately 10 dBA) from the retail building. Drive thru speaker noise would be an intermittent source with levels less than measured and modeled traffic noise. However, because traffic noise fluctuates throughout the day, speaker noise may be audible periodically at sensitive properties though speaker noise would attenuate to below baseline conditions at the nearest receiver and be less than the 60 dBA standard. Implementation of Mitigation Measure NOI-3 would reduce drive thru speaker noise.

> **Mitigation Measure NOI-3**: Operate drive thru speakers so that noise levels are inaudible beyond the immediate drive thru lane, order and pick up window.

HVAC Systems. The HVAC system proposed for use on the site has not been specified and noise levels vary depending on the size of the system. However, multiple HVAC systems will be installed on the roof-tops of restaurant/retail buildings located along the east side of the site. Reference noise levels for the project are based on noise measurements made at similar outdoor restaurant facilities. HVAC noise levels can be expected to range from 60 to 70 dBA at 5 feet from the roof top equipment and ventilation openings (Illingsworth & Rodkin, 2011). Assuming HVAC units are installed at the center of the roof top, or approximately 100 feet from the eastern property line (Receivers 2 and 3) and 250 feet from the receivers to the south (Receivers 4 and 5), a 70 dBA reference noise level would attenuate to 36 dBA at the southern receivers and 44 dBA at 100 feet and the property line. HVAC noise would be less than the 60 dBA criteria.

With mitigation, the project would not noticeably increase noise levels off-site over ambient conditions. A**less than significant** impact would occur under this threshold.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated.

Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Sanderson Avenue and Menlo Avenue are both designated truck routes and carry heavy truck traffic; however, there were no activities observed in the area that generate perceptible groundborne vibration.

Construction activity on the project site would be temporary and any vibration would likely not persist for long periods. Assuming vibration levels would be simlar to those associated with a large bulldozer, typical groundborne vibration levels would be 87 VdB at 25 feet, 81 VdB at 50 feet, and 75 VdB at 100 feet, based on the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (May 2006) as shown in Table 7.

Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, this type of construction activity is not expected. General construction associated with the project would be confined to the project site and consist of grading, excavations for the fuel tanks and building footings. It would be temporary in duration and occur consistent with CUP conditions. The closest single-family residence to the site is located approximately 25 feet to the east of the property line. Based on the information presented in Table 7, vibration levels could be approximately 87 VdB at the nearest receiver during construction assuming a bulldozer is the heaviest piece of equipment used during grading or site clearing.

Table 7
Typical Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. Vibration levels are projected to be under this threshold; thus, structural damage is not expected to occur as a result of construction activities associated with the proposed project.

Given the distance between the construction area and the residence, vibration levels could exceed the groundborne velocity threshold level of 72 VdB for residences and/or buildings where people sleep as discussed above. Maximum vibration levels could be 87 VdB at 50 feet from the source. Vibration levels are not expected to be higher than what is currently experienced with the operation of heavy trucks on Sanderson and Menlo Avenues.

As referenced, Chapter 30, Article II, Section 30-32.1(43) of the Hemet Municipal Code allows construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction occurring consistent with these provisions is exempt from regulation. Thus, vibration occurring during construction of each phase would be **less than significant**.

c) The existing noise environment at the project site consists primarily of traffic on Sanderson and Menlo Avenues. Post construction, the project would contribute similar noise sources to the existing ambient environment. As referenced above, the proposed project would increase traffic within the surrounding road network with the greatest concentration on Sanderson Avenue and Menlo Avenue at the project site. Average daily traffic associated with the project was added to existing average daily volumes to calculate the Leq for receivers in proximity to the project. Under existing conditions, the Leq exceeds the 65-dBA standard at three of the six receiver locations modeled. The addition of project traffic would have no perceptible effect on the Leq as described above.

With respect to on-site noise sources including the car wash, drive-thru speakers and HVAC equipment, operation of these uses would not exceed baseline noise conditions off-site or otherwise contribute to a permanent increase in the noise environment. With implementation of mitigation measures NOI-2 and NOI-3, impacts would be **less than significant**.

d) As referenced, construction noise would likely be audible at the neighboring residences. Chapter 30, Article II, Section 30-32.1(43) of the Hemet Municipal Code prohibits construction from occurring outside the time limits stipulated in the building permit. Construction occurring within these limits is not considered to be a nuisance or otherwise cause an adverse noise impact. Thus, noise impacts during construction of each phase would be **less than significant**.

e-f) The project site is located approximately 1.5 miles northeast of Hemet-Ryan Airport. There are no private airstrips in proximity to the site. The proposed project is located outside the Airport Influence Area and in Land Use Compatibility Zone E. No airport noise limits are associated with Zone E. While some overflights may occur and be audible, the proposed project is a commercial facility. Customers would not be adversely affected by aircraft noise. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. <u>POPULATION AND HOUSING</u> — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) The proposed project consists of a commercial fast food, car wash and fueling center. The proposed project would not require the removal of housing to accommodate improvements. The project would not induce population growth directly as a result of new development or indirectly through the extension of utility infrastructure to a currently unserved area. All improvements would occur on the project site and adjacent street. **No impact** related to population growth would result from project implementation.

b, c) The project site is vacant. Project implementation would not result in the removal of existing housing or the displacement of residents that would require the construction of replacement housing elsewhere. **No impact** would occur**.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☒	☐

a (i-v) The Hemet Fire Department provides fire and emergency medical services to the City of Hemet. Fire Station 3 is the nearest station to the project site. It is located at 4110 West Devonshire Avenue approximately ½ mile southwest of the site. The station was opened in 1994 after refurbishing the existing residential structure located on the site. One fire engine and crew are located at Station 3. As referenced in Section VIII, *Hazards and Hazardous Materials*, the project would be designed consistent with California Building Code 2013 edition, the National Fire Protection Association (NFPA) Code Section 30a requirements for fueling stations and on-site storage of flammable material such as gasoline and diesel and related state regulations governing the design and operation of fueling facilities. Like any development project, the project may increase demand for fire service; however, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the Hemet General Plan. Further, the project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure. The project would not require the construction of a new fire station to maintain service ratios.

Law enforcement services are provided by the City of Hemet Police Department. The Police Department operates from the headquarters building located at 450 East Latham Avenue approximately 2.5 miles southeast of the site. As of 2010, the Hemet Police Department had 91 sworn officers and a support staff of 36. There were also 68 part-time volunteers (Hemet General Plan EIR, 2012). The project could potentially increase demand for law enforcement services by increasing activity in the area. However, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the Hemet General Plan. The project would not require the construction of new or expanded Police Department facilities.

The nearest school operated by the Hemet Unified School District is Cawston Elementary School located at the northeast corner of Menlo Avenue and Cawston Avenue North approximately ½ mile east of the site. The Prince of Peace Pre-School is located on the northwest corner of Menlo Avenue and North Sanderson Avenue across the street and west of the project site. The project would not cause or contribute to population growth; thus, it would not affect demand for school services or require the construction of new schools.

The Hemet Public Library provides library services to city residents. The library is located at 300 East Latham Avenue in the City of Hemet. The project would not increase the population of Hemet or otherwise affect demand for library services. No new or expanded library services would be required.

Oltman Park is the nearest park to the project site. It is located along the east side of Cawston Avenue between West Fruitvale Avenue and Eaton Avenue approximately one-half mile northwest of the project site. The project would not increase the population of Hemet or otherwise affect demand for park facilities. The project would not remove park or recreational facilities that would require replacement elsewhere.

The project would not require the provision of new or physically altered governmental facilities to maintain acceptable levels of service. As noted, an increase in demand for fire and police services may occur. This would be **less than significant. No impact** would occur to school, recreation or other services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a-b) The project would be a retail, commercial fast food, car wash and convenience store/fueling center constructed on a vacant site. The project would not contribute to an increase in the Hemet population or otherwise affect demand for recreational resources. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure 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?	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. <u>TRANSPORTATION / TRAFFIC</u> -- Would the project:				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☐	☒

a-b) The information provided in this section is summarized from the Zanderson Plaza, Traffic Impact Assessment, prepared by Kunzman Associates, Inc., (June 2017) (Appendix E). Per the scoping agreement approved by City of Hement staff, the study area consists of the following intersections affecting the project site:

Sanderson Avenue at:

- Commonwealth Avenue;
- Eaton Avenue;

- Fruitvale Avenue;
- Project North Driveway;
- Project South Driveway;
- Menlo Avenue; and
- Devonshire Avenue;

Menlo Avenue at:

- Project East Driveway; and
- Kirby Street.

As required by the City of Hemet, the Traffic Impact Assessment analyzed traffic impacts associated with the proposed project in accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide. The definition of an intersection deficiency has been obtained from the City of Hemet General Plan, which states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E or F is considered deficient. All intersections in the study area operate at acceptable LOS under existing conditions (Kunzman Associates, 2017).

A project-related traffic impact is considered significant if the project causes an intersection to move from an acceptable Level of Service to an unacceptable Level of Service. If a significant impact occurs, mitigation is required to bring the intersection back to an acceptable Level of Service, or to no project conditions if the intersection is projected to operate an unacceptable Level of Service without the project.

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the type and square footage of land use. Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. The project site is projected to generate a total of approximately 5,971 daily vehicle trips, 395 of which will occur during the morning peak hour and 421 of which will occur during the evening peak hour. The daily and peak hour trips consider pass-by trips (those currently on the roadway system) and the internal trips captured by having multiple uses on the site. The potential benefits associated with transit were not considered in the traffic analysis.

To assess future traffic conditions, project traffic is combined with existing traffic, ambient growth, and other development. The opening year for analysis purposes in this report is 2017 for Phase I and 2020 for Phase II. To account for ambient growth on roadways, Opening Year traffic volumes were calculated based on a 2.0 percent annual growth rate of existing traffic volumes over a one year period for Phase I and over a four year period for Phase II. The 2.0 percent rate was recommended by the City of Hemet and is a conservative estimate. Proposed land uses anticipated to be in operation by 2020 were also considered in the traffic analysis. Morning and evening peak hour level of service for both Phase I and II are shown in Table 8 below.

Table 8
Morning and Evening Peak Hour Level of Service

Intersection	Existing Conditions		Existing Plus Project		Phase I 2017 No Project		Phase I 2017 With Project		Phase II 2020 No Project		Phase II 2020 With Project	
Sanderson Ave. at:	A.M,	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
-Commonwealth	C	D			C	D			D	E		
w/o Improvements	N/A	N/A	C	E			C	E			D	F
w/ Improvements	N/A	N/A	A	A			A	A			A	A
-Eaton	B	A	B	B	B	A	B	B	B	B	C	B
-Fruitvale	B	A	B	B	B	A	B	B	B	A	C	B
-North Driveway	N/A	N/A										
w/o Improvements	N/A	N/A	F	F							F	F
w/ Improvements	N/A	N/A	B	B			B	B			B	B
-South Driveway	N/A	N/A	B	B			B	B			C	C
-Menlo	B	B	C	C	B	B	C	B	C	B	C	C
-Devonshire	B	C	B	C	B	C	C	C	C	C	C	D
Menlo Ave. at:												
-East Driveway	N/A	N/A	B	B			B	B			B	C
-Kirby	C	C	C	C	C	C	C	C	D	D		
w/o Improvements	N/A	N/A									E	D
w/Improvements	N/A	N/A									D	C

Source: Traffic Impact Assessment, Kunzman Associates, 2017.

As shown, under existing plus project conditions, the only intersection that would not operate with an acceptable LOS during both the morning and evening peak hours is the North Project Driveway intersection with Sanderson Avenue. The North Driveway intersection with Sanderson Avenue would operate at LOS F conditions in 2017 and 2020 without improvements. The Sanderson Avenue/Commonwealth intersection currently operates at LOS D in the evening peak hour. This condition would operate at a LOS E for evening peak hour conditions under the "with-project" conditions in 2017 and deteriorate to LOS F in 2020 without improvements.

The Menlo Avenue/Kirby Street intersection would fail in 2020 during the morning peak hour with cumulative traffic and operation of Phase II.

Without improvements, these changes in intersection capacity would be considered a significant impact under CEQA thresholds. The following recommendations are provided in the Traffic Impact Assessment to reduce both Phase I and Phase II traffic impacts to less than significant:

> **Mitigation Measure TRA-1**: Contribute fair share (27%) to fund installation of a new traffic signal at the North Project Driveway/Sanderson Avenue intersection as part of the Phase I improvements.
>
> **Mitigation Measure TRA-2**: Construct the installation of a new traffic signal at the North Project Driveway/Sanderson Avenue intersection as part of the Phase II improvements. Based upon surrounding development at the time of implementation of

Phase II of the project, the developer may elect to prepare an updated traffic signal warrant analysis to determine fair share participation /reimbursement of the project and surrounding undeveloped properties.

Mitigation Measure TRA-3: Contribute fair share (8.3%) to fund installation of a new traffic signal at the Commonwealth/Sanderson Avenue intersection as part of Phase I improvements.

Mitigation Measure TRA-4: Contribute fair share (6.2%) to fund installation of a new traffic signal at the Commonwealth/Sanderson Avenue intersection as part of Phase II improvements.

Mitigation Measure TRA-5: Contribute fair share (16.3%) to create an additional westbound lane, create one shared through/left lane and create one through/right turn lane at the Menlo Avenue/Kirby Street intersection as part of Phase I improvements.

Mitigation Measure TRA-6: Contribute fair share (12.2%) to create an additional westbound lane, create one shared through/left lane and create one through/right turn lane at the Menlo Avenue/Kirby Street intersection as part of Phase I improvements.

Mitigation Measure TRA-7: The mitigation of the project's fair share contribution to all other cumulative, off-site traffic impacts, and regional traffic impacts, shall be satisfied by the payment of the City's Development Impact Fees and the WRCOG TUMF fees at the time of building permits for Phase 1 and Phase II.

The physical construction of project-related mitigation will be dependent on direction from the City of Hemet based on future traffic operations. The fair share funds that will cover the applicants portion of the improvement cost will be paid prior to construction of both Phase I and Phase II of the proposed project. The fair share percentage of the improvement costs would be paid by the applicant to the City of Hemet and held in a trust account to fund improvements to the Sanderson Avenue/North Project Driveway, Sanderson Avenue/Commonwealth and Menlo Avenue/Kirby Avenue intersections. All improvements are anticipated to occur within the existing street right-of-way. With implementation of mitigation measures TRA-1 through TRA-7, project-related impacts would be reduced to **less than significant.**

c) Hemet-Ryan Airport is located approximately 1.5 miles southwest of the project site. The proposed project would not change air traffic patterns, increase the number of flights, impose any additional safety risks for airport operations, or necessitate a change in location for the airfield. **No impact** would occur.

d) Road improvements would be limited to the construction of three points of ingress/egress on the project site. The site would be accessed from both Sanderson Avenue and Menlo Avenue. All construction would occur consistent with city standards. Project design would not increase hazards. **No impact** would occur.

e) The proposed project would not alter emergency access routes. The site is accessed via Sanderson Avenue and Menlo Avenue. The access driveways would provide access for customers and emergency service vehicles. No project activity would impair emergency access to the area. **No impact** would occur.

f) The project would be consistent with the current General Plan designation for the project site. No inconsistencies with General Plan Circulation Element policies would occur. The project was evaluated for options to reduce vehicle miles traveled (VMT) associated with operation. Because the proposed uses require on-site employees and serve a largely vehicle-dependent customer base, methods commonly employed to reduce VMT (i.e., employee trip reduction programs, transit subsidies, telecommuting, employee van pools and so forth), are not applicable. As referenced, the project would be served by transit which may reduce overall VMT. Mitigation measures would meet local Level of Service standards. **No impact** would occur under this threshold.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XVII. TRIBAL CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resource Code section 21074 as either a site, feature, place cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historic Places, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or	☐	☒	☐	☐
b. A resource determined by the	☐	☒	☐	☐

lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a) As part of the Phase I Cultural Resources Assessment methodology, L&L contacted the Native American Heritage Commission (NAHC) requesting a Sacred Lands File database search (SLS). The SLS was requested on August 24, 2016 and a response was received on August 25, 2016. The NAHC SLS failed to indicate the presence of Native American cultural resources in the immediate project area. Scoping letters were sent to the 18 Tribal contacts listed by the NAHC on September 14, 2016. As of the date the cultural resource assessment was prepared, one response had been received from the San Manuel Band of Mission Indians (SMBMI). In an email dated September 23, 2016, the Tribal representative indicated that Hemet is outside of the SMBMI ancestral territory. All coordination efforts are presented in Table 3 in Appendix E of the *Phase I Cultural Resources Assessment* (Appendix C). As referenced in Section V, Cultural Resources, on March 1, 2017, consultation letters were sent to five (5) tribes that requested notification under AB 52. The Soboba Band of Luiseno Indians responded requesting consultation and the implementation of mitigation measures to address potentially significant impacts associated with previously undiscovered resources that may be present on the site. Implementation of Mitigation Measures CR-1 through CR-2 would reduce potentially significant impacts associated with Tribal Cultural Resources to **less than significant.** No addition mitigation measures would be required.

b) The City of Hemet General Plan and EIR has not determined that significant Tribal Cultural Resources occur on the project site. However, no site specific cultural resources survey was implemented at the time the General Plan EIR was prepared. The *Phase I Cultural Resources Assessment* referenced above, did not identify the presence of significant resources on-site pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. However, as referenced, the Soboba Band of Luiseno Indians requested consultation and implementation of Mitigation Measures CR-1 to CR-2 to address significant resources that may be present on the site. With mitigation, impacts under this threshold would be **less than significant.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. <u>UTILITIES AND SERVICE SYSTEMS</u> -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

a-b, e) Wastewater would be conveyed to existing sewer lines located in Sanderson Avenue and Menlo Avenue and then to the EMWD's Hemet/San Jacinto Regional Water Reclamation Facility. This 255-acre facility is located at 770 North Sanderson Avenue in the western portion of the City of San Jacinto approximately 2 miles north of the project site. The plant performs primary, secondary, and tertiary treatment of wastewater, removing bacteria, viruses, and virtually all suspended solids. The facility's current capacity is 14 million gallons per day (mgd) and the ultimate planned expansion capacity is 27 mgd. The plant currently treats approximately 9 mgd.

The project would create additional demand on existing facilities; however, the wastewater would be domestic waste and treatment standards would be met as required per the current National Pollutant Discharge Elimination System permit (CAS 618033) issued by the Santa Ana Regional Water Quality Control Board to the Riverside County Flood Control and Conservation District and co-permittees which include the City of Hemet. A **less than significant** impact would occur.

c) As discussed in the project description and Section IX, *Hydrology and Water Quality*, all stormwater would be collected on-site and routed to underground stormwater chambers for treatment, temporary storage and infiltration. Potential environmental impacts caused by construction of the on-site collection and conveyance system are evaluated as part of the overall project. No impact in additional to those evaluated would occur. Impacts would be **less than significant**.

d) Potable water would be provided by the EMWD. An existing water line is located within Menlo Avenue and Sanderson Avenue. A water line lateral would be extended to the site within the existing road right-of-way. The project is consistent with the General Plan designation for the site as well as the City population projections used in the EMWD Urban Water Management Plan (approved June 2016). Per the 2016 UWMP, demand within EMWD through 2040 will be met through a combination of local supply development and ongoing water conservation. The project would minimize water demand by installing low flow fixtures, drought tolerant landscaping and use of a car wash system designed to capture, treat and reuse potable water. No new water entitlements would be necessary to serve the project. A **less than significant** impact would occur.

f) The proposed project would generate construction/demolition waste (CDW) as well as ongoing domestic waste from the commercial uses on-site. Solid waste generated by the proposed facility would likely be disposed of at the Lamb Canyon landfill. Prior to reaching the landfill, waste would likely be taken to a transfer station in Perris, CA for consolidation and transport to the sanitary landfill. The Project site is located approximately 9 miles south of the Lamb Canyon Landfill, a Riverside County regional municipal solid waste landfill. This facility is located at 16411 Lamb Canyon Road, Beaumont, California. The landfill is owned and operated by Riverside County Department of Waste Resources. The landfill property area consists of approximately 1,189 acres, including 580.5 acres total permitted area, of which 144.6

acres are permitted for solid waste disposal. The current permitted refuse disposal area includes approximately 74 acres of unlined area and approximately 70.6 acres of lined area. The landfill has a permitted capacity of 5,000 tons per day and has an estimated disposal capacity of 15.646 million tons. As of January 1, 2013, the facility had 7.616 tons of remaining disposal capacity. The disposal capacity is expected to last through the year 2021. During 2013, the Lamb Canyon Landfill accepted an average daily volume of 1,638 tons.

It is presumed that construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long term compliance goal of 70%. CDW associated with the proposed project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill.

Cal Recycle estimates that an average restaurant generates approximately 1 ton annually per seat. The three 5,000 square foot restaurants would have 240 seats and generate 240 tons annually or 0.65 tons (1,300 pounds daily). The 40,000 square feet of retail would generate approximately 2.10 pounds per square foot annually or 84,000 pounds. This would equate to approximately 230 pounds per day for retail use or a total of 1,530 pounds daily for the project. (Cascadia Consulting Group, 2006). Assuming 50% is recycled, a total of 765 pounds would go to the landfill. Assuming Lamb Canyon receives the waste, this would increase the total volumes going to landfill daily by less than 1 percent. A **less than significant impact** would occur under this threshold.

g) The applicant and project contractor will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989. **No impact** would occur under this threshold.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a	☐	☐	☒	☐

rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☒
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) The project would be constructed on an undeveloped site. Removal of ruderal vegetation species would be required in some areas prior to construction particularly along the eastern site boundary. There are no threatened, endangered or sensitive plant or animal species occurring on the site. The focused burrowing owl survey did not find any evidence of the species occurring on-site.

The project site has a low sensitivity to cultural or paleontological resources; however, implementation of Mitigation Measures CR-1 to CR-2 would avoid or minimize potentially significant impacts to previously undiscovered cultural resources. Impacts to these resources are determined to be **less than significant with mitigation incorporated**.

b) The proposed project would provide a new commercial development. Construction of the project would occur consistent with state and local regulations regarding the type of project proposed including the fueling center element. This would be consistent with the state's long-term environmental goals by providing new infrastructure consistent with applicable regulations. **No impact** would occur.

c) As presented in the discussion of environmental checklist Sections I through XVII, the project would have no impact, a less than significant impact, or a potentially significant impact unless

mitigation is incorporated with respect to all environmental issues. With mitigation measures, potentially significant cultural resources, greenhouse gas, noise, traffic and tribal cultural resources impacts would be reduced to **less than significant**. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues with mitigation incorporated.

d) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As presented in the environmental checklist discussions, the project would have no impact or a less than significant impact with respect to these environmental issues. Therefore, the project would have a **less than significant** impact on human beings.

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