2 EXECUTIVE SUMMARY

2.1 INTRODUCTION

This environmental impact report (EIR) evaluates the impacts of the *City of Hemet 2030 General Plan* (Draft General Plan).

The Draft General Plan includes an update to the current General Plan, last comprehensively updated in 1992, as well as additional chapters (also called "Elements") addressing issues not previously covered by the current General Plan. This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000–21178.1), the State CEQA Guidelines (14 California Code of Regulations, Title 14, Sections 1500–15387), and relevant court decisions.

As stated in Section 15123(a) of the State CEQA Guidelines, "[a]n EIR shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical." This executive summary of the EIR includes:

1. a summary description of the proposed project (i.e., the Draft General Plan);

2. a synopsis of environmental impacts and recommended mitigation measures (see Table 2-1 at the end of this chapter);

3. identification of the alternatives evaluated; and

4. a discussion of the areas of controversy associated with the Draft General Plan.

2.2 TYPE OF EIR

The Draft General Plan EIR is a program EIR, as described under the CEQA and the State CEQA Guidelines (California Code of Regulations (CCR), Title 14, Sections 15000 et seq. [14 CCR 15000 et seq.).

According to the State CEQA Guidelines (Section 15168[a]), a state or local agency should prepare a program EIR, rather than a project EIR, when the lead agency proposes the following:

- a series of related actions that are linked geographically;

- logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or

- individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.

A program EIR "may be prepared on a series of actions that can be characterized as one large project and are related...in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program" (State CEQA Guidelines Section 15168[a][3]). In this case, the program EIR will address the Draft General Plan, which is the proposed "project," as defined by CEQA. This program EIR considers a series of actions related to implementation of the Draft General Plan.

As a program EIR, this document focuses on the overall effect of the Draft General Plan. The analyses in this EIR do not examine the effects of site-specific projects that may occur pursuant to this program in the future. The nature of

general plans is such that many proposed policies are intended to be general, with details to be worked out during implementation. As a result, many of the impacts and mitigation measures in this EIR can be described only in general or qualitative terms. This EIR does, however, quantify impacts related to transportation, drainage, air quality, noise, and other topics, making reasonable assumptions as to the amount, type, and character of anticipated land use change.

2.3 PROJECT OBJECTIVES

An EIR must provide a statement of project objectives (CEQA Guidelines Section 15124). This statement of objectives is used to guide the environmental impact analysis and to evaluate alternatives to the Draft General Plan. The overarching purpose of the updated plan is to provide policy guidelines for future development and conservation in the planning area, and to adapt to issues that have emerged since the creation of the existing General Plan in 1992.

The project objectives are based primarily on the vision and guiding principles of the Draft General Plan. This vision was developed through public outreach and decision maker interaction, focusing on key themes that emerged during development of the General Plan. The objectives of the project for the purpose of CEQA are:

- Objective 1: Update the General Plan to accommodate population and employment through 2030 in a manner reflecting changing demographic shifts.
- Objective 2: Plan for a larger area which can accommodate new economic development and job-creating industries focused in walkable, mixed-use areas, as well as offering increased housing opportunities to meet diverse economic needs.
- Objective 3: Amend policies and the Land Use Map to reflect actual land use patterns, including preservation of existing single-family neighborhoods outside the downtown core and mixed-use areas.
- Objective 4: Provide expanded recreational opportunities, especially around Diamond Valley Lake.
- Objective 5: Provide for a balanced land use mix within the city and planning area that supports industrial and professional jobs.
- Objective 6: Accommodate growth that ensures long-term economic viability and promotes a high quality of life for residents.
- Objective 7: Reflect “state-of-the-art” planning practices that provide for reuse of existing areas, encourage infill development, enhance pedestrian activities, and conserve valuable water, air, and energy resources.
- Objective 8: Develop strategic measures to facilitate renovation of older areas of the City, including enhancement of established neighborhoods;
- Objective 9: Integrate new growth into the overall city fabric that complements, rather than competes with, existing land uses;
- Objective 10: Provide a multi-modal circulation system which effectively moves people throughout Hemet with minimal disruption to existing businesses and neighborhoods;

2.4 PROJECT CHARACTERISTICS

The General Plan is the City’s overarching policy and planning document. The General Plan indicates Hemet’s long-range objectives for physical development and conservation within the City. The General Plan provides decision makers, City staff, property owners, interested property developers and builders, and the public-at-large with the

City's policy direction for managing land use change. The General Plan is comprehensive in scope, addressing land use, transportation, housing, conservation of resources, economic development, public facilities and infrastructure, public safety, and open space, among many other subjects.

2.4.1 TOPICS DISCUSSED IN THE DRAFT GENERAL PLAN

California planning law requires cities and counties to prepare and adopt a "comprehensive, long-range general plan" to guide development (Government Code Section 65300). In order to successfully guide long-range development, the General Plan requires a complex set of analyses, comprehensive public outreach and input, and public policy for a vast range of topic areas. The General Plan has several basic functions, including (1) establishing and documenting the community's vision for the future; (2) decision making guide; and (3) meet state legal requirements.

State law specifies the content of general plans. Current law requires seven mandated elements:

- land use,
- circulation,
- housing,
- conservation,
- open space,
- noise, and
- safety.

The Draft General Plan is organized into ten elements: Land Use; Community Design; Circulation; Community Services and Infrastructure; Public Safety; Open Space and Conservation; Recreation and Trails; Historic Resources; Housing; and Arts and Culture. The ten elements address required general plan topics as specified by State law (Government Code Section 65302). However, the City has chosen to group topics differently than provided by state law, which is permitted by the California Government Code. Each element includes sections presenting goals, policies, and implementation programs. Goals are statements of the desired future, policies are a decision making guide for the City, and implementation programs are action programs that the City will undertake during the General Plan time horizon (present through 2030).

2.4.2 DEVELOPMENT CAPACITY ASSUMPTIONS

Implementation of the Draft General Plan would result in increased population, housing units, and commercial and industrial floor area within the planning area. Existing land use conditions represent on-the-ground uses, with some enhancements for vacant parcels based on interpretation of recent aerial photographs and site visits. This EIR uses the existing land use conditions in 2006 as a baseline from which to determine environmental impacts of the Draft General Plan and alternatives. The City finds that 2006 conditions are representative of conditions at the time of release of the Notice of Preparation (NOP) for this EIR.

Table 3-1 in Chapter 3, "Project Description" summarizes the development capacity assumptions analyzed in this EIR. The Draft General Plan would provide for 163,748 people, 68,354 housing units, and 59.652 million non-residential square feet in 2030. This represents an increase of approximately 68,364 people, 21,152 housing units, and 47.871 million non-residential square feet over 2006 baseline conditions.

2.5 ALTERNATIVES

Section 15126.6(a) of the State CEQA Guidelines requires EIRs to describe "… a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially

feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible.

Chapter 5 of this EIR, "Alternatives to the Proposed Project," provides a comparative analysis between the Draft General Plan and three alternatives. One of these alternatives, as required under CEQA, is a no project alternative (buildout of the 1992 General Plan). Alternatives analyzed include:

- **Alternative 1. No Project/Existing General Plan.** This alternative assumes that the Draft General Plan would not be implemented and that future development in the planning area would proceed as indicated in the existing 1992 General Plan.

- **Alternative 2. Reduced Mixed-Use Intensity.** This alternative would reduce the intensity of development in currently undeveloped portions of the planning area, including West Hemet. This alternative would also include construction of additional approach lanes at the intersections of Sanderson Avenue with Florida and Devonshire Avenues beyond the configuration in the Draft General Plan Circulation Element. An additional approach lane in each of the four approach directions would be added at each intersection.

- **Alternative 3. Reduced Intensity.** This alternative would reduce the intensity of development in currently undeveloped portions of the planning area, including West Hemet.

2.5.1 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the alternatives to the Draft General Plan, CEQA requires that an "environmentally superior" alternative be selected and that the reasons for such selection be disclosed. In general, the environmentally superior alternative is the alternative that would generate the fewest or least severe adverse impacts. If the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (State CEQA Guidelines Section 15126.6[e]).

For the purposes of this EIR, Alternative 2 is considered environmentally superior. This alternative would result in reductions to impacts in the greatest number of topic areas compared to the Draft General Plan, and would avoid significant and unavoidable traffic and transportation impacts related to level of service at two intersections (Sanderson Avenue at Devonshire and Florida Avenues).

2.5.2 ALTERNATIVES AND PROJECT OBJECTIVES

Although each alternative could fulfill most project objectives, no alternative fulfills all of the project objectives.

2.6 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Chapter 4 of this EIR evaluates the potential environmental impacts that would result from implementation of the Draft General Plan; identifies Draft General Plan policies and programs that would reduce, avoid, or mitigate potential environmental impacts; and sets forth mitigation measures where needed to avoid or reduce environmental impacts.

Chapter 6 evaluates potential cumulative impacts of the Draft General Plan. Table 2-1 (at the end of this chapter) lists each of environmental impact, then presents the level of significance of each impact before mitigation, mitigation measures for significant and potentially significant impacts, and the level of significance of each impact after mitigation. It also lists the significant cumulative effects to which the Draft General Plan would contribute. A discussion of significant and unavoidable impacts is provided in Chapter 6 of this EIR.

2.7 AREAS OF CONTROVERSY AND SUBSEQUENT ACTIONS REQUIRED

Section 15123 of the State CEQA Guidelines requires that a summary of an EIR identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Comment letters were received during the public comment period for the NOP. Appendix A of this EIR includes the notice of preparation and written comments received.

In general, areas of potential controversy known to the City include compliance with the Western Riverside Multi-Species Habitat Conservation Plan, analysis of airport land use compatibility with the Hemet-Ryan Airport, and air quality analysis methods. These issues were considered in the preparation of this EIR and, where appropriate, are addressed in the environmental impact analyses presented in Chapter 4.

The only discretionary action anticipated to be taken by the City is adoption of the Draft General Plan. However, subsequent projects under the Program EIR may include, but are not limited to, the following:

- Rezoning of properties for consistency with the General Plan Land Use Diagram;
- Amendments to the Zoning Ordinance to achieve consistency with General Plan (e.g., adoption of new zoning districts for mixed-use development);
- Adoption and implementation of a Climate Action Plan to implement General Plan goals and policies related to greenhouse gas emissions, and approval of subsequent projects found to be consistent with the Climate Action Plan and General Plan, pursuant to CEQA Guidelines Section 15183.5;
- Annexation of lands within the SOI and planning area and SOI Amendments;
- Approval of Specific Plans (would require additional CEQA review);
- Approval of development plans, including tentative maps, variances, conditional use permits, and other land use permits (would require additional CEQA review);
- Approval of development agreements (would require additional CEQA review);
- Approval of facility and service master plans and financing plans;
- Approval and funding of public improvements projects;
- Approval of resource management plans;
- Issuance of municipal bonds;
- Issuance of permits and other approvals necessary for implementation of the General Plan;
- Acquisition of property by purchase; and
- Issuance of permits and other approvals necessary for public and private development projects.

Various other federal, state, regional, and local plans and other laws will affect land use and development consistent with the Draft General Plan. In some cases, compliance with these plans and/or laws will provide additional reduction of the impacts of future land uses and development. In other cases, these plans and/or laws may preempt City jurisdiction, resulting in environmental impacts that may not occur in their absence. This EIR identifies applicable

laws, plans, regulations, and policies of other agencies that would have bearing on the implementation of the General Plan, where related to environmental issues.

2.8 AVAILABILITY OF THE DRAFT EIR FOR REVIEW AND COMMENT

Copies of the Draft General Plan and this Draft EIR are available through the City of Hemet Planning Department, and are also available to be reviewed at the Hemet Public Library at 300 East Latham Avenue. The City will circulate the document widely to public agencies, other public and private organizations, property owners, developers, and other interested individuals. Information on the General Plan and EIR is also available on the City's web site (<http://www.cityofhemet.org>).

Comments on the Draft EIR may be submitted in writing or via email to the Planning Department:

City of Hemet
Attn: Deanna Elliano, Director of Community Development
455 E. Florida Ave.
Hemet, CA 92543

E-mail to: <delliano@cityofhemet.org>

To keep the document succinct and useful as a decision-making tool, the State CEQA Guidelines charge that an EIR focus on a project's significant environmental impacts and not address every imaginable less-than-significant effect. Comments should be focused on the adequacy and completeness of the Draft EIR, or should address questions about the environmental consequences of project implementation. In this case, "adequacy" is defined as the thoroughness of the EIR in addressing significant environmental effects, identifying mitigation measures for those impacts, and supplying enough information for public officials to make decisions about the merits of the project.

After the close of the public review period, a Final EIR will be prepared, containing comments received by the City during the public review period and responses to those comments. This document will be made available to public agencies and the general public so those parties can review the Final EIR before the City certifies it as complete.

Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.1 Aesthetics			
4.1-1: Adverse Impacts on a Scenic Vista. Implementation of the Draft General Plan would result in new urban development that would permanently alter and block some views of scenic vistas within the planning area, including views of the San Gabriel Mountains, San Jacinto Mountains, and San Bernardino National Forest and Mountains, as well as views of hillsides and other topographic features. As a result of implementing General Plan policies and programs that reduce the loss of views, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.1-2: Degrade Existing Visual Character. Implementation of the Draft General Plan would result in new urban development that would substantially alter the current visual character present within and surrounding the planning area. As a result of implementing General Plan policies and programs, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.2 Agricultural Resources			
4.2-1: Loss of Farmland. Implementation of the Draft General Plan would result in the conversion of farmland to nonagricultural uses. Development of land uses consistent with the Land Use Plan could convert approximately 2,166 acres of Farmland in the planning area to urban uses. Future development within the planning area could indirectly result in the conversion of adjacent agricultural properties. This impact would be significant.	S	No mitigation is available beyond the policies and programs of the Draft General Plan.	SU

NI = No Impact LTS = Less than Significant S = Significant SU = Significant and Unavoidable

Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.2-2: **Conflict with Existing Agricultural Zoning or Williamson Act Contracts.** The City includes 1,837 acres of land zoned for agricultural use. There are 2,189 acres of land under Williamson Act contracts in the planning area. Implementation of the Draft General Plan would result in the designation of 1,778 acres of agricultural land for other uses, and the designation of 564 acres of Williamson Act contract land to non agricultural uses. With implementation of policies and programs of the Draft General Plan, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.3 Air Quality			
4.3-1: Compliance with SCAQMD Air Quality Management Plan. Implementation of the Draft General Plan would include the construction and operation of new commercial, industrial, and residential uses, resulting in new criteria air pollutant emissions in excess of established SCAQMD thresholds, impeding implementation of the AQMP. As a result, this impact is considered significant.	S	**Mitigation Measure 4.3-1a: Fugitive Dust Emissions.** The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites. ► Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM10, in accordance with SCAQMD Rule 403: ► Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers ► Wheel washers for construction equipment ► Watering down of all construction areas ► Limit speeds at construction sites to 15 miles per hour ► Cover aggregate or similar material during transportation of material ► Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.	SU

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Mitigation Measure 4.3-1b: Reduce ~~Exhaust~~ Emissions from Construction ~~Equipment~~. The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce ~~exhaust emissions from~~ construction ~~equipment~~ emissions: ► Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment. ► Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set). ► To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions. ► On-site equipment shall not be left idling when not ~~is~~ in use. ► The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited. ► Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors. ► Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NO_X and PM_{10} control equipment will be available. ► Provide temporary traffic controls such as a flag person during	

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		all phases of construction to maintain smooth traffic flow. ► Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. ► Reroute construction trucks away from congested streets or sensitive receptor areas. ► Appoint a construction relations officer to act as a community liaison concerning on-site construction activity, including resolution of issues related to PM_{10} generation. ► Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufactures' specifications. ► Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113. ► Construct or build with materials that do not require painting, or require the use of pre-painted construction materials where feasible. ► Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the City determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements. ► During project construction, all internal combustion engines or construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards or higher. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization for each applicable unit of equipment. ► Encourage construction contractors to apply for AQMD "SOON" funds. **Mitigation Measure 4.3-1c: Two-Stroke Engines.** The City shall distribute public information regarding the polluting impacts of two-stroke engines and the common types of machinery	

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		with two-stroke engines. **Mitigation Measure 4.3-1d: Implement the Air Quality Management Plan.** The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the proposed General Plan and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources. **Mitigation Measure 4.3-1e: Reduce Exposure of Sensitive Receptors.** The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution: ▸ Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors. ▸ Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible. Strategies shall be incorporated to reduce the idling time of diesel engines through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.	

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.3-2: Violation of an Air Quality Standard – Short Term. Implementation of the Draft General Plan would include the construction of new commercial, industrial, and residential uses, resulting in short-term construction air emissions in excess of SCAQMD thresholds. This impact would be significant.	S	**Implement Mitigation Measures 4.3-1a and 4.3-1b above.**	SU
4.3-3: Violation of an Air Quality Standard – Long Term. Implementation of the Draft General Plan would provide for new commercial, industrial, and residential uses and mobile sources, resulting in long-term air emissions in excess of SCAQMD thresholds. This impact would be significant.	S	**Implement Mitigation Measures 4.3-1c, 4.3-1d, and 4.3-1e above.**	SU
4.3-4: Impacts on Sensitive Receptors. Implementation of the Draft General Plan would potentially expose sensitive receptors to criteria air pollutants, toxic air contaminants, and carbon monoxide. This impact would be significant.	S	**Implement Mitigation Measures 4.3-1-a, 4.3-1b, 4.3-1c, 4.3-1d, and 4.3-1e above.** **Mitigation Measure 4.3-4a: Local Significance Thresholds and Dispersion Modeling** For new discretionary projects of 5 acres or less, The City shall require air quality analysis to use SCAQMD's Local Significance Threshold (LST) methodology to evaluate air quality impacts. For discretionary projects that are larger than 5 acres, the City shall require dispersion modeling to identify localized air quality impacts, potential for impacts on nearby sensitive receptors, and binding mitigation to avoid or reduce potentially significant impacts. **Mitigation Measure 4.3-4b: Avoid siting new sensitive receptors within buffers recommended by ARB. ~~500 feet of the SR-79 Expressway.~~** The City shall require disclosure of health risks for all other new sensitive uses proposed within distances recommended within the *Air Quality and Land Use Handbook* (ARB 2005) ~~500 feet of the SR-79 Expressway~~. To the extent feasible, the City shall prohibit the placement of new schools, parks, day care centers, adult day care facilities, community centers, and libraries within buffers recommended within the *Air Quality and Land Use Handbook* (ARB 2005) ~~500 feet of the SR-79 Expressway~~.	SU

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.3-54: Exposure to Odors. Implementation of the Draft General Plan would potentially expose sensitive receptors to odors. However, because odors would either result from agricultural activities where disclosure of potential odors is required, or would be temporary and disperse rapidly with distance from the source, odors would not result in frequent exposure of sensitive receptors to objectionable odors. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.4 Biological Resources			
4.4-1: Impacts to Special-Status Plant Species. Adoption and implementation of the Draft General Plan could result in the loss or degradation of existing populations or suitable habitat of special-status plant and wildlife species. However, implementation of Draft General Plan policies and programs would require identification, preservation, and avoidance of these resources, which would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.4-2: Impacts to Riparian Habitat or Sensitive Natural Communities. Adoption and implementation of the Draft General Plan could result in the loss or degradation of riparian habitat or other sensitive natural communities considered sensitive habitats under the California Environmental Quality Act (CEQA). However, implementation of Draft General Plan policies and programs would require the preservation of sensitive communities such as vernal pools and wetlands, which would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.4-3: Impacts to Federally-Protected Wetlands. Adoption and implementation of the Draft General Plan could result in the loss or degradation of federally-protected wetlands or vernal pools. However, implementation of Draft General Plan policies and programs would require the preservation of sensitive communities such as vernal pools and wetlands, which would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.4-4: Impacts to Movement of Wildlife. Adoption and implementation of the Draft General Plan could impede wildlife movement within the planning area. However, compliance with the MSHCP and implementation of Draft General Plan policies and programs would require the establishment of wildlife movement corridors and open space connections. The impact on wildlife movement would be less than significant.	LTS	No mitigation is required.	LTS
4.4-5: Conflicts with Local Policies or Ordinances. Implementation of the Draft General Plan would require the City to coordinate with Riverside County and other agencies to implement applicable plans for the protection of biological resources. In addition, implementation of the Draft General Plan would require that the City adopt a Tree Replacement Ordinance to protect important trees within the city. There would be a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.4-6: Conflicts with West Riverside County Multi-species Habitat Conservation Plan (MSHCP) or Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). Both the MSHCP and SKR HCP identify conservation areas within the planning area. Implementation of the Draft General Plan could result in development pressure on or around these conservation areas, but compliance with Draft General Plan policies and programs would reduce impacts. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.5 Cultural Resources			
4.5-1: Destruction of or Damage to Historical Resources. Numerous significant or potentially significant cultural resources have been identified in the planning area. These include historic structures recognized at the State and local level. However, Draft General Plan programs would ensure that potential historic features are assessed for their significance in advance of future development. Impacts to these resources that could affect potential historic significance could then be mitigated. Implementation of these programs would reduce this impact to a less-than-significant level.	LTS	No mitigation is required.	LTS
4.5-2: Destruction of or Damage to Archaeological Resources. Development associated with proposed land uses could affect buried archaeological resources. However, Draft General Plan policies and programs would ensure that the discovery of archaeological resources is considered during future development. Implementation of these policies and programs would reduce impacts to a less-than-significant level.	LTS	No mitigation is required.	LTS
4.5-3: Discovery of human remains. Hemet and the surrounding area are known to have been heavily used by Native American groups; in addition, the project area was settled by Spanish immigrants in the late-18th century. While some burial grounds (generally from the historic era) are known, it is possible that ground disturbing activities in the planning area could encounter prehistoric or historic human remains. This impact is considered less than significant.	LTS	No mitigation is required.	LTS

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.6 Geology, Soils, Mineral and Paleontological Resources			
4.6-1: Fault Rupture. Adoption and implementation of the Draft General Plan would result in future land uses in areas potentially subject to surface rupture during future earthquake events. However, implementation of Draft General Plan policies and programs requires compliance with existing state and local regulations, which would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.6-2: Exposure to Seismic Ground Shaking. Adoption and implementation of the Draft General Plan would result in future land uses in areas prone to strong seismic ground shaking. However, implementation of Draft General Plan policies and programs require compliance with existing state and local regulations and require structural assessments and mitigation to reduce the potential for substantial adverse effects due to exposure to seismic ground shaking. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.6-3: Soil Liquefaction and Ground Failure. Adoption and implementation of the Draft General Plan would result in future land uses in areas prone to soil liquefaction and ground failure. However, implementation of Draft General Plan policies and programs require compliance with existing state and local regulations, which would reduce the potential for substantial adverse effects due to exposure to soil liquefaction. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.6-4: Earthquake-induced Landslides. Adoption and implementation of the Draft General Plan would result in future land uses in areas susceptible to earthquake-induced landslides. However, implementation of Draft General Plan policies and programs require compliance with existing state and local regulations, which would reduce the potential for substantial adverse effects due to exposure to earthquake-induced landslides. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.6-5: Erosion Hazards. Adoption and implementation of the Draft General Plan would result in future land uses in areas susceptible to erosion. However, implementation of the Draft General Plan policies and programs and require compliance with existing state and local regulations, which would reduce the potential for substantial adverse effects due to erosion or soil loss. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.6-6: Soil Hazards. Adoption and implementation of the Draft General Plan would result in future land uses in areas susceptible to soil hazards, including landsliding, debris flows, expansive soils, and collapsible soils. However, implementation of Draft General Plan policies and programs require compliance with existing state and local regulations which would reduce the potential for substantial adverse effects due to exposure to soil hazards. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.6-7: Septic Suitability of Soils. Adoption and implementation of the Draft General Plan would generally result in the installation of public sewer collection systems. Where new individual septic systems are proposed, existing regulatory requirements for septic permits could not be met in areas with soil not suitable for septic systems. Therefore, no septic system could be installed in an area with unsuitable soils. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.6-8: Mineral Resources. Adoption and implementation of the	LTS	No mitigation is required.	LTS

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Draft General Plan could result in land use changes that would affect the availability of mineral resources. However, implementation of Draft General Plan policies and programs require compliance with existing regulations and protection of mineral resources for future use. These regulations, policies, and programs would reduce the potential for substantial adverse effects related to loss of mineral resources. This impact would be less than significant.			
4.6-9: Paleontological Resources. Ground disturbance associated with future land uses consistent with the Draft General Plan could result in the discovery of paleontological resources. However, implementation of Draft General Plan policies and programs would reduce the potential for substantial adverse effects related to loss these resources. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.7 Greenhouse Gas Emissions			
4.7-1: Generation of Construction-Related Greenhouse Gas Emissions. Future construction of land uses consistent with the Draft General Plan would result in increased generation of GHG emissions. Although Draft General Plan policies require large projects to reduce construction-related emissions, new construction throughout the planning area would contribute considerably to cumulative GHG emissions. Therefore, this impact would be considered significant.	S	**Mitigation Measure 4.7-1: Reduce Construction-based GHG Emissions** To further reduce construction GHG emissions, projects consistent with the Draft General Plan seeking discretionary approval from the City shall implement all feasible measures for reducing construction GHG emissions recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction. Prior to releasing bid requests to contractors for projects consistent with the Draft General Plan seeking discretionary approval from the City, the project applicant(s) shall obtain the most current list of GHG reduction measures recommended by the City and stipulate that these measures be implemented in the respective request for bid, as well as the subsequent construction contract. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction	SU

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		measures be inherent to the selection process. The City's recommended measures for reducing construction GHG emissions at the time of writing this EIR are listed below. This list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following: ► Improve fuel efficiency of construction equipment: • reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); • perform equipment maintenance (inspections, detect failures early, corrections); • train equipment operators in proper use of equipment; • use the proper size of equipment for the job; and • use equipment with new technologies (repowered engines, electric drive trains). ► Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ► Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. Emissions of oxides of nitrogen [NO_X] from the use of low carbon fuel must be reviewed and increases mitigated. Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010g). ► Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction workers. ► Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ► Recycle or salvage nonhazardous construction and demolition	

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		debris (goal of at least 75% by weight). ► Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials). ► Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ► Produce concrete on-site if determined to be less emissive than transporting ready mix. ► Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2010h) and EPA (EPA 2010f). ► Develop a plan to efficiently use water for adequate dust control. This may include the use of nonpotable water from a local source. The project applicant(s) for any particular discretionary project may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular discretionary project and/or at that point in time.	

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.7-2: Increases in Greenhouse Gas Emissions From New Development. Future land uses consistent with the Draft General Plan would allow for up to 21,152 net new dwelling units and up to 47,871 million net new non-residential square feet within the planning area. These uses would result in increased generation of GHGs, which would contribute considerably to cumulative GHG emissions, would exceed plan-level significance thresholds currently being considered by SCAQMD, and may conflict with the ARB Climate Change Scoping Plan. Although adherence to state regulations, Draft General Plan policies and programs and future preparation of a Climate Action Plan (CAP) would reduce both communitywide emissions and net new emissions resulting from the Draft General Plan. However, due to uncertainty regarding the degree of Draft General Plan and future CAP implementation, this impact is considered significant.	S	**Mitigation Measure 4.7-2: Early Actions to Reduce Land Use-based GHG Emissions** Implementation Program OS-P-34 requires the City to develop and adopt a CAP. The CAP will contain GHG emission reduction policies and measures to achieve communitywide GHG reductions to 6.6 MT CO2e/SP/yr by 2020 and 4.9 MT CO2e/SP/yr by 2030. The City intends to design the CAP to function as a Plan for the Reduction of GHG Emissions, as defined in the State CEQA Guidelines (Section 15183.5). Until a CAP is adopted and b~~B~~efore granting approvals for development projects that are: 1) subject to a Specific Plan, or 2) considered projects of statewide, regional, or areawide significance (as defined by the CEQA Guidelines) ~~and any corresponding development agreements~~, ("covered development projects"), the City shall take the steps set forth below: (a) City staff shall~~:(1)~~ formulate proposed measures necessary for the project that demonstrate the ability to meet any applicable GHG reduction targets adopted by ARB or SCAQMD at the time of application. These measures may include but are not limited to the following; (1) assess the project's VMT and formulate proposed measures that would reduce the project's VMT; (2) assess the transit needs of the project and identify the project's proposed fair share of the cost of meeting such needs; (3) assess the project's estimated energy consumption, and identify proposed measures to ensure that the project conserves energy and uses energy efficiently; (4) formulate proposed measures to ensure that City services and infrastructure are in place or will be in place prior to the issuance of new entitlements for the project or will be available at the time of development; and	SU

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		(5) formulate proposed measures to ensure that the project is configured to allow the entire development to be internally accessible by alternative modes of transportation. (b) In conjunction with the public hearing on the project, t~~T~~he City Council shall review and consider the studies and recommendations of City staff required by paragraph (a) and conduct at least one public hearing thereon prior to approval of the proposed project (though this hearing may be folded into the hearing on the merits of the project itself). (c) The City Council shall consider the feasibility of imposing conditions of approval, including mitigation measures pursuant to CEQA, based on the studies and recommendations of City staff prepared pursuant to paragraph (a) for each covered development project. (d) The City Council shall consider including in any development approvals, or development agreements, that the City grants or enters into during the time the City is developing the CAP, a requirement that all such approvals and development agreements shall be subject to ordinances and enactments adopted after the effective date of any approvals of such projects or corresponding development agreements, where such ordinances and enactments are directed by the CAP. (e) The City shall complete the process described in paragraphs (a) through (d) above (hereinafter, "Climate Impact Study Process") prior to the first discretionary approval for a covered development project.	
4.7-3: Impacts of Anticipated Climate Change Effects on the Planning Area. GHG emissions are expected to result in a variety of effects on the planning area, including reduced hydroelectric energy production, increased energy demand, and decreased water supply.	No significance conclusion offered	No mitigation required	No significance conclusion offered

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.8 Hazards and Hazardous Materials			
4.8-1: Routine Transport, Use, or Disposal of Hazardous Materials. Adoption and implementation of the Draft General Plan would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in exposure of such materials to the public through either routine use or accidental release. Compliance with and enforcement of existing regulations, supported by implementation of Draft General Plan policies and programs, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.8-2: Emission or Handling of Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School. Adoption and implementation of the Draft General Plan could result in development of uses that would emit or handle hazardous waste in proximity to new or existing school. Compliance with existing regulations would result in a less-than-significant impact related to emission or the handling of hazardous materials near schools.	LTS	No mitigation is required.	LTS
4.8-3: Public Health Hazards from Development on a Known Hazardous Materials Site Compiled Pursuant to Government Code Section 65962.5. Several sites within the planning area are identified on the Cortese List as known hazardous materials sites. Adoption and implementation of the Draft General Plan could expose construction workers to hazardous materials from these sites, and hazardous materials could create an environmental or health hazard if left in place. However, compliance with existing regulations supported by implementation of Draft General Plan policies and programs would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.8-4: Safety Hazard for People Working or Residing within Two Miles of an Airport. Adoption and implementation of the Draft General Plan would result in an increase in people working or residing within two miles of the Hemet-Ryan Airport, which could result in a safety hazard. Implementation of Draft General Plan policies and programs and existing regulations would result in a less than significant impact.	LTS	No mitigation is required.	LTS
4.8-5: Interference with an Adopted Emergency-Response Plan. Adoption and implementation of the Draft General Plan would create additional traffic and future land uses requiring evacuation in case of an emergency. Implementation of Draft General Plan policies and programs would ensure conformance with countywide emergency-response programs and continued cooperation with emergency-response service providers. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.8-6: Expose People or Structures to a Significant Risk of Loss, Injury or Death involving Wildland Fires. Adoption and implementation of the Draft General Plan would increase population located in proximity to wildlands and VHFHSZs, which would increase the risk from potential wildland fires. Implementation of Draft General Plan policies and programs would reduce the potential for exposure of people or structures to wildland fires. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.9 Hydrology and Water Quality			
4.9-1: Degrade Water Quality. Adoption and implementation of the Draft General Plan would result in future land uses that would create additional discharges of pollutants to receiving water bodies from nonpoint sources. Such pollutants would result in adverse changes to the water quality of local water bodies. However, with adoption and implementation of Draft General Plan policies and programs and enforcement of current land use, stormwater, grading, and erosion control regulations, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.9-2: Stormwater Drainage Systems and Patterns. Adoption and implementation of the Draft General Plan would increase the amount of impervious surface within the planning area, thereby increasing the total volume and peak discharge rate of stormwater runoff. This could alter local drainage patterns, increasing watershed flow rates above the natural background level (i.e., peak flow rates). Increased peak flow rates may exceed drainage system capacities, exacerbate erosion in overland flow and drainage swales and creeks, and result in downstream sedimentation. Sedimentation, in turn, could increase the rate of deposition in natural receiving waters and reduce conveyance capacities, resulting in an increased risk of flooding. Erosion of upstream areas and related downstream sedimentation typically leads to adverse changes to water quality and hydrology. However, adoption and implementation of Draft General Plan policies and programs and enforcement of current grading, erosion, and flood control regulations would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS

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Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.9-3: Groundwater Recharge or Depletion of Groundwater Supplies. Adoption and implementation of the Draft General Plan would result in additional impervious surfaces and corresponding loss of groundwater recharge areas. Resulting reductions in groundwater recharge in the groundwater basins underlying the planning area could affect groundwater levels and the yield of hydrologically connected wells. However, with implementation of Draft General Plan policies and programs, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.9-4: Flood, Dam Inundation, and Seiche Hazards. Adoption and implementation of the Draft General Plan could place residential or commercial structures in areas subject to flood hazards, including floodplains, areas subject to dam inundation, and areas potentially affected by seiche, thereby exposing people and structures to hazards. However, implementation of Draft General Plan policies and programs and enforcement of existing flood control regulations would reduce this impact to a less-than-significant level.	LTS	No mitigation is required.	LTS
4.10 Land Use, Population, and Housing			
4.10-1: Divide an Established Community. Adoption and implementation of the Draft General Plan would result in future land uses, roadways, and infrastructure; however new development and redevelopment within the planning area would not physically divide an established community. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.10-2: Conflicts with Land Use Plans, Policies, or Regulations. Adoption and implementation of the Draft General Plan would be consistent with local and regional land use plans, policies, and regulations and no conflicts with land use plans, policies, or regulations would occur due to future development pursuant to the Draft General Plan. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.10-3: Displace Existing People or Housing. Adoption and implementation of the Draft General Plan would result in new land uses, roadways, and infrastructure; however new development and redevelopment within the planning area would not physically divide an established community. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.11 Noise			
4.11-1: Expose Noise Sensitive Receptors to Construction Noise Levels. Short-term construction source noise levels could exceed City standards at nearby noise-sensitive receptors. In addition, if construction were to occur during noise-sensitive hours, construction noise could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels affecting sensitive receptors. However, implementation of the Hemet Municipal Code and Draft General Plan policies would exempt construction noise during working hours, protect noise sensitive uses, and require evaluation and mitigation of noise conflicts as a condition of future project approvals. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.11-2: Transportation Noise Levels. Long-term traffic noise levels would exceed standards and create a substantial permanent increase in ambient noise levels at existing and proposed noise-sensitive receptors. Future land uses consistent with the Draft General Plan would create new vehicle trips that would increase existing noise levels substantially (+3 dBA) above ambient noise levels affecting sensitive receptors. This impact would be significant.	S	No mitigation is available beyond the policies and programs of the Draft General Plan.	SU
4.11-3: Expose Noise Sensitive Receptors to Stationary and Area-Source Noise Levels. Future land uses consistent with the Draft General Plan would result in the siting of new noise sources near sensitive receptors, and would likely increase the number of noise-sensitive receptors in the planning area. However, implementation of the Hemet Municipal Code and Draft General Plan policies and programs would require design features in new construction to reduce noise levels. As a result, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.11-4: Aircraft Noise. Construction of new residential land uses or other sensitive receptors within airport overflight areas and noise contours could result in increased exposure to aircraft noise compared to existing conditions However, implementation of the Draft General Plan would not expose new or existing noise sensitive land uses to elevated aircraft noise levels. This impact is less than significant.	LTS	No mitigation is required.	LTS

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Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.11-5: Vibration Levels. Short-term project-generated construction source vibration levels could exceed Caltrans' recommended standard of 0.2 in/sec peak particle velocity (PPV) with respect to the prevention of structural damage for normal buildings and the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) with respect to human response for residential uses (i.e., annoyance) at vibration-sensitive land uses. Implementation of the Draft General Plan would not expose sensitive receptors to unacceptable levels of vibration related to the BNSF line or light industrial activities. However, short-term construction has the potential to expose sensitive receptors to unacceptable levels of vibration. This impact would be significant.	S	**Mitigation Measure 4.11-5: Construction-Induced Vibration.** Where necessary to reduce potentially significant impacts, the City shall implement or require implementation of the following construction measures through contract provisions and/or conditions of approval as appropriate: ► Utilize alternative installation methods where possible (e.g., pile cushioning, jetting, pre-drilling, cast-in-place systems, resonance-free vibratory pile drivers) for pile driving required within a 50-foot radius of historic structures. Specifically, geo-pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to pile driving to reduce the number and amplitude of impacts required for seating the pile. ► Record, in the form of a preconstruction survey, the preexisting condition of all buildings within a 50-foot radius and of historic buildings within the immediate vicinity of proposed construction activities. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition. ► Conduct vibration monitoring prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures. ► Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the City Building Department.	LTS
4.12 Public Services and Facilities			

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Table 2-1
Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.12-1: Demand for Additional Fire Protection Facilities. Implementation of the Draft General Plan would result in an increase in population in the planning area and would increase demand for fire protection services, which would result in the need for additional and/or expanded fire protection facilities. However, implementation of Draft General Plan policies and programs would ensure that new fire services facilities are funded and constructed to serve new development. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.12-2: Demand for Additional Police Protection Facilities. Implementation of the Draft General Plan would result in an increase in population in the planning area and would increase demand for police protection services, which would result in the need for additional and/or expanded police protection facilities. However, implementation of Draft General Plan policies and programs would ensure that police facilities and services would be funded and constructed as-needed to serve new development. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.12-3: Demand for Additional School Facilities. Implementation of the Draft General Plan would result in an increase in population and the number of school-aged children in the planning area, which would result in the need for additional and/or expanded school facilities. However, payment of school impact fees would offset the cost of constructing new schools. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.12-4: Demand for Additional Park Facilities. Implementation of the Draft General Plan would result in an increase in population in the planning area, which would increase demand for parks and recreation services, resulting in the need for additional and/or expanded parks and recreation facilities. However, Draft General Plan policies and programs would require construction of new facilities, collection of in-lieu fees to fund new parkland construction, and ongoing parkland maintenance to prevent deterioration. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
4.12-5: Demand for Library Facilities. Implementation of the Draft General Plan would result in an increase in population in the planning area, and would increase demand for library services, potentially resulting in the need for new or expanded library facilities. However, implementation of Draft General Plan policies would offset the need for additional library services that would be triggered by new growth. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.13 Traffic and Transportation			
4.13-1: Peak Hour Intersection Level of Service. Implementation of the Draft General Plan would result in two intersections operating at unacceptable LOS E or LOS F in 2030. This impact would be significant.	S	No mitigation is available beyond the policies and programs of the Draft General Plan.	SU
4.13-2: Air Traffic Patterns. Implementation of the Draft General Plan would not affect air traffic patterns, and compliance with existing airport land use regulations would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS

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Summary of Project Impacts and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.13-3: Design Hazards. Implementation of the Draft General Plan would include construction of new roadways consistent with the City's existing safety standards. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.13-4: Emergency Access. Future land uses consistent with the Draft General Plan would result in additional congestion at intersections throughout the planning area, which may affect emergency access. However, implementation of Draft General Plan policies and programs would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.13-5: Non-Motorized Transportation and Transit. Implementation of the Draft General Plan would increase the use of alternative transportation modes, including pedestrian, bicycle, transit, and neighborhood electric vehicle (NEV) trips and provide for additional non-motorized transportation and transit facilities. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.13-6: Rail Hazards. Future land uses consistent with the Draft General Plan would increase the volumes of both vehicular and pedestrian traffic crossing the BNSF rail right-of-way. However, implementation of Draft General Plan policies and programs and compliance with existing regulations would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
4.14 Public Services and Energy Efficiency			
4.14-1: New or Expanded Wastewater Treatment and Conveyance Facilities. Future land uses consistent with the Draft General Plan would increase demand for wastewater collection, conveyance, and treatment facilities. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.14-2: New Water Facilities. Implementation of the Draft General Plan would result in population growth that would increase potable water demand, requiring construction of new water supply and distribution facilities. Construction of these facilities could potentially result in adverse impacts on the physical environment. However, Draft General Plan policies and programs are designed to reduce impacts associated with construction of new water facilities, which would occur within the development footprint envisioned within the Draft General Plan. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.14-3: Require the Construction of New or Expanded Stormwater Drainage Facilities. The City would need to provide new and expanded stormwater drainage facilities to accommodate future land uses consistent with the Draft General Plan. Construction of such facilities could result in significant adverse environmental affects. However, Draft General Plan policies and programs would minimize the physical environmental impacts that could result from construction of stormwater drainage improvements, which would occur within the development footprint envisioned within the Draft General Plan. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.14-4: Sufficient Available Water Supply. Additional water supplies would be needed to meet demand that would be created by future land uses consistent with the Draft General Plan. Implementation of Draft General Plan policies would result in water conservation and a requirement for new development to provide proof of adequate water supply. Furthermore, the City is taking action to improve groundwater recharge and supply. Nevertheless, uncertainty surrounds future water supply to the planning area and southern California as a whole. This impact would be significant.	S	No mitigation is available beyond the policies and programs of the Draft General Plan.	SU

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Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
4.14-5: Increased Demand for Landfill Capacity to Accommodate Solid Waste Disposal Needs and Compliance with Solid Waste Regulations. Implementation of the Draft General Plan would allow for future land uses which would result in an increase in the amount of solid waste sent to landfills. However, compliance with Draft General Plan policies and programs would result in a less than significant impact.	LTS	No mitigation is required.	LTS
4.14-6: Increased Demand for Other Utility Services. Implementation of the Draft General Plan would increase local demand for electricity, natural gas, and telecommunication services. The extension of these utilities to currently unserved portions of the planning area could result in the need for new or expanded facilities. Construction of new or expanded facilities could result in adverse impacts on the physical environment. However, required improvements would occur within existing rights-of-way and already disturbed areas within the development footprint envisioned within the Draft General Plan. This impact would be less than significant.	LTS	No mitigation is required.	LTS
4.14-7: Increase Demand for and Consumption of Energy. Future land uses consistent with the Draft General Plan would increase the demand and consumption of energy. However, Draft General Plan policies and programs would promote efficient use of energy. This impact would be less than significant.	LTS	No mitigation is required.	LTS

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