



# NEWLAND KIRBY PROJECT

## Addendum to the Hemet General Plan

### 2030 EIR

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# 1 INTRODUCTION

## 1.1 PURPOSE AND SCOPE

This Addendum to the City of Hemet General Plan 2030 Final Environmental Impact Report (Final EIR) (SCH # 2010061088) previously certified by the City of Hemet in 2012 serves as the environmental review for the proposed Newland Kirby Project (proposed Project). The Addendum consists of the Final EIR in conjunction with a Checklist pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 documenting the necessary findings for an Addendum. The Project under scrutiny in Addendum proposes development of a site consistent with the approved uses in the City of Hemet General Plan and zoning designations, and within the assumptions that were evaluated in the Final EIR.

The City of Hemet General Plan 2030 was adopted on January 24, 2012, and the Final EIR was certified by the City of Hemet on January 12, 2012. The General Plan consists of the following ten elements: Land Use; Community Design; Circulation; Community Services and Infrastructure; Public Safety; Open Space and Conservation; Recreation and Trails; Historic Resources; Art and Culture; and Housing. The General Plan establishes the fundamental policy framework to guide decisions related to land use and development, public services and facilities, public safety, resource management, recreation, culture, and the overall health and quality of life in the community. It also presents a vision for the City's future, and embodies goals, policies, and strategies.

Development pursuant to the City of Hemet General Plan 2030 is subject to mitigation measures identified in the Final EIR and subject to requirements of the City's Municipal Code. Pursuant to Public Resources Code Section 21167.2, the Final EIR is conclusively presumed to be valid with regard to its use for later activities unless any of the circumstances requiring supplemental review exist.<sup>1</sup>

The proposed Project would include development of a one-story 850,640 square foot (SF) warehouse building on a 41.86-acre site. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways. The Project site has a General Plan land use and zoning designation of Business Park (B-P). The General Plan states that areas designated as B-P allow for single and multitenant light industrial, flex office, and office uses such as corporate and general business offices, medical uses, research and development, e-commerce, and light manufacturing at a maximum FAR of 0.60.

The Final EIR evaluated Business Park (B-P) uses on the site. The Final EIR identified potential impacts from buildout of the Hemet General Plan 2030 and included mitigation measures for development projects.

The Final EIR assumed that up to 1,094,102 SF of Business Park (B-P) uses would be developed across the 41.86-acre site for maximum buildout pursuant to the General Plan. The proposed Project would result in development of 243,462 fewer SF than the total that was assumed for development for the site and modeled under the Hemet General Plan. The proposed Project is consistent with, and less intense than, the type of development analyzed for the site as part of the Final EIR, as detailed within the following evaluation.

This environmental Checklist, as modified herein, provides the basis for an Addendum to the previously certified Final EIR and serves as the appropriate level of environmental review of the proposed Project, as required pursuant to the provisions of the CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines. This Checklist confirms the Project is within the scope of the General Plan analyzed in the Final EIR as provided in State CEQA Guideline Section 15162 and the Addendum augments the analysis in the Final EIR as provided in State CEQA Guidelines Sections 15162 and 15164. The Checklist

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<sup>1</sup> See Pub. Resources Code, § 21167.2; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1130 (“[a]fter certification, the interests of finality are favored”); *Santa Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal. App. 4th 689, 705-706.)

also provides the basis for the City's determination that no supplemental or subsequent EIR is required to evaluate the proposed Project. Environmental analysis and mitigation measures from the Final EIR have been incorporated into this Addendum, and applicability of each has been described. In cases where mitigation measures from the Final EIR have been satisfied by studies prepared for Addendum, it is noted.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City, as the Lead Agency, is charged with the responsibility of deciding whether or not to approve the proposed Project. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from construction and operation of the proposed Project. The analysis in this document discusses the impacts identified within the Final EIR for buildout of the site and compares them with the impacts that would result from implementation of the proposed Project. This Addendum compares the impacts of constructing and operating the proposed Project to impacts identified in the Final EIR, which evaluated the buildout of the site pursuant to the General Plan and the zoning designation standards.

## 1.2 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, the City's review of the Checklist and Addendum will determine if approval of the requested discretionary actions and subsequent development could cause a change in the conclusions of the certified Final EIR and disclose any change in circumstances or new information of substantial importance that would substantially change the conclusions of the Final EIR. This environmental Checklist and Addendum provide the City with information to document potential impacts of the proposed Project.

Pursuant to Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
  - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
  - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for

preparation of a subsequent EIR have occurred.” The following describes the requirements of an Addendum as defined in Section 15164 of the CEQA Guidelines:

- 1) The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred.
- 2) An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a Subsequent EIR or Negative Declaration have occurred.
- 3) An Addendum need not be circulated for public review but can be included in or attached to the Final EIR
- 4) The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.
- 5) A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

In reviewing this Checklist and Addendum, the question before the City decisionmakers is not whether the Final EIR complies with CEQA, but only whether one of the events triggering the need for subsequent environmental review has occurred. (*A Local & Regional Monitor v. City of Los Angeles* (1993) 12 Cal.App.4th 1773; *Committee for Green Foothills v. Santa Clara County Board of Supervisors* (2010) 48 Cal.4th 32.)

This Checklist and Addendum and the technical studies in support of the analysis review the proposed Project and any changes to the existing conditions that have occurred since the Final EIR was certified.. It further examines whether, as a result of any changes or any new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of the Public Resources Code and Section 15162 of the State CEQA Guidelines and their applicability to the proposed Project. This Checklist and Addendum relies on use of the Environmental Analysis provided herein, which addresses environmental issues on a section-by-section basis and provides a comparison to the findings in the Final EIR. On the basis of the findings of the certified Final EIR, the provisions of the State CEQA Guidelines, and the findings below, the City as the Lead Agency determined that, as documented in this Checklist and Addendum to the previously certified Final EIR, no supplemental or subsequent EIR is required to review the proposed Project.

- 1) The City of Hemet’s Final EIR anticipated development of the Project site with Business Park (BP) land uses pursuant to the Project site’s General Plan land use designation. The Project Applicant proposes to construct and operate a 850,640 SF warehouse building which would include approximately 831,348 SF of warehouse space and 19,292 SF of office space. The B-P zoning district allows for single and multi-tenant light industrial, flex office, and office uses. Warehouses over 400,000 square feet are permitted with approval of a conditional use permit. As demonstrated in Section 4.0 below, the proposed Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts as compared to what was evaluated and disclosed in the certified Final EIR. Thus, there are no substantial changes proposed by the Project that would require major revisions to the certified Final EIR due to environmental effects or a substantial increase in the severity of previously identified significant effects. See CEQA Guidelines Section 15162(a)(1).
- 2) Subsequent to the certification of the Final EIR, no substantial changes have occurred to the Project site. The Project site remains vacant and areas surrounding the Project site are vacant to the north and west and developed with uses consistent at the time of certification of the Final EIR. Furthermore, as demonstrated in the accompanying Environmental Checklist Form and its associated analyses in Section 4 below, the proposed Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts as compared to what was evaluated and disclosed in the Final EIR. Thus, there are no changes to the

circumstances under which the Project would be undertaken that would require major revisions to the certified Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. See CEQA Guidelines Section 15162(a)(2).

- 3) As demonstrated in the Environmental Checklist in Section 4.0 below, no new information of substantial importance has become available which was not known at the time the Final EIR was prepared and that would result in new or more severe effects to the environment or result in a determination that significant effects previously examined will be substantially more severe than shown in the Final EIR. See CEQA Guidelines Section 15162(a)(3)(A) and 15162(a)(3)(B).
- 4) As demonstrated in the Environmental Checklist and its associated analyses (refer to Section 4.0, respectively), subsequent to the certification of the Final EIR, no new information of substantial importance has become available that would indicate that mitigation measures or alternatives previously found not to be feasible would in fact be feasible to reduce one or more significant effects identified by the Final EIR. See CEQA Guidelines Section 15162(a)(3)(C).
- 5) As detailed in Section 4.0 and throughout the Addendum, the impacts of the proposed Project would be similar to or reduced in comparison to what was disclosed by the Final EIR. There are no new mitigation measures or alternatives which are considerably different from those analyzed in the Final EIR that would substantially reduce one or more significant effects on the environment as identified by the Final EIR. See CEQA Guidelines Section 15162(a)(3)(D).

### 1.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION

As directed by CEQA, this Checklist and Addendum relies on the environmental analysis in the Final EIR. A summary of the previous environmental documentation and how it relates to the Newland Kirby Project is provided below.

The Final EIR evaluated buildout of the City pursuant to the plan's overall composition of land use designation and zoning. For the Project site, the Final EIR analyzed construction and operation of Business Park (B-P) over 41.86 acres at maximum buildout. The Business Park (B-P) designation allows for maximum development at a FAR of 0.60. As such, the Final EIR assumes development of 1,094,102 SF of business park uses over the 41.86-acre Project site. The Final EIR identified that buildout pursuant to the General Plan would have significant and unavoidable environmental effects related to agricultural resources, air quality, greenhouse gas emissions, noise, transportation, and water supply.

The Final EIR also identified six environmental impact areas for which impacts would be significant and unavoidable: water supply, transportation levels of service, noise, greenhouse gas emissions, and air quality. Mitigation measures were required to reduce potential environmental impacts to a less than significant level for vibration.

In addition, the Sanderson Square Specific Plan Environmental Impact Report (SCH # 2006101071) evaluated build out of the approximately 45-acre Sanderson Square Specific Plan, which borders the proposed Project site to the west. The Sanderson Square Specific Plan EIR evaluated the construction and use of Whittier Avenue and Olympia Way by passenger vehicles and trucks. The Sanderson Square Specific Plan EIR also evaluated the collection of offsite stormwater flows from the Project site through construction and use of a 36-inch storm drain in Whittier Avenue and a 24-inch to 36-inch storm drain in Olympia Way, as outlined in Section 4.1.3 of the Sanderson Square Specific Plan (LSA 2007).

This Addendum incorporates by reference the previously certified Final EIR, the Sanderson Square Specific Plan Environmental Impact Report, and the recently prepared technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. The information within in this Addendum is based on the following technical studies and/or planning documents:

- The City of Hemet General Plan 2030 Environmental Impact Report (<https://www.hemetca.gov/444/Final-Environmental-Impact-Report>)
- The City of Hemet General Plan 2030 (<https://www.hemetca.gov/534/Final-General-Plan-2030>)
- Technical studies, personal communications, and web sites listed in Section 7, *References*

In addition to the websites listed above, all documents are available for review at the Hemet Community Development Department, Planning Division, located at 445 E Florida Avenue, Hemet, CA 92543.

## 2 ENVIRONMENTAL SETTING

### 2.1 PROJECT LOCATION

The proposed Project is located southwest of the intersection of Kirby Street and Acacia Avenue, just north of the Salt Creek Channel in the City of Hemet, California. The Project site is identified by Assessor's Parcel Number (APN) 456-030-020. A portion of the Project site is located within Section 17, Township 5 South, Range 1 West of the Hemet United States Geological Survey (USGS) 7.5-minute topographic quadrangle. Regional access to the Project site is provided by Interstate 74 (I-74). Local access to the site is via Kirby Street and Acacia Avenue. The existing Project site and surrounding area are shown in Figure 1, *Regional Location* and Figure 2, *Local Vicinity*.

### 2.2 EXISTING CONDITIONS OF THE PROJECT SITE

The 41.86-acre Project site encompasses one parcel with the APN 456-030-020. The Project site is currently vacant and covered by grasses and non-native weeds. The Project site was historically used for agricultural purposes. The Project site's existing conditions are shown in Figure 3, *Aerial View* and Figure 4, *Site Photos*.

### 2.3 EXISTING LAND USE AND ZONING DESIGNATION OF THE PROJECT SITE

The Project site has a General Plan Land Use and zoning designation of Business Park. Areas designated BP are intended to provide an employment base for the City of Hemet and are to be developed as "clean" industries that do not create nuisances due to levels of noise, odor, air emissions, vibrations, waste, or substantial heavy truck traffic at a maximum FAR of 0.60. The B-P zoning district allows for single and multi-tenant light industrial, flex office, and office uses. Warehouses over 400,000 square feet are permitted with approval of a conditional use permit within this designation.

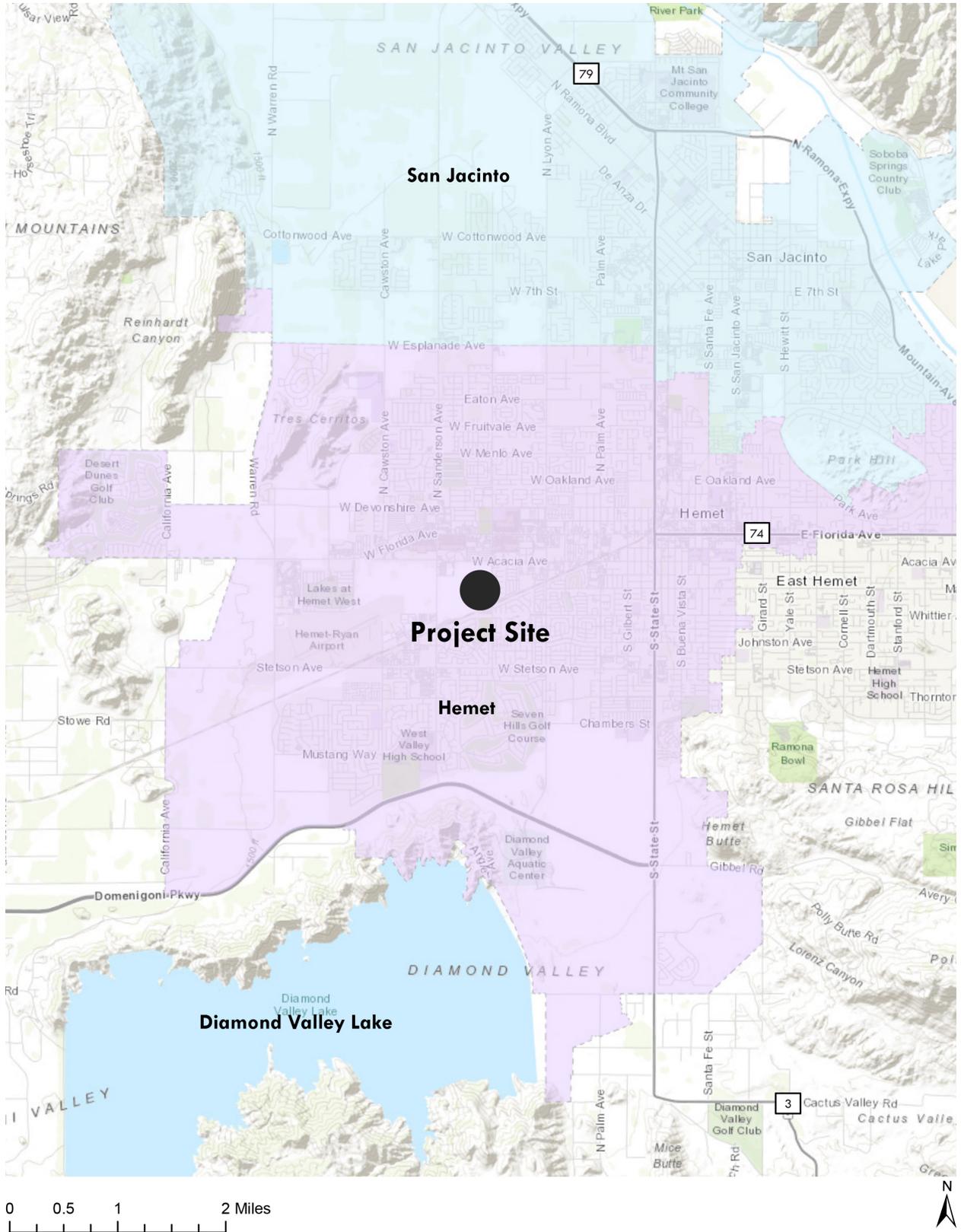
### 2.4 SURROUNDING LAND USES, GENERAL PLAN, AND ZONING DESIGNATIONS

The surrounding land uses along with the General Plan Land Use and zoning designations are described in Table 1, below.

**Table 1: Surrounding Existing Land Use and Zoning Designations**

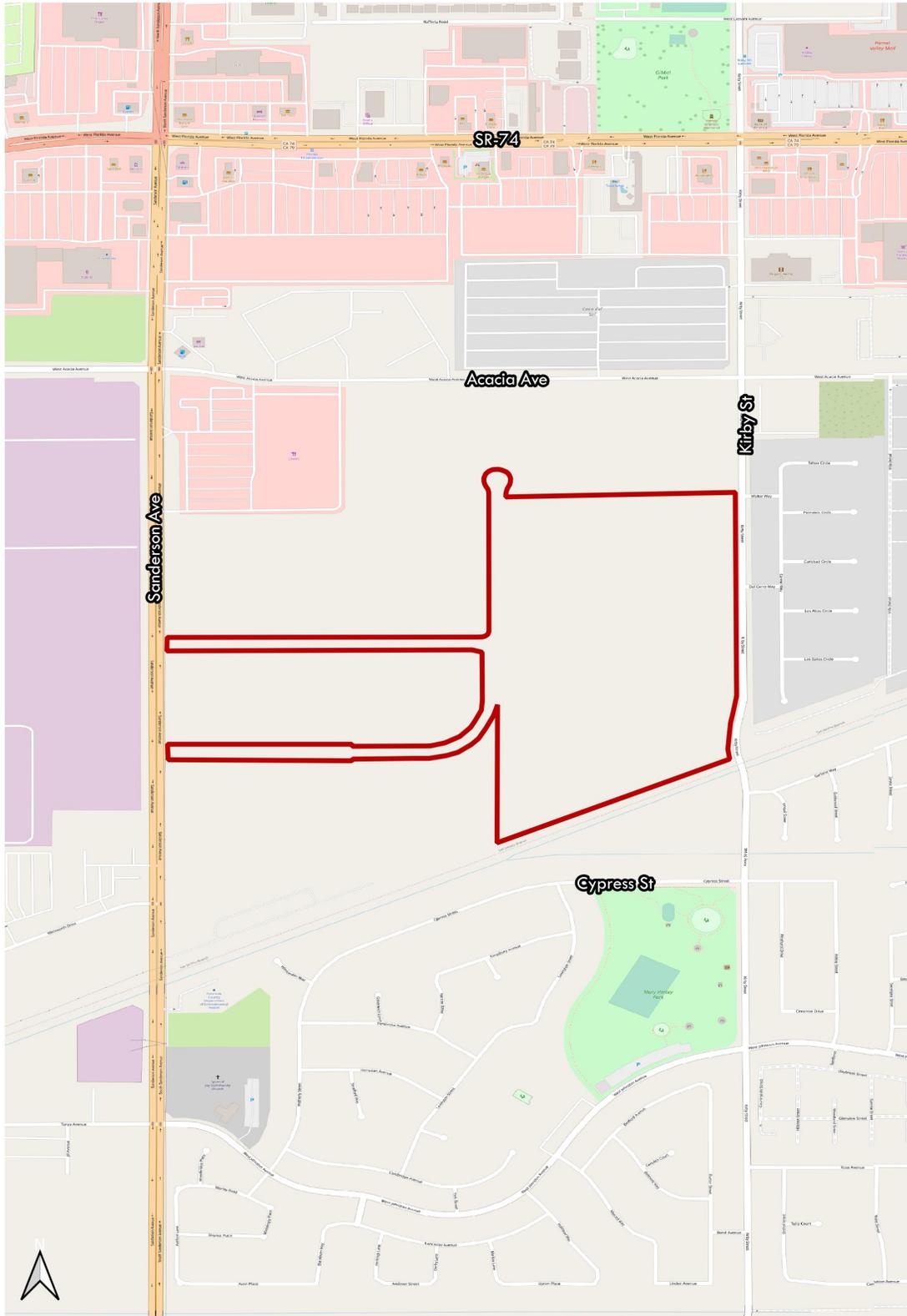
Location	Existing Use	Land Use Designation	Zoning Designation
North	Vacant and undeveloped land	Business Park (BP)	B-P (Business Park)
East	Residential uses	Low Density Residential (LDR) and Low Medium Density Residential (LMDR)	R-1-6 (Single Family Residential) and R-2 (Low Density Multiple Family Residential)
South	RV Storage facility and low density residential	Community Commercial (CC) and Low Density Residential (LDR)	Planned Community Development (PCD) 79-93 and Terra Linda Specific Plan (SP 79-91)
West	Vacant land	Business Park (BP)	C-1 (Neighborhood Commercial) with Acacia Sanderson Overlay and Sanderson Square Specific Plan (SP 05-3)

# Regional Location



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# Local Vicinity



 Project Site

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# Aerial View



 Project Site

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## Existing Site Photos



View of the northeast corner of the site from Kirby St.



Southeast corner of the site from Kirby St.

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## 3 PROJECT DESCRIPTION

### 3.1 PROJECT OVERVIEW

The proposed Project would include development of a one-story 850,640 SF warehouse building on a 41.86-acre site. Additional improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways.

### 3.2 PROJECT FEATURES

#### **Building Summary & Architecture**

The proposed warehouse building would be single-story and approximately 55 feet tall, and include office space, loading docks, and associated vehicle and truck trailer parking spaces. The 850,640 SF warehouse building would include approximately 831,348 SF of warehouse space and 19,292 SF of office space. The proposed building would result in a FAR of 0.47. Figure 5, *Conceptual Site Plan*, illustrates the proposed site plan.

As shown on Table 3-1, the Final EIR analyzed development of 1,094,102 SF of Business Park (BP) uses on the Project site. The Project proposes to construct 243,462 fewer square feet than what was planned for in the Hemet General Plan and evaluated in the Final EIR.

**Table 3-1: Comparison of General Plan Buildout Assumption in the Final EIR and Proposed Project**

Feature	General Plan	Proposed Project	Difference
Floor Area Ratio	0.60	0.47	-0.13
Buildout Square footage	1,094,102 SF	850,640 SF	-243,462 SF
Maximum Building Height	55 feet	55 feet	-

As shown in Figure 6, *Elevations*, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The Project would include a 26-foot landscape setback and a 118-foot building setback along Kirby Street. Landscaping would be provided along Kirby Street as well as the north, southern, and western property lines in order to screen buildings and loading docks.

#### **Parking & Loading Dock Summary**

Truck loading docks would be located along the east and west sides of the building. The building would include 132 dock-high doors and 4 grade level doors. The proposed Project would also provide 163 trailer parking stalls located along the east and west boundaries of the Project site. Additionally, the Project would provide 955 vehicle parking spaces (inclusive of 19 accessible spaces) which would be located along the north and south sides of the proposed warehouse.

#### **Access & Circulation**

The proposed Project would be accessible via a 30-foot and 40-foot driveway along Kirby Street which would provide interim passenger vehicle and truck access until construction of Whittier Avenue or Olympia Way is completed. Interim truck access would be via the northern driveway along Kirby Street. The proposed Project would include two future driveways from Whittier Avenue on the west side of the proposed Project site. Both future driveways would provide long-term truck access.

**Interim Truck Route**

Prior to construction of Whittier Avenue or Olympia Way, Project truck access would be provided via the northern driveway on Kirby Street, as shown on Figure 7, *Interim Truck Route*. The interim truck route would follow Kirby Avenue to State Route 74.

**Ultimate Truck Route**

After construction of Whittier Avenue or Olympia Way, Project truck access would be limited to the driveways along Whittier Avenue, as shown on Figure 8, *Ultimate Truck Route*. The ultimate truck route would follow Sanderson Avenue to State Route 74.

**Landscaping & Fencing**

The proposed Project includes approximately 199,495 SF of ornamental landscaping that would cover approximately 11 percent of the site, as shown in Figure 9, *Proposed Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, various shrubs, and ground covers to screen the proposed building, infiltration/detention basin, and parking and loading areas from off-site viewpoints. The proposed landscaping extends around the perimeter of the Project site and in between the parking areas. Sliding gates are proposed at the south entrances of the internal truck courts. The truck courts would also be gated from Kirby Street and future Whittier Avenue. The Project would include construction of a 14-foot-high wall along Kirby Street, requiring approval of a variance.

**Infrastructure Improvements***Street Improvements*

The proposed Project would dedicate a 44-foot-wide dedication to Kirby Street along the eastern property line and a 38-foot-wide dedication to Whittier Avenue along the western property line. The proposed Project would be conditioned to eventually construct Whittier Avenue to its half-width or Olympia Way to its half-width if the Whittier Avenue right-of-way is not dedicated by adjacent property owners.

*Water*

The proposed Project would install new onsite potable water lines that would connect to the existing 8-inch domestic water line in Kirby Street. Additionally, the proposed Project would install onsite fire water lines to connect to the existing 8-inch water line in Kirby Street.

*Sewer*

The proposed Project would install new onsite sewer lines that would connect to the existing 6-inch sewer line in Kirby Street.

*Drainage*

The proposed Project would install new storm drain lines throughout the site. The Project site's runoff would be collected by catch basins and conveyed to the underground infiltration system. Proposed underground stormwater chambers would be located on the western side of the site, beneath proposed truck trailer parking. Curbs and gutters would be installed around the perimeter of the Project site. The Project would also install a new storm drain line in either Olympia Way or Whittier Avenue to collect overflow from the proposed onsite stormwater chambers. The proposed storm drain line would connect to either a City catch basin and storm drain in Sanderson Avenue or the existing 6-foot-wide Riverside County Flood Control District storm drain in Sanderson Avenue. Either overflow storm drain alternative would serve the Project site in the interim condition prior to the construction of the Whittier Avenue right-of-way.

**3.3 CONSTRUCTION**

Construction activities for the proposed Project would occur over one phase and include site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to result in a total export of 13,700 cubic yards (CY). Construction is expected to begin in October 2023 and occur

over 12 months and would occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Saturday construction shall be permitted between the hours of 7:00 a.m. and 6:00 p.m. Sunday construction shall be prohibited (Hemet Municipal Code Section 14.41).

### 3.4 OPERATIONAL CHARACTERISTICS

The proposed Project would be a single-tenant, freestanding distribution building. The proposed Project is anticipated to employ approximately 550 people. Hours of operation are assumed to be 24 hours, 7 days a week. Typical operational characteristics included employees traveling to and from the site, delivery of materials and supplies to the site and truck loading and unloading.

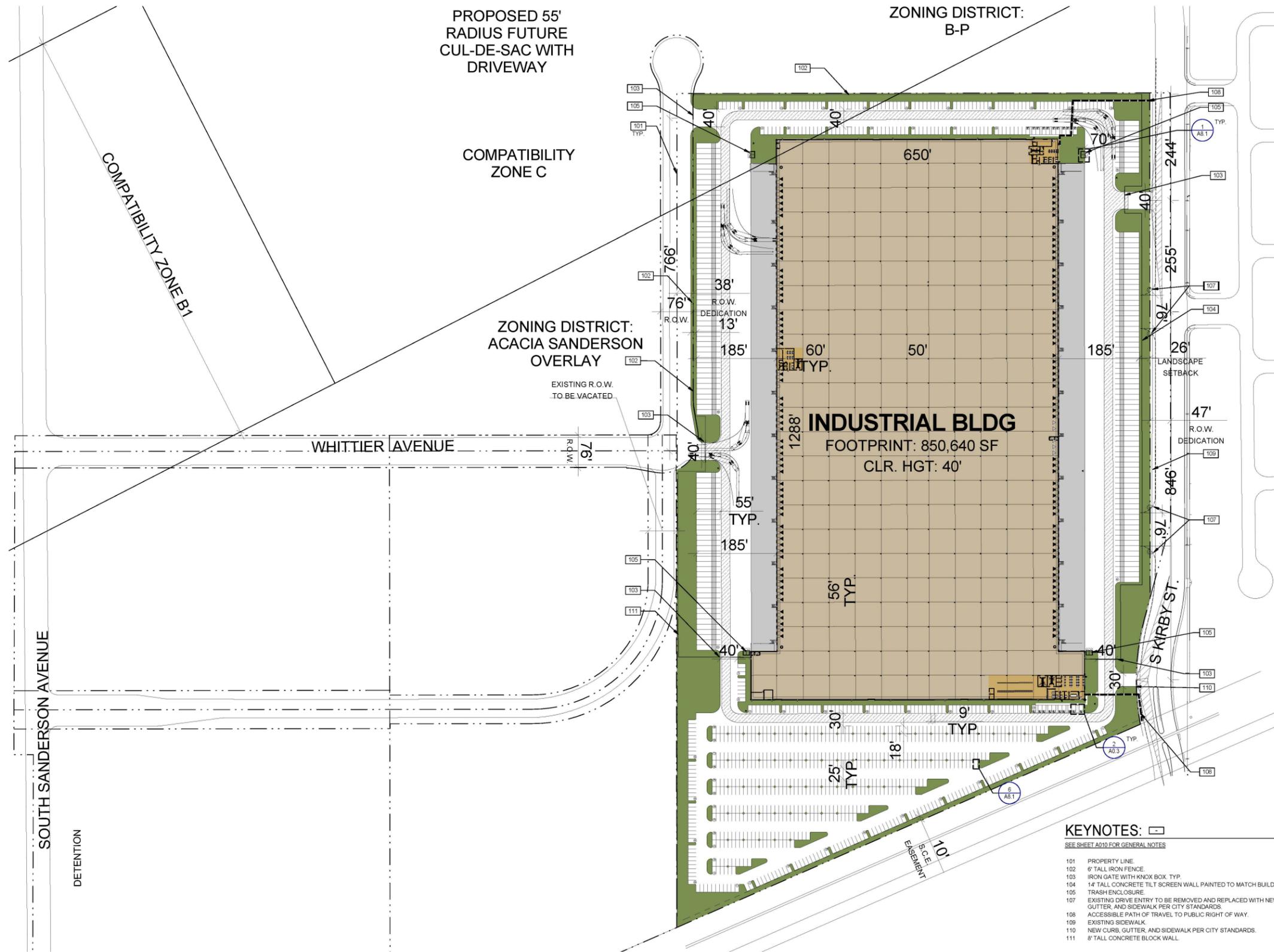
### 3.5 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approvals, permits, and studies anticipated to be necessary for implementation of the proposed Project include, but not necessarily limited to, the following:

#### **City of Hemet**

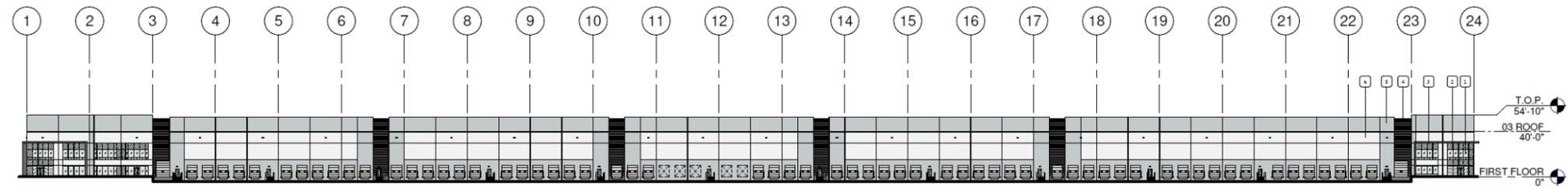
- Site Development Review
- Conditional Use Permit
- Variance
- General Plan Amendment to vacate Whittier Avenue
- Approval of CEQA document

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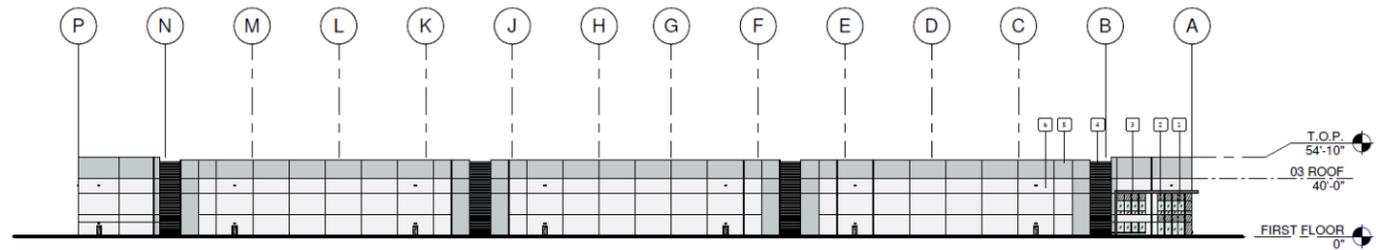


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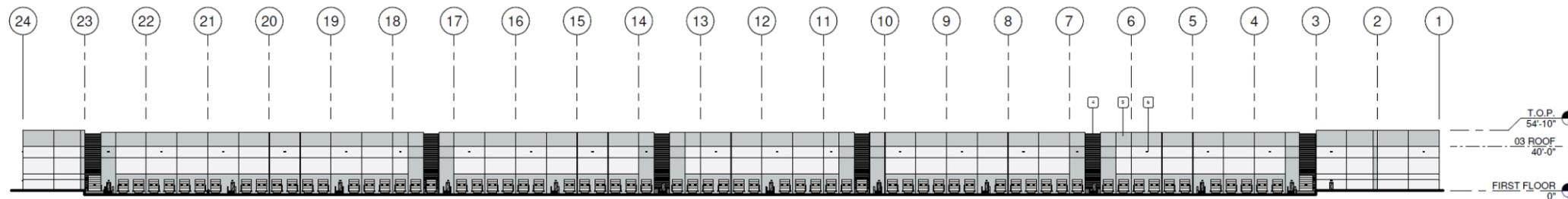
# Elevations



**EAST EXTERIOR ELEVATION** ①  
SCALE: 1" = 50'-0"



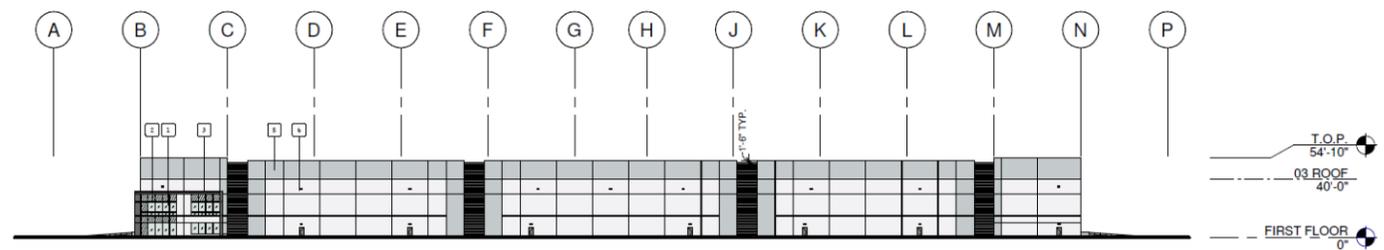
**SOUTH EXTERIOR ELEVATION** ②  
SCALE: 1" = 50'-0"



**WEST EXTERIOR ELEVATION** ③  
SCALE: 1" = 50'-0"

## LEGEND

- COLORS:**  
PROVIDE 8'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.
- 6 BASE COLOR: SW 7006 - EXTRA WHITE
  - 5 SECONDARY COLOR: SW 9688 - MODERN LAVENDER
  - 4 ACCENT COLOR: SW 7067 - CITYSCAPE
  - 3 CANOPY: ALUCOBOND BRUSHED CARBON
  - 2 STOREFRONT: ARCADIA STOREFRONT MULLIONS CLEAR
  - 1 STOREFRONT: VITRO SOLARGRAY + SOLARBAN 60

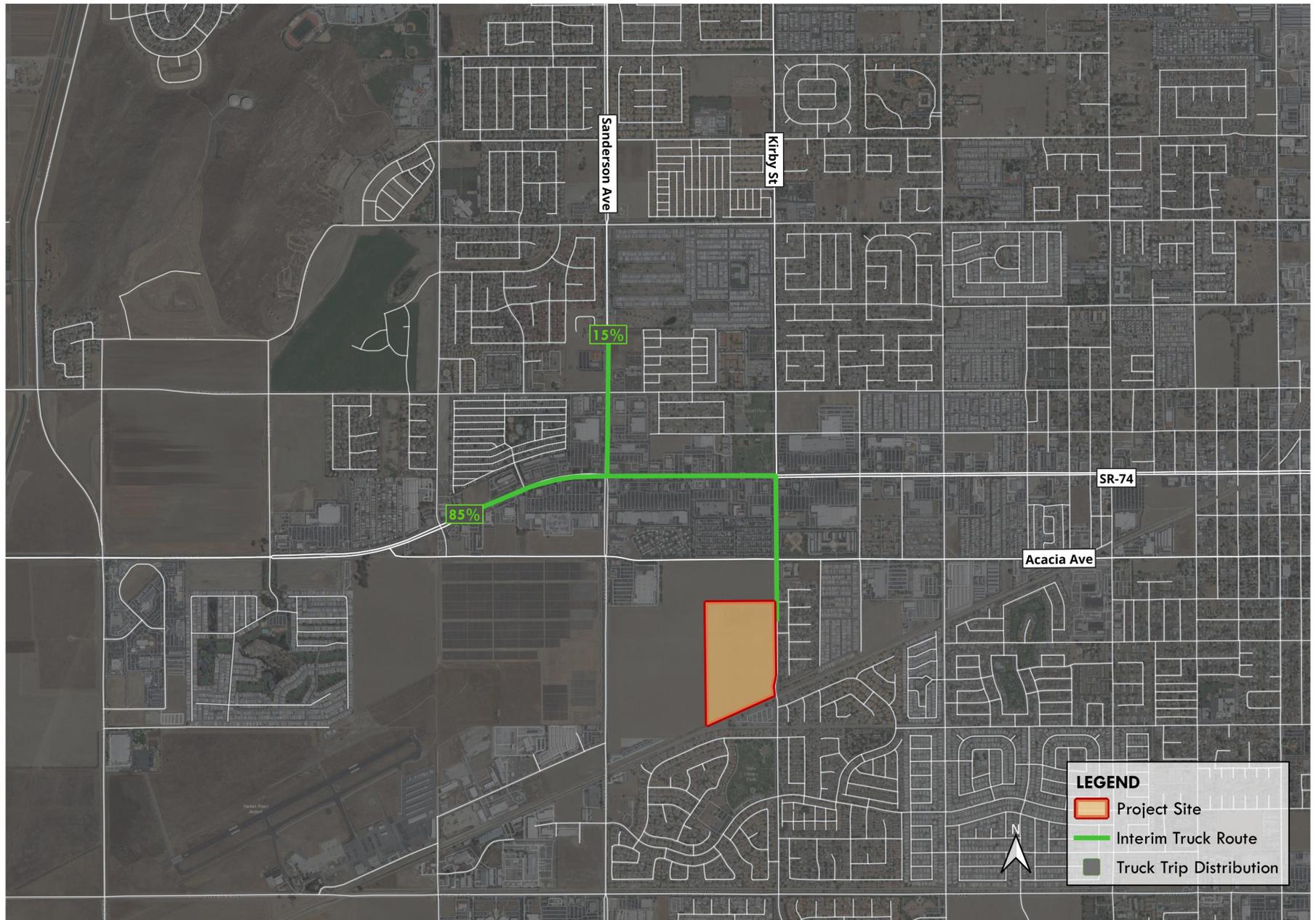


**NORTH EXTERIOR ELEVATION** ④  
SCALE: 1" = 50'-0"



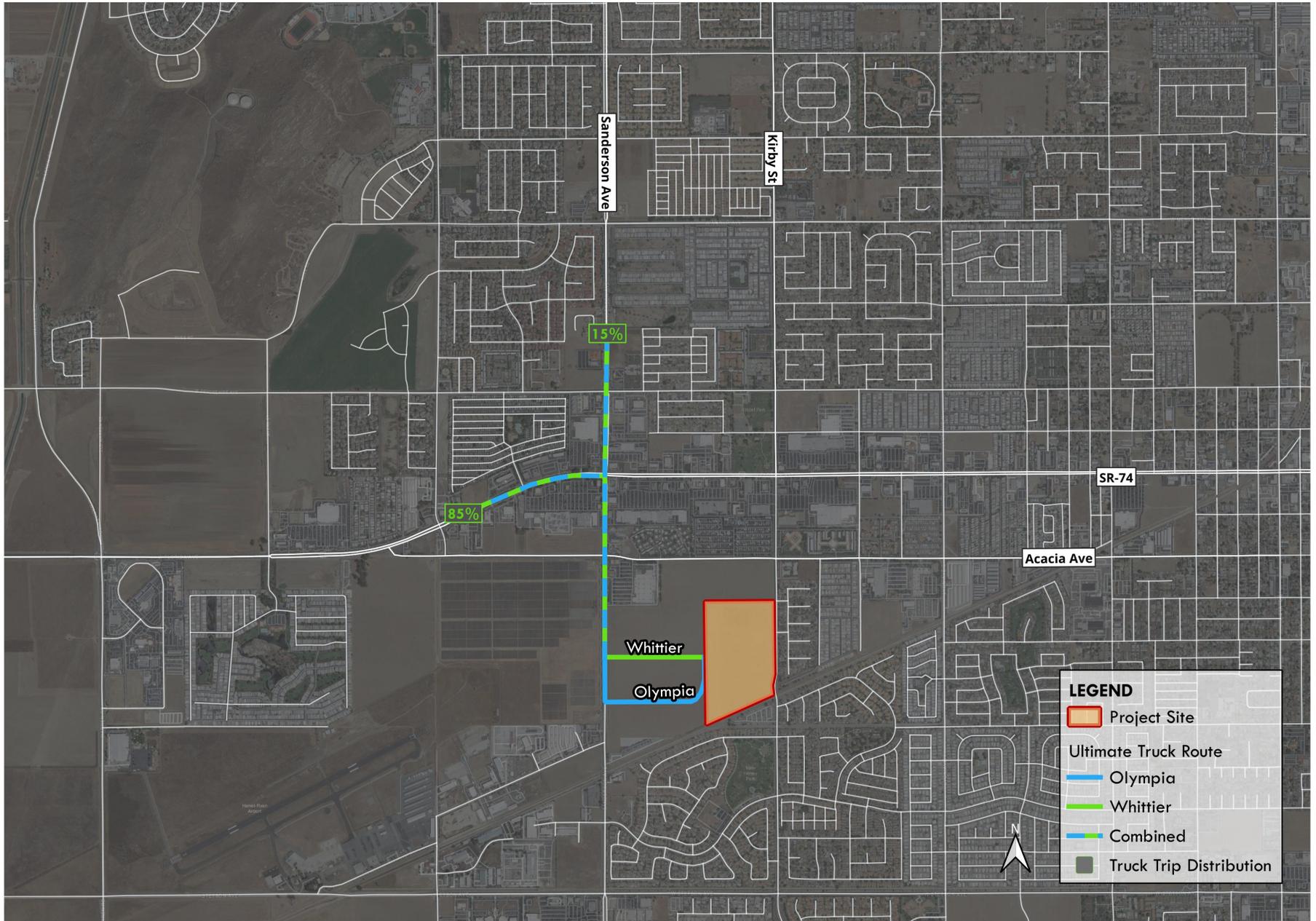
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# Interim Truck Route

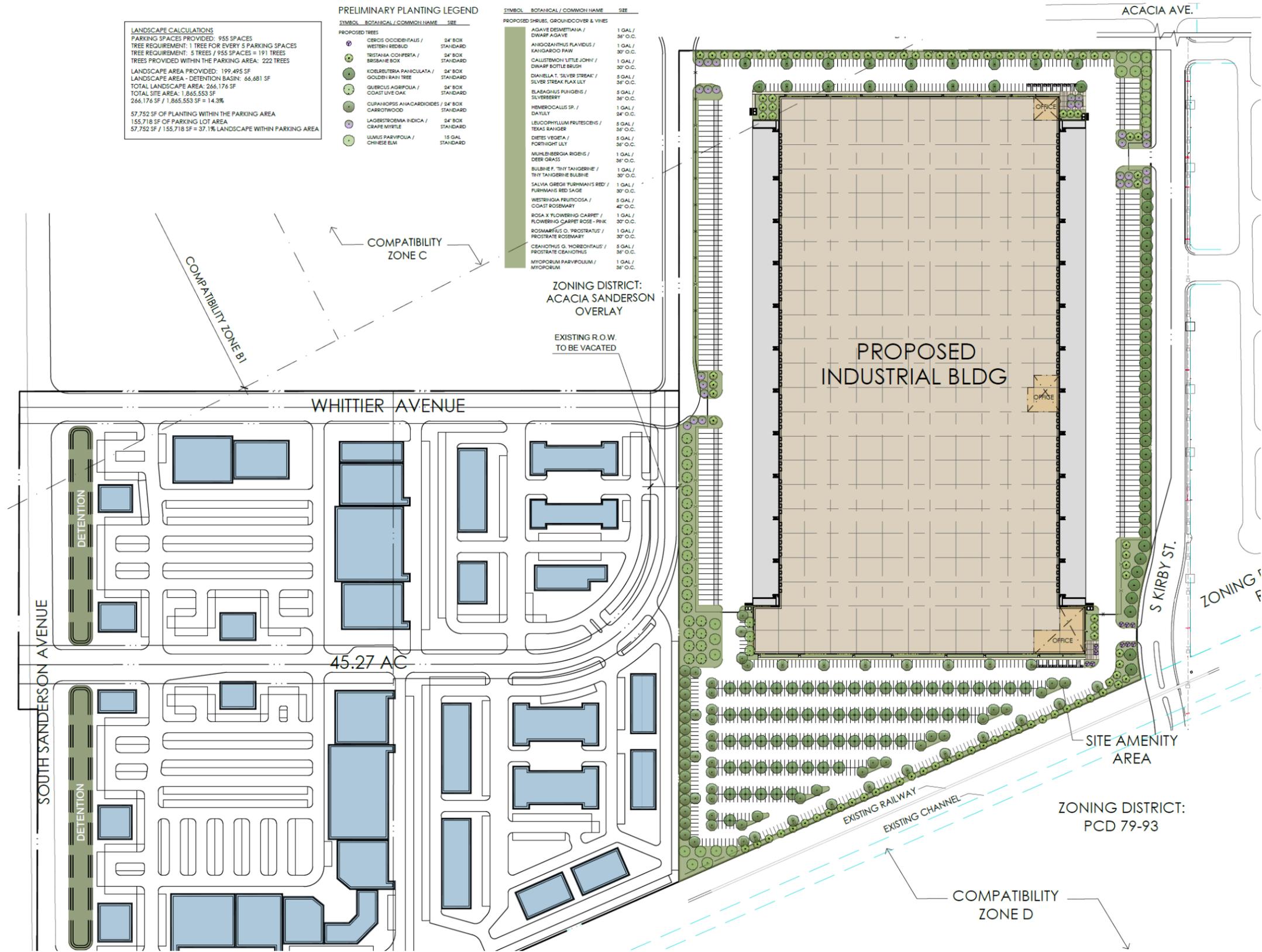


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# Ultimate Truck Route



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## 4 ENVIRONMENTAL CHECKLIST

### 4.1 CHECKLIST FORM

<b>Project Title:</b> Newland Kirby Project
<b>Lead Agency Name and Address:</b> City of Hemet, 445 East Florida Avenue, Hemet, CA 92543
<b>Contact Person and Phone Number:</b> Monique Alaniz-Flejter, Principal Planner, (951) 765-2370, MFlejter@hemetca.gov
<b>Project Location:</b> The Project site is located southwest of the intersection of Kirby Street and Acacia Avenue within the central portion of the City of Hemet in Riverside County (APN: 456-030-020)
<b>Project Sponsor’s Name and Address:</b> Newland Capital Group, 200 Spectrum Center Dr., Suite 300 Irvine, CA 92618
<b>General Plan Designation:</b> Business Park (BP)
<b>Zoning:</b> Business Park (B-P)
<b>Project Description:</b> The proposed Project would develop an 850,640 square foot (SF) warehouse on a 41.86-acre site. The proposed warehouse building would be single-story and approximately 55 feet tall, and include office space, loading docks, and associated vehicle and truck trailer parking spaces. The warehouse building would include approximately 831,348 SF of warehouse space and 19,292 SF of office space. The proposed building would result in an FAR of 0.47.
<b>Surrounding Land Uses and Setting:</b> The Project site is located within a developed area, including Kirby Street followed by low density residential to the east; RV storage followed by low density residential to the south; and vacant and undeveloped land to the west and north.
<b>Other Public Agencies Whose Approval is Required:</b> A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board may be required as well as approval of water and sewer improvement plans by the Eastern Municipal Water District.
<b>Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</b>  Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (PRC Section 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. AB 52 does not apply to a Notice of Exemption or Addendum. As such, AB 52 consultation is not required for this Project.

## 4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

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

## 4.3 DETERMINATION:

On the basis of this initial evaluation

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- The Checklist/Addendum concludes that none of the conditions or circumstances that would require preparation of a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the design of the Project. No substantial changes have been proposed to the project described in the Final EIR that require major revisions to Final EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant environmental effects would occur. The Checklist/Addendum also indicates that there have not been any substantial changes with respect to the circumstances under which development of the project site, including the project, would be undertaken that would require major revisions to the Final EIR. The Checklist/Addendum concludes that no substantial changes with respect to circumstances under which the project is undertaken have occurred that have not already been accounted for. The Checklist/Addendum also concludes that no new information of substantial importance, which was not known and could not have been known at the time that the Final EIR was certified, shows that the project would cause or substantially worsen significant environmental impacts discussed in the Final EIR, that mitigation measures or alternatives found infeasible in the Final EIR would in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the Final EIR would substantially reduce one or more significant environmental effects found in the Final EIR.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a Subsequent MND is required.
  
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a Supplemental EIR is required.
  
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3) such as one or more significant effects not discussed in the previous EIR. Therefore, a SUBSEQUENT EIR is required.

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Signature

Date

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Printed Name

For

#### 4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The evaluation of environmental impacts in this Addendum summarizes conclusions made in the Final EIR and compares them to the impacts of the proposed Newland Kirby Project. Mitigation measures referenced are from the Mitigation Monitoring and Reporting Program adopted as part of the certified Final EIR and are described as either being previously implemented, applicable to the proposed Project, or not applicable.

This comparative analysis has been undertaken pursuant to the provisions of CEQA and the State CEQA Guidelines, to provide the factual basis for determining whether the proposed Project, or any new information that has come to light that permits or requires the preparation of a subsequent or supplemental EIR.

The analysis herein follows the outline, format, and the impact thresholds of the Final EIR as required by CEQA. (*Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788.) As discussed previously in Section 1.2 *Environmental Procedures*, pursuant to State CEQA Guidelines Section 15162, when an EIR has been previously certified that includes the scope of development of a site or area, no subsequent or supplemental EIR shall be prepared for the project unless the lead agency determines that one or more of the following three conditions are met: 1) the project would result in new or substantially more severe

impacts than were disclosed in the previous EIR; 2) changes in the circumstances surrounding the project result in new or substantially more severe impacts than were disclosed in the previous EIR; or 3) new information has come to light showing that new or substantially more severe impacts than were disclosed in the previous EIR will occur.

#### 4.4.1 Terminology Used in the Checklist

For each question listed in the Environmental Checklist, a determination of the level of significance of the impact is provided. Impacts are categorized in the following categories:

**Substantial Change in Project or Circumstances Resulting in New Significant Effects.** A Subsequent EIR is required when 1) substantial project changes are proposed or substantial changes to the circumstances under which the project is undertaken, and 2) those changes result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, or 3) project changes require major revisions of the EIR.<sup>2</sup>

**New Information Showing Greater Significant Effects than Previous EIR.** A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows 1) the project will have one or more significant effects not discussed in the EIR; or 2) significant effects previously examined will be substantially more severe than shown in the EIR.<sup>3</sup>

**New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined.** A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows 1) mitigation measures or alternatives previously found not to be feasible would in fact be feasible (or new mitigation measures or alternatives are considerably different) and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.<sup>4</sup>

With regard to the foregoing three categories, a Supplement to an EIR can be prepared if the criterion for a Subsequent EIR is met, and only minor additions or changes would be necessary to make the EIR adequately apply to the proposed Project.<sup>5</sup>

**Minor Technical Changes or Additions.** An Addendum to the EIR is required if only minor technical changes or additions are necessary and none of the criteria for a subsequent EIR is met.<sup>6</sup>

**No New Impact/No Impact.** A designation of *no new impact* or *no impact* is given when the proposed Project would have no changes in the environment as compared to the original project analyzed in the EIR.

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<sup>2</sup> CEQA Guidelines. California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, § 15162, as amended.

<sup>3</sup> CEQA Guidelines. § 15162.

<sup>4</sup> CEQA Guidelines. § 15162.

<sup>5</sup> CEQA Guidelines. § 15163.

<sup>6</sup> CEQA Guidelines. § 15164.

## 5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist. The section briefly summarizes the conclusions of the General Plan Final EIR, and then discuss whether or not the proposed Project is consistent with the findings contained in the General Plan Final EIR, or if further analysis is required pursuant to CEQA. Mitigation measures referenced herein are from the General Plan Final EIR.

5.1 AESTHETICS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The Final EIR discussed impacts related to aesthetics on pages 4.1-1 through 4.1-8. The Final EIR determined that new urban development would permanently alter or block some views of scenic vistas within the planning area including views of the San Gabriel Mountains, San Jacinto Mountains, and San Bernardo National Forest and Mountains. However, the implementation of General Plan policies and compliance with the City’s Zoning Ordinance would reduce the impact on scenic vistas to less than significant. The General Plan Final EIR discussed that while the General Plan includes the development of agriculture and open space areas into urbanized developments, policies are included in the General Plan to help preserve remaining open space and view corridors that would lower the impacts on the existing visual character to less than significant. The Final EIR concluded that impacts related to light or glare would increase as the planning area would urbanize agricultural land and open space. The General Plan includes programs such as Program CD-P-20, which requires lighting practices that limit light pollution and the amount of reflective surface to a less than significant level. Thus, the Final EIR concluded that impacts related to aesthetics would be less than significant through the implementation of mitigation measures, General Plan programs and policies, as well as the provisions of the Hemet Development Code.

## **City of Hemet General Plan Final EIR Programs and Policies**

### ***Policies***

**OS-2.2 Resource Conservation** Conserve view corridors and ridgelines, the San Jacinto River and mountains, slopes, significant rock outcroppings, historic and landmark trees, and other important landforms and historic landscape features through the development review process.

**OS-2.9 County Hillside Development** Coordinate with Riverside County on the development of hillside and other sensitive areas outside of the City jurisdictional boundaries in the planning area and Hemet's sphere of influence.

**LU-1.6 Open Space Preservation.** Recognize and preserve open space, prominent landforms, natural beauty and critical environmental areas through creative design and integrate open space and trail networks within the urban fabric to enhance the character and quality of life.

### ***Programs***

**OS-P-1 Update Zoning Standards.** Include appropriate restrictions within the Open Space zoning and the Hillside Overlay to effectively preserve the natural open space character of the city and respond to other requirements of the designations.

**OS-P-10 View Corridors.** During project review, analyze the project's impact on view corridors of the mountains, slopes, significant rock outcroppings, historic and landmark trees, and other natural features for both the project location and neighboring properties.

**OS-P-11 Riverside County Hillside Development.** Coordinate with Riverside County on hillside preservation policies and project review.

**CD-P-11 Hillside Protection.** Throughout the ongoing development review process, the City shall employ the following hillside preservation and protection techniques:

- Enforcing the City's Hillside Development Ordinance and updating the Ordinance to reflect policies of the General Plan not already contained in the ordinance and to reflect hillside development patterns and trends.
- Adopting design standards and guidelines specific to hillside development that address, for example, site architecture, building heights, location, grading, materials, and street layout.
- Encouraging clustering of dwelling units as an acceptable hillside preservation technique. Clustering units should not result in a density that exceeds the maximum density established by the Hillside Residential land use designation.
- Developing roadways, driveways, and other access points in a manner that enables adequate emergency access.
- Strictly enforcing provisions in the Hemet Municipal Code for Wildland Interface Areas (Chapter 14, Article IX, Division 2) to ensure hillside development proceeds in a fire safe environment.
- Identifying, preserving, and protecting prominent ridgelines, canyons, and other natural land forms such as rock outcroppings.
- Ensuring new development is consistent with all applicable regulations, including but not limited to, the City's Municipal Code and the Western Riverside County Multiple-Species Habitat Conservation Plan.

**CD-P-14 Downtown Viewsheds.** The City shall update the zoning code to restrict future building heights along Florida Avenue within the downtown core to two stories to maximize views of the San Jacinto Mountains and place a height overlay restriction on both sides of Florida Avenue within portions of the Downtown

District outside the downtown core. Through the development review process, the City shall maximize views toward Idyllwild, the San Jacinto Mountains, and other scenic resources.

**CD-P-8 Hemet Scenic Highway Setback Program.** The City shall update and revise the Scenic Highway Setback manual to include California Friendly Landscape Palette and other design considerations.

**CD-P.20 Light Pollution and Reflective Materials.** Require lighting practices that reduce light pollution in new development areas. New lighting fixtures shall cast light downward toward the ground and reduce spillover light. Existing light fixtures requiring replacement or repair shall be upgraded so they also cast light downward. Exterior building materials in new development shall be composed of a minimum 50% low reflectance, non polished finishes, and bare metallic surfaces found on infrastructure such as pipes and poles shall be anodized or painted to minimize reflectance and glare.

### **Project-Specific Impacts**

#### **a) Have a substantial adverse effect on a scenic vista?**

**No New Impact.** This topic was evaluated in the City of Hemet Final EIR on page 4.1-5 and was determined to have a less than significant impact.

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. The General Plan Final EIR notes that visual resources within Hemet include distant views of the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains, as well as views of the Domenigoni Mountains at Diamond Valley Lake, Santa Rosa Hills, Lakeview Mountains, Tres Cerritos Hills, Park Hill, Bautista Canyon, and Reinhardt Canyon.

The Project site is currently covered by grasses and non-native weeds. The proposed Project would develop the site with an 850,640 SF warehouse building.

Distant views of the Domenigoni Mountains to the south and Reinhardt Canyon to the west are available from public vantage points on Kirby Street. The Project proposes to develop the site with a new single-story warehouse building that is approximately 55 feet tall, which would include office space, loading docks, and associated vehicle and truck parking spaces on the 41.86-acre Project site. This would result in a FAR of 0.47. The proposed Project includes a 118-foot building setback from Kirby Street with landscaping screening the building from public views. While development of the site would alter views across the vacant portion of the site, the new warehouse would be set back from the adjacent streets and would not encroach into the existing public long-distance views along Kirby Street of the mountains and canyon.

As the Project would not impact any scenic vistas or protected viewsheds, and the proposed Project is consistent with surrounding uses and City development standards, impacts would be less than significant. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

#### **b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No New Impact.** This topic was evaluated in the City of Hemet Final EIR on page 4.1-5 and was determined to have a less than significant impact.

The proposed Project would not damage any scenic resources or historic buildings within a state scenic highway. There are no officially designated State Scenic Highways in the vicinity of the Project site. The only Eligible State Scenic Highway in the City of Hemet is a portion of State Route (SR) 74 which is located

approximately 0.90-mile north the Project site (Caltrans 2022). The nearest Official State Scenic Highway is SR-74 at the boundary of the San Bernardino National Forest located approximately 7.30 miles east of the Project site. The Project site is not visible from SR 74; therefore, the proposed Project would not substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a State Scenic Highway. As such, no new impacts to State Scenic Highways would occur from implementation of the proposed Project. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.1-6 and was determined to have a less than significant impact.

The proposed Project is in an urbanized area of the City. As described previously in Section 2, *Environmental Setting*, the Project site has an existing General Plan land use designation of BP and zoning designation of B-P. The proposed Project has been designed in accordance with the minimum development standards listed in Section 90-1045 of the Hemet Development Code. The proposed Project would be consistent with the applicable development standards, as shown in Table AES-1 below. Therefore, the proposed Project would not conflict with any applicable zoning regulations related to scenic quality. Impacts would be less than significant. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**Table AES-1: Consistency with Site Development Standards**

<b>Development Feature</b>	<b>B-P Standard</b>	<b>Proposed Project Consistency</b>
Setbacks: Front Side – Interior Side – Street Side Rear	20 ft. 0 ft. 0 ft. 0 ft.	<b>Consistent.</b> The building would be set back 118 feet from Kirby Street, 10 feet from the rear property line and over 10 feet on the side property lines (see Figure 5, <i>Conceptual Site Plan</i> ).
Maximum FAR	0.60	<b>Consistent.</b> The proposed Project would result in a FAR of 0.47.
Maximum Height	55 ft.	<b>Consistent.</b> The proposed Project would have a maximum height of 55 feet.
Landscaping	10% of parking area	<b>Consistent.</b> The Project would include 199,496 SF of landscaping or 11% of the Project site
Parking	1 Space/ 1000 SF Warehouse 1 Space/ 250 SF Office <b>909 total</b>	<b>Consistent.</b> The Project would include 955 vehicle parking stalls.

Notes: ft. = feet; SF = square feet  
Source: Sec. 90-1045-1046 of the Hemet Development Code

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**No New Impact.** This topic was evaluated in the City of Hemet Final EIR on pages 4.1-6 through 4.1-7 and was determined to have a less than significant impact.

As described above, the proposed Project site is currently undeveloped, and the proposed Project would introduce new sources of light and glare. The proposed Project site is surrounded by sources of nighttime lighting that includes illumination from vehicle headlights along Kirby Street, security lighting from adjacent

uses and parking lots, and from interior illumination from nearby buildings passing through windows. Sensitive receptors relative to lighting and glare include residents, motorists, and pedestrians.

The proposed Project would introduce new sources of light from new building lighting, exterior lighting, interior lights shining through building windows, and headlights from nighttime vehicular trips generated from the proposed Project. However, the proposed Project would meet the City of Hemet's requirements for site lighting and be required to comply with lighting standards detailed in Program CD-P-20 of the Final EIR, which would require Project lighting to be shielded, diffused or indirect to avoid glare to both on and offsite residents, pedestrians and motorists as well as reduce the amount of reflective surfaces to reduce glare. With compliance with the General Plan lighting provisions, impacts related to increased sources of light would be less than significant.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Project site that presently generate substantial glare. Most of the buildings are one-story structures that are constructed of non-reflective materials with 6-foot-tall walls surrounding the residential units to the east. The proposed Project would be set back from Kirby Street with landscaping fronting the building to block glare coming from the Project site. In addition, the Project building would not be surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with General Plan requirements, and the proposed landscaping along the proposed Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. With implementation of the regulatory requirements per Program CD-P-20, impacts related to light and glare would be less than significant.

Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

### **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding aesthetics. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the previous Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15164 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030 as analyzed in the Final EIR.

### **Plans, Programs, or Policies (PPPs)**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

**CD-P.20 Light Pollution and Reflective Materials.** Require lighting practices that reduce light pollution in new development areas. New lighting fixtures shall cast light downward toward the ground and reduce spillover light. Existing light fixtures requiring replacement or repair shall be upgraded so they also cast light downward. Exterior building materials in new development shall be composed of a minimum 50% low reflectance, non polished finishes, and bare metallic surfaces found on infrastructure such as pipes and poles shall be anodized or painted to minimize reflectance and glare [*This policy has been met through the design of the proposed Project*].

**Mitigation/Monitoring Required**

None.

5.2 AGRICULTURE AND FOREST RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The General Plan Final EIR discussed impacts related to agricultural resources on pages 4.2-1 through 4.2-10. The General Plan Final EIR discusses that the City of Hemet contained approximately 2,750 acres of Prime Farmland, 468 acres of Farmland of Statewide Importance, and 1,561 acres of Unique Farmland and approximately 2,614 acres of that Farmland is designated as Agriculture or Open Space use by the General Plan. The Final EIR concluded that the land changes proposed in the General Plan would result in the conversion of 2,166 acres of farmland to urban development. While the General Plan includes policies to conserve the remaining agricultural lands within the planning area, the impacts are still significant and unavoidable. The Final EIR discussed that General Plan includes the development of 1,778 acres of land zoned for agriculture and 564 acres of Williamson Act contract land. All land under Williamson Act contracts in the planning area are located outside of city limits, the city pre-zoned land prior to annexation and would not annex land inconsistent with an active Williamson Act contract. Other policies and regulations would ensure the conservation of agriculture land in the planning area. The Final EIR determined that impacts to agricultural zoning and Williamson Act contracts would be less than significant with compliance with and/or adherence to State and local regulations, and goal and policies in the General Plan 2030.

## **City of Hemet General Plan Final EIR Programs and Policies**

### ***Policies***

**LU-3.8 Agricultural Buffers** Maintain open space buffers between agricultural operations and new residential development to reduce potential conflicts.

**OS-3.1 Conservation of Agricultural Land** Support conservation of the remaining productive and prime agricultural lands in the planning area by encouraging their preservation, honoring the preservation easement that conserve Bautista Canyon land in perpetuity and seeking opportunities for additional preservation easements.

**OS 3.2 Riverside County Agricultural Land** Coordinate with Riverside County to address the preservation of agricultural resources outside of the City's jurisdictional boundaries.

**OS-3.3 Land Use Compatibility** Recognize and protect areas of agricultural production from the encroachment of incompatible land uses and establish appropriate buffers, disclosures, easements, and mitigation measures, as warranted.

**OS-3.4 Conservation Easements** Secure scenic, resource, or other open space conservation easements, where feasible and suitable, as a means for protecting prime farmland located adjacent to residential areas and where the property does not qualify for inclusion in an agricultural preserve program.

### ***Programs***

**LU-P-47 Right-to-Farm Ordinance** The City has adopted and will continue to maintain a "right-to-farm" ordinance to balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers who own, occupy, or use land within or adjacent to agricultural areas.. New residents of properties that lie within 300 feet of land designated for primarily agricultural use will be notified upon purchase of property that no agricultural activity, operation, or facility or appurtenances thereof, conducted or maintained for commercial purposes in the City of Hemet, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years, if it was not a nuisance at the that it began.

**LU-P-48 Agricultural Buffers** The City will develop an ordinance to apply an agricultural buffer policy in areas adjacent to long-term ongoing agricultural operations. New residential development proposed adjacent to cultivated agricultural lands shall provide buffers to reduce potential conflicts. The width of such buffers will be determined for each project, considering prevailing winds, crop types, agricultural practices, and other factors. Buffers should be designed to minimize adverse dust, spraying, and noise impacts to newly established residents near ongoing agricultural operations and to avoid nuisance complaints from these newly established residents against nearby agricultural operations. The width of public rights-of-way, drainages, and easements may count as part of the buffer. Within agricultural buffer areas, allowed land uses include drainage swales, trails, other infrastructure, community gardens, landscaped areas, linear parks, roads, and other uses that would be compatible with ongoing agricultural operations. Appropriate maintenance standards for buffers shall be defined for each project to avoid growth of nuisance vegetation.

**OS-P-12 Resource Conservation Easements** In coordination with Riverside County, evaluate scenic or resource conservation easements or Williamson Act agreements as suitable means for protecting prime farmland located adjacent to residential areas and where the property does not qualify for inclusion in an agriculture preserve program.

**OS-P-13 Agricultural Land Conservation Programs** In cooperation with individual farmers, farming organizations, and farmland conservation organizations, the City shall support Riverside County's efforts to improve the viability of farms and ranches and thereby ensure the long-term conservation of viable agricultural operations within Bautista Canyon.

**Project-Specific Impacts**

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.2-9 and was determined to be significant and unavoidable. The State of California Department of Conservation's Farmland Mapping and Monitoring Program is charged with producing maps for analyzing impacts on the state's agricultural resources. California's agricultural lands are rated based on soil quality and irrigation status.

The proposed Project site is identified by the Farmland Mapping and Minor Program as "Farmland of Local Importance" and surrounding areas are designated as "Farmland of Local Importance" and "Urban and Built Up Land". The site is undeveloped and vacant and there are no surrounding areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Minor Program. Per Section 21060.1 of the State CEQA Guidelines, Farmland of Local Importance is not considered agricultural land. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site or surrounding areas, the Project would not convert farmland to non-agricultural uses. Thus, the proposed Project does not create any new or more significant impacts pertaining to conversion of Farmland to non-agricultural use and is consistent with the conclusions of the Final EIR. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.2-10 and was determined to have a less than significant impact. The Project site has historically been used for agriculture activities since at least the 1950s but is currently vacant and not under agricultural operations. As identified above, the Project site has a General Plan land use of BP and zoning designation of B-P. In addition, the Project site is not subject to a Williamson Act contract. Therefore, the proposed Project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No New Impact.** This topic was not evaluated in the General Plan Final EIR. The Project site consists of vacant land that has a General Plan of BP and zoning designation of B-P. No forest land exists on or adjacent to the Project site. The Project site is not zoned for forest land or timberland uses. Therefore, the proposed Project would result in no new impacts related to conflicts with existing forest land or timberland zoning. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No New Impact.** This topic was not evaluated in the General Plan Final EIR. As discussed previously, the Project site consists of vacant land that has a General Plan of BP and Zoning designation of B-P. No forest

land exists on or adjacent to the Project site. As such, the proposed Project would result in no new impacts related to conversion of forest land to non-forest use. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

**No New Impact.** The conversion of farmland was not evaluated in the General Plan Final EIR. As identified above, the Project site identified as Farmland of Local Importance by the California Department of Conservation's California Important Farmland Finder Map which is not considered Farmland according to CEQA Guidelines Section 21060.1. The Project site has historically been used for agricultural purposes since the 1950s. However, the Project site has a General Plan land use of BP and Zoning designation of B-P. The site does not contain forest land and is not designated or zoned for forest land. The proposed Project would not convert zoned agricultural uses to a nonagricultural use or convert forest land to a non-forest use. Therefore, no impacts would occur, and the proposed Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur..

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding agriculture and forest resources. There have not been 1) changes related development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site undertaken that require major revisions of the previous Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Plans, Programs, or Policies (PPPs)**

None.

**Applicable City of Hemet General Plan Final EIR Programs and Policies**

None.

**Mitigation/Monitoring Required**

None.

5.3 AIR QUALITY	Subsequent or Supplemental EIR			Addendum to EIR	
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The City of Hemet General Plan Final EIR discussed air quality impacts on pages 4.3-1 through 4.3-25. The General Plan includes policies to reduce air emission from new uses, but the General Plan would still result in emissions that exceed South Coast Air Quality Management District (SCAQMD) standards. The General Plan Final EIR discussed that implementation of the General Plan would include the construction and operation of new commercial, industrial, and residential uses that would result in new criteria pollutant emissions in excess of established SCAQMD thresholds, which would impede implementation of the SCAQMD Air Quality Management Plan (AQMP). Therefore, the General Plan Final EIR concluded that buildout pursuant to the General Plan would conflict with the SCAQMD AQMP and impacts would be significant and unavoidable.

The General Plan Final EIR determined that the General Plan would result in significant and unavoidable impacts related to short-term construction emissions, long-term mobile and stationary source emissions, and cumulative short-term construction and long-term mobile and stationary source emissions that would exceed SCAQMD thresholds despite the implementation of Mitigation Measures 4.3-1 a, 4.3-1 b, 4.3-1 c, 4.3-1 d, and 4.3-1 e. In addition, the Final EIR concluded that implementation of the General Plan would have less than significant impacts on sensitive receptors with respect to toxic air contaminants (TACs) from short term construction, stationary-source emissions, and localized carbon monoxide (CO) emissions. The Final EIR concluded that buildout pursuant to the General Plan would have a significant impact on sensitive receptors related to criteria air pollutant emissions in excess of SCAQMD localized significance thresholds (LSTs) and mobile-source related TAC emissions. The General Plan Final EIR concluded that adherence to SCAQMD rules and regulations, General Plan policies, and implementation of Mitigation Measures 4.3- 1a, 4.3-1b, 4.3-1c, 4.3-1d, 4.3-1e, 4.3-4a, and 4.3-4b would reduce impacts to sensitive receptors, but impacts would remain significant and unavoidable.

The General Plan Final EIR discussed that implementation of the General Plan would potentially expose sensitive receptors to odors; however, because odors would result from agricultural activities where disclosure of potential odors is required or would be temporary and disperse rapidly with distance from the source, impacts related to odors would be less than significant with compliance to existing regulations.

## **City of Hemet General Plan Final EIR Programs and Policies**

### ***Policies***

**C-4.6 Vehicle Mile Reduction.** Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.

**OS-3.3 Land Use Compatibility.** Recognize and protect areas of agricultural production from the encroachment of incompatible land uses and establish appropriate buffers, disclosures, easements, and mitigation measures, as warranted.

**OS-7.1: Development Design and Practices.** Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

**OS-7.9 Stationary Source Pollution.** Continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

**OS-7.10 Sensitive Receptors.** Locate sensitive receptors (i.e., residences, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

**OS-7.11 Fugitive Dust** Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations.

**OS-7.12 Best Management Practices.** Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

### ***Programs***

**OS-P-31 Fugitive Dust Control** Cooperate with federal, state, regional and local jurisdictions to control fugitive dust from stationary, mobile, and area sources.

**OS-P-32: Aggregate Transport.** Enforce regulations that do not allow vehicles to transport aggregate or similar material on a roadway unless the material is stabilized or covered, in accordance with state law and South Coast Air Quality Management District regulations.

**OS-P-34: Climate Action Plan.** Develop and adopt a climate action plan (CAP) for the City of Hemet. The CAP will have two primary objectives, which are to reduce total greenhouse gas (GHG) emissions in the City by 2020 and create adaptation strategies to address the impacts of climate change on the City, such as increased risk of flooding and wildfires, diminished water supplies, and public health.

**OS-P-35 Baseline GHG Emissions Inventory and Forecast** The City will calculate GHG emissions for base year 2010, forecast emissions in 2020 under a business-as-usual scenario, and describe the GHG reductions necessary to achieve the City's adopted target. Sectors to be described in the inventory will include municipal operations; residential, commercial, industrial buildings; motor vehicles; agriculture; and waste. This inventory and forecast provide a benchmark for planning and monitoring progress in government operations and the community. The GHG inventory will be conducted using a methodology consistent with that used by other local governments and according to the most recently established methodologies of the South Coast AQMD.

**OS-P-36 GHG Emissions Reduction Strategies and Measures** The CAP will describe the strategies and measures necessary to reduce GHG emissions in the Planning Area and achieve the reduction target. Policies and measures will be created with public input from all stakeholders. Each measure will include a timeline, describe financing mechanisms, and assign responsibility to relevant agencies and departments. In addition to direct GHG reduction measures, the chapter will incorporate public education efforts to raise awareness on the importance of minimizing GHG emissions and methods for reducing emissions from individual's lifestyles. Policies and programs relevant to climate change contained in the General Plan will be included within the CAP. Policies, benchmarks, and measures will be reevaluated according to current state law and guidance each time the General Plan is updated.

**OS-P-37 Protection and Adaptation Strategies** The CAP will describe strategies, policies, and measures that will be used to protect the City from and facilitate adaptation to the potential effects of climate change. Potential effects to be evaluated include, but are not limited to, increased frequency and magnitude of flooding, diminished water supply, habitat loss, and possible impacts on public health and the local economy, including agriculture. Each measure will include a timeline, describe financing mechanisms, and assign responsibility to relevant agencies and departments.

**OS-P-38 Benchmarks and Next Steps** In conclusion, the CAP will identify benchmarks, monitoring procedures, and other steps needed to ensure the City achieves its GHG reduction, protection, and adaptation goals. Monitoring and verifying progress on the GHG emissions reduction measures will be conducted on an ongoing basis. Monitoring will provide important feedback that can be used to demonstrate overall progress toward emissions reduction targets and improve measures over time.

Benchmarks will be established to serve as intermediate goals and motivate compliance with City and sector-level reduction targets. Benchmarks for strategic responses to climate change impacts should be based on the expected timescale of the specific impact and will be established during the development of individual strategic plans. As the CAP is to be implemented over a period of several years, knowledge surrounding climate change and implementation measures are likely to evolve. The CAP will contain provisions to evaluate measures to ensure successful GHG emissions reduction and protection of the City.

### **Project-Specific Impacts**

This section was prepared based on the following reports:

Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report, prepared by LSA in April 2023, and included as Appendix A.

#### **a) Conflict with or obstruct implementation of the applicable air quality plan?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.3-16 through 4.3-18 and was determined to have a significant and unavoidable impact.

The Project site is located in the South Coast Air Basin (SoCAB) and is under the jurisdiction of the SCAQMD. The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the AQMP, which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. The current AQMP is the 2022 AQMP, adopted

in December 2022. Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD’s CEQA Air Quality Handbook (1993). A project is considered consistent with the AQMP if it would not result in or cause California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) violations. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Furthermore, the SoCAB is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SoCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Should construction or operation of the proposed Project exceed these thresholds a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

The Project proposes to construct a new 850,640 SF warehouse building. The General Plan and General Plan Final EIR assumed that the Project site would be developed with uses pursuant to the Business Park (BP) land use designation at a maximum FAR of 0.60. The proposed Project would result in a FAR of 0.47 and would be significantly below the General Plan assumption FAR of 0.60. The proposed warehouse use is consistent with the BP designation with the approval of a CUP. The BP land use assumptions were included in the development projections for the General Plan EIR and the 2022 AQMP. Therefore, the emissions generated from the proposed Project would be consistent with land use assumptions of the AQMP, and a conflict would not occur.

In addition, emissions generated by construction and operation of the proposed Project would not exceed thresholds, as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants that are in nonattainment. Therefore, because the proposed Project does not exceed any SCAQMD thresholds, as shown in Tables AQ-2 and AQ-3, it would not conflict with SCAQMD’s goal of bringing the SoCAB into attainment for all criteria pollutants and, as such, is consistent with the AQMP. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard)?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR one pages 4.3-5 through 4.3-and was determined to result in a significant and unavoidable impact.

SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the proposed Project region is in non-attainment under an applicable federal or state ambient air quality standard. The methodologies from the SCAQMD CEQA Air Quality Handbook were used to evaluate the proposed Project. SCAQMD has established daily thresholds for regional pollutant emissions that are listed in Table AQ-1.

**Table AQ-1: SCAQMD Regional Daily Emissions Thresholds**

Pollutant	Construction (lbs./day)	Operations (lbs./day)
CO	550	550
NO <sub>x</sub>	100	55
SO <sub>x</sub>	150	150
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
VOCs	75	55

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

**Construction**

Construction activities associated with the proposed Project would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coating/stripping. The volume of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

General Plan Final EIR MM 4.3-1 states that it is mandatory for all construction projects to comply with SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Rule 1113 prohibits the use of architectural coatings that contain volatile organic compounds that exceed the limits set by SCAQMD. Compliance with Rules 403, as included in General Plan Final EIR MM 4.3-1, and 1113 was accounted for in the construction emissions modeling. The Project proposes to construct 243,462 SF less than what was planned for by the General Plan and evaluated in the General Plan Final EIR. As shown in Table AQ-2 below, construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds and would be less than emissions that would occur from the General Plan buildout of the Project site. As shown in Table AQ-2, the Project results in less than significant regional air quality impacts during Project construction. In addition, the Project would be required to implement Mitigation Measure 4.3-1b, which would further reduce emissions from construction equipment. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**Table AQ-2: Comparison of Construction Regional Emissions**

Project Construction	Maximum Pollutant Emissions (lbs/day)					
	VOCs	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project</b>						
<b>Proposed Project Maximum Daily Emissions</b>	<b>70.0</b>	<b>37.8</b>	<b>52.6</b>	<b>0.1</b>	<b>8.8</b>	<b>4.8</b>
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
<b>Exceeds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Net Construction Emission Estimates</b>						
Project Site General Plan Buildout Maximum Daily Emissions	89.0	37.8	63.3	0.1	9.4	4.8
<b>Total Net Construction Emissions (Proposed Project-General Plan Buildout)</b>	<b>-19.0</b>	<b>0.0</b>	<b>-10.7</b>	<b>0.0</b>	<b>-0.6</b>	<b>0.0</b>

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

**Operation**

Project operation would be compatible with designated uses of the site. Operational activities associated with the proposed warehouse would result in emissions of CO, VOCs, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational related emissions are expected from the following primary sources: area source, energy source, stationary source, and mobile source emissions. Implementation of the proposed Project would result in new long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as landscaping and applications of architectural coatings. Operational vehicular emissions would generate a majority of the emissions from implementation of the proposed Project. However, those emissions would be less than those anticipated by the Final EIR. As detailed previously, the proposed Project would

result in a FAR of 0.47, which is below the allowable maximum FAR of 0.60 for the Business Park (BP) designation. The Project proposes to construct 243,462 SF less than what was planned for by the General Plan and evaluated in the General Plan Final EIR.

As detailed in Section 5.17, *Transportation*, the proposed Project would generate 11,800 fewer daily vehicular trips than anticipated by the Final EIR for the site. This would result in a net decrease in mobile source emissions. Table AQ-3 includes the estimated operational emissions that would result from the proposed Project and compares the proposed Project emissions with emissions anticipated from conditions assumed within the Final EIR. As shown, the operational emissions from the proposed Project would be far lower than what was identified in the Final EIR. In addition, as shown in Table AQ-3, emissions anticipated to result from the Project would be below SCAQMD thresholds. Therefore, impacts would be consistent with those assumed by the Final EIR and the proposed Project would not result in any new adverse impacts or substantially increase the severity of any previously identified impacts.

**Table AQ-3: Comparison of Operational Regional Emissions**

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project</b>						
Mobile Sources- Vehicle Trips and Light Duty Trucks	6.0	5.9	60.0	0.1	4.6	0.9
Mobile Sources- Heavy Heavy Duty Truck Trips	0.4	29.4	5.6	0.3	4.2	1.3
Area Sources	26.5	0.3	37.0	<0.1	0.1	0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Stationary Sources	1.2	3.4	3.1	<0.1	0.2	0.2
<b>Total Project Operational Emissions</b>	<b>34.1</b>	<b>39.0</b>	<b>105.7</b>	<b>0.9</b>	<b>9.0</b>	<b>2.5</b>
<b>SCAQMD Significance Threshold</b>	<b>55.0</b>	<b>55.0</b>	<b>550.0</b>	<b>150.0</b>	<b>150.0</b>	<b>55.0</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Net Operational Emission Estimates</b>						
<b>Mobile Sources</b>	61.2	60.9	510.0	1.2	39.3	7.8
<b>Area Sources</b>	34.1	0.4	47.6	<0.1	0.1	0.1
<b>Energy Sources</b>	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Project Site General Plan Buildout Emissions</b>	<b>95.2</b>	<b>61.3</b>	<b>557.6</b>	<b>1.2</b>	<b>39.4</b>	<b>7.9</b>
<b>Total Net Operational Emissions (Proposed Project-General Plan Buildout)</b>	<b>-61.1</b>	<b>-21.9</b>	<b>-451.9</b>	<b>-0.8</b>	<b>-30.4</b>	<b>-5.4</b>

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

**c) Expose sensitive receptors to substantial pollutant concentrations?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.3-21 through 4.3-24 and was determined to have a significant and unavoidable impact.

The daily construction emissions generated onsite by the proposed Project have been evaluated against SCAQMD’s LSTs to determine whether the emissions would cause or contribute to adverse localized air quality impacts. LSTs are developed based on the ambient concentrations of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>

pollutants for each of the 38 source receptor areas (SRAs) in the SoCAB. The Project site is located in SRA 28. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Residential Receptors – Air quality sensitive receptors can include uses such as residences, long-term health care facilities, rehabilitation centers, and retirement homes. They generally include locations where an individual can remain for 24 hours. The closest sensitive receptors to the Project site consist of a single-family residence opposite Kirby Street approximately 100 feet away from the proposed Project boundary line.

Non-Residential Receptors – As per the LST Methodology, commercial, office, and industrial facilities are not included in the definition of sensitive receptor because employees and visitors do not typically remain onsite for a full 24 hours but are typically onsite for approximately eight hours. However, it should be noted that the LST Methodology explicitly states that “LSTs based on shorter averaging periods, such as the NO<sub>x</sub> and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.” Consistent with the SCAQMD’s Final LST Methodology, the nearest industrial or commercial use to the Project site at the closest distance of 140 feet identified by the SCAQMD emissions loop-up tables are used to determine operational and construction air impacts for emissions of NO<sub>x</sub> and CO.

### **Construction**

Construction of the proposed Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD’s standard construction practices Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. Rule 403, included as Final EIR MM 4.3-1 a, requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As required by Final EIR MM 4.3-4a, impacts to sensitive receptors from construction of the Project were evaluated using LST methodology for criteria air pollutants and dispersion modeling for TACs. The Project proposes to construct 243,462 SF less than what was planned for by the General Plan and evaluated in the General Plan Final EIR. In addition, the modeling includes use of construction equipment meeting a minimum of USEPA Tier III engine standards. As shown in Table AQ-4, construction emissions generated by the proposed Project would not exceed SCAQMD LST thresholds and would be less than emissions that would occur from the General Plan buildout of the Project site. Therefore, impacts would be consistent with those assumed by the Final EIR and the proposed Project would not result in any new adverse impacts or substantially increase the severity of any previously identified impacts

**Table AQ-4: Comparison Localized Construction Emissions**

Source	Maximum Daily Localized Emissions (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project</b>				
On-Site Project Emissions	24.0	28.3	8.6	4.8
<b>Localized Significance Threshold</b>	<b>311.0</b>	<b>1,655.0</b>	<b>14.0</b>	<b>6.4</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Net Construction Emission Estimates</b>				
Approved General Plan Project On-Site Emissions	24.0	28.3	8.6	4.8
<b>Total Net Construction Emissions (Proposed Project-General Plan Buildout)</b>	<b>0.0</b>	<b>-22.8</b>	<b>-0.6</b>	<b>0.0</b>

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

**Operation**

Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. As described previously, the Project proposes to construct 243,462 SF less than what was planned for by the General Plan and evaluated in the Final EIR, which would generate 11,800 fewer daily vehicular trips than anticipated by the Final EIR for the site. This would result in a net increase in localized mobile source emissions for NO<sub>x</sub> and a net decrease in emissions for CO, PM<sub>10</sub> and PM<sub>2.5</sub>. Table AQ-5 compares the proposed Project emissions with emissions from previously proposed buildout of the General Plan, which is 243,462 SF less than buildout at a FAR of 0.60. As shown, the operational emissions from the proposed Project would be lower than what was identified in the Final EIR and less than the LST thresholds. Therefore, impacts would be consistent with those assumed by the Final EIR and the proposed Project would not result in any new adverse impacts or substantially increase the severity of any previously identified impacts.

**Table AQ-5: Comparison Localized Operational Emissions**

Source	Maximum Daily Localized Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project</b>				
On-Site Project Emissions	5.5	43.4	0.7	0.4
<b>Localized Significance Threshold</b>	<b>311.0</b>	<b>1,655.0</b>	<b>3.9</b>	<b>1.7</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Net Operational Emission Estimates</b>				
Project Site General Plan Buildout On-Site Emissions	3.4	73.1	2.1	0.5
<b>Total Net Construction Emissions (Proposed Project-General Plan Buildout)</b>	<b>2.0</b>	<b>-29.7</b>	<b>-1.3</b>	<b>-0.1</b>

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

**Diesel Mobile Source Health Risk Analysis.** A construction and operational Health Risk Assessment (HRA) (Appendix A) was completed for the proposed Project as required by Final EIR MM 4.3-4a to assess the potential mobile source health risk impacts to the nearest sensitive receptors (which are residents) and nearest workers to the proposed Project. The HRA was completed using USEPA AERMOD air dispersion model to determine how the toxic air contaminants would move through the atmosphere after release from sources both on site and on surrounding airways consistent with General Plan Final EIR MM 4.3-4a. Health risk impacts are a result of exposure to diesel particulate matter (DPM) emitted from construction equipment and heavy-duty diesel trucks accessing the site. Table AQ-6 and Table AQ-7 below show the carcinogenic and chronic health risks from the proposed construction and operation of the proposed Project. During Project construction, contractors would utilize Tier 3 construction equipment, as required by General Plan EIR Mitigation Measure 4.3-1b and other strategies to reduce potential impacts on sensitive receptors listed in Mitigation measure 4.3-1e. For potential operational impacts, trucks were conservatively modeled along both Kirby Street and Whittier Avenue. Once Whittier Avenue is constructed, trucks would be routed away from sensitive receptors along Kirby Street which would ultimately reduce health risk impacts.

**Table AQ-6: Health Risk from Project Construction to Off-Site Receptors**

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	0.17	0.009	0.000
Sensitive Receptor Risk	7.04	0.006	0.000
<b>SCAQMD Significance Threshold</b>	<b>10.0 in one million</b>	<b>1.0</b>	<b>1.0</b>
<b>Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

As shown in Table AQ-6, the maximum cancer risk during construction for the sensitive receptor maximally exposed individual (MEI) would be 7.04 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. The worker receptor risk would be 0.17 in one million, which would also not exceed the threshold. The total chronic hazard index would be 0.009 for the worker receptor MEI and 0.006 for the sensitive receptor MEI, which would both be below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), which would also not exceed the threshold of 1.0. In addition. As these results show, all health risk levels to nearby workers and residents from construction-related emissions of toxic air contaminants would be below the SCAQMD's HRA thresholds. Thus, health risk impacts would be less than significant from the proposed Project construction emissions. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**Table AQ-7: Health Risk from Project Operation to Off-Site Receptors**

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	1.01	0.003	0.000
Sensitive Receptor Risk	9.59	0.000	0.000
<b>SCAQMD Significance Threshold</b>	<b>10.0 in one million</b>	<b>1.0</b>	<b>1.0</b>
<b>Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

As shown in Table AQ-7, the maximum cancer risk for the sensitive receptor would be 9.59 in one million, which is less than the threshold of 10 in one million. The worker receptor risk would be lower at 1.01 in one million. The total chronic hazard index would be 0.003 for the worker receptor and 0.000 for the sensitive receptor, which is below the threshold of 1.0. In addition, the total acute hazard index would be 0.000,

which would also not exceed the threshold of 1.0. Therefore, all health risk levels to nearby residents from operation-related emissions of toxic air contaminants would be well below the SCAQMD's HRA thresholds. As such, the proposed Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

The Final EIR anticipated that buildout of the General Plan and the potential for construction and operation of various types of development would not produce substantial concentrations of air pollutants that would affect existing sensitive receptors within the City. As discussed above, the proposed Project would result in less than significant impacts on sensitive receptors to substantial pollutant concentrations. Furthermore, the proposed Project would not result in new or more severe impacts compared to the level of impact cited in the General Plan Final EIR.

**d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.3-24 and was determined to have a less than significant impact. The proposed Project does not contain land uses typically associated with emitting objectionable odors. The Project site is directly adjacent to residential uses. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. During operations, potential odor sources include odors from exhaust associated with the proposed Project's long-term operational uses.

Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Additionally, the proposed Project would be required to implement CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485), which would reduce odors from the smell of truck exhaust. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odor impacts associated with the proposed Project's construction and operations would not be significant compared to what was previously analyzed and determined in the Final EIR. Therefore, impacts would be consistent with those assumed by the Final EIR for development of the site and no new impacts would occur.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding air quality. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project is undertaken that require major revisions of the previous Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Plans, Programs, or Policies (PPPs)**

None.

**Applicable City of Hemet General Plan Final EIR Programs and Policies*****Policies***

**OS-7.1: Development Design and Practices.** Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation. *[The Project would be required to comply with all applicable SCAQMD rules along with CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485)].*

**OS-7.9 Stationary Source Pollution.** Continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

*[The Project has implemented Policy OS-7.9 through preparation of the Air Quality, Health Risk, and Greenhouse Gas Emissions Report along with implementation of MM 4.3-1a, 4.3-1b and 4.3-1e].*

**OS-7.11 Fugitive Dust** Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations. *[This policy has been met through implementation of Mitigation Measure 4.3-1a].*

**OS-7.12 Best Management Practices.** Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction. *[The Project would be required to comply with all applicable SCAQMD rules along with CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485)].*

***Programs***

**OS-P-31 Fugitive Dust Control** Cooperate with federal, state, regional and local jurisdictions to control fugitive dust from stationary, mobile, and area sources. *[Implementation of this program has been met through implementation of Mitigation Measure 4.3-1a].*

**Mitigation/Monitoring Required**

Final EIR mitigation measures that are applicable to the proposed Project would be implemented as intended by the General Plan and the Final EIR. After implementation of Final EIR mitigation measures, no new impacts nor substantially more severe air quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required.

**Applicable Final EIR Mitigation Measures****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.

**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 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 NOX and PM10 control equipment will be available.
- Provide temporary traffic controls such as a flag person during 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 PM10 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 4.3-1e: 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.

5.4 BIOLOGICAL RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The General Plan Final EIR discussed impacts to biological resources on pages 4.4-1 through 4.4-31. The Final EIR discussed that adoption and implementation of the General Plan could result in the loss or degradation of existing populations of or suitable habitat for special-status plant and wildlife species. The General Plan Final EIR stated that General Plan Policy OS-1.1 would require development proposals to identify significant biological resources onsite and provide project-specific mitigation for the removal or degradation of sensitive plants. However, the General Plan Final EIR concluded that implementation of General Plan policies and programs and the MSHCP by future development projects implementing the General Plan would require identification, preservation, and avoidance of these biological resources which would result in less than significant impacts.

The General Plan EIR discussed that adoption and buildout of the General Plan could result in the loss or degradation of riparian habitat or other sensitive natural communities considered sensitive habitats. However, implementation of General Plan policies and programs and MSHCP requirements would require the preservation of sensitive communities, vernal pools, and wetlands which would result in less than significant impacts. Further, the General Plan EIR discussed that buildout of the General Plan could result in the loss or degradation of federally-protected wetlands and vernal pools; however, implementation of General Plan policies and programs would require the preservation of vernal pools and wetlands which would result in less than significant impacts.

The General Plan EIR discussed that buildout of the General Plan could impede wildlife movement throughout the City in areas such as the San Jacinto River, Santa Rosa Hills, Lakeview Mountains, and areas surrounding Diamond Valley Lake. However, the Final EIR concluded that compliance with the MSHCP and implementation of General Plan policies and programs would require the establishment of wildlife movement corridors and open space connections and buildout of the General Plan would result in less than significant impacts. In regard to conflicts with local policies or ordinances, the General Plan Final EIR discussed that buildout of the General Plan would require the City to coordinate with Riverside County and other agencies to implement applicable plans for the protection and preservation of biological resources. Further, the General would require the City to adopt a tree replacement ordinance to protect trees within the city. However, the Final EIR concluded that buildout of the General Plan would not conflict with local policies or ordinances and impacts would be less than significant.

In regard to conflict with the Western Riverside Multi-species Habitat Conservation Plan (MSHCP) and Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), the Final EIR discussed that there are conservation areas within the City and buildout of the General Plan could result in development pressure on or around these conservation areas. However, the General Plan Final EIR concluded that compliance with General Plan policies and programs would reduce impacts to a less than significant level.

### **City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**OS-1.1: Development Proposals.** Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practices related to particular resources.

**OS-1.2: Vernal Pools.** Preserve the integrity of the vernal pool complex by ensuring adequate hydration, providing appropriate conservation buffers, and the preservation of native plants, in accordance with the requirements of the Multi-Species Habitat Conservation Plan.

**OS-1.3: Wetland Habitats.** Require project applicants to conserve wetland habitats along the San Jacinto River, the Upper Salt Creek watershed, and elsewhere as identified where conservation serves to maintain watershed processes that enhance water quality and contribute to the hydrologic regime and comply with Clean Water Act Section 404. Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas.

**OS-1.4: Resource Protection in Development Design.** Require appropriate resource protection measures to be incorporated within specific plans and subsequent development proposals. Such requirements may include the preparation of a vegetation management program that addresses landscape maintenance, fuel modification zones, management of passive open space areas, provision of corridor connections for wildlife movement, conservation of water courses, rehabilitation of biological resources displaced in the planning

process, and use of project design, engineering, and construction practices that minimize impacts on sensitive species, MSHCP conservation areas, and designated critical habitats.

**OS-1.5: Restriction of Use.** As needed to protect resources, limit recreational use in open space areas where sensitive biological resources exist.

**OS-1.6: Habitat Conservation Plans.** Coordinate with Riverside County and other relevant agencies to implement the Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, and any other applicable habitat plan.

**OS-1.7: Wildlife Movement Corridor.** Continue efforts to establish a wildlife movement corridor in areas such as the San Jacinto River corridor, Santa Rosa Hills, Lakeview Mountains, and the open space areas surrounding Diamond Valley Lake. As applicable, new development in these areas shall incorporate such corridors. To minimize impediments to riparian wildlife movement, new roadways over ravines, arroyos, and drainages shall maintain wildlife corridors by incorporating bridges or culverts, where practical.

**OS-2.6: Replacement Trees.** Encourage the preservation of mature and heritage trees by requiring the replacement of any tree in the public right-of-way or with a diameter greater than 4 inches with a California-friendly or shade tree of similar size and shape or with smaller trees at a 3:1 ratio, as reasonably feasible.

#### **Programs**

**OS-P-1: Update Zoning Standards.** Include appropriate restrictions within the Open Space zoning and the Hillside Overlay to effectively preserve the natural open space character of the City and respond to other requirements of the designations.

**OS-P-3: Vernal Pools.** Protect Hemet's vernal pool riparian habitat by ensuring appropriate criteria cell refinement and the management of natural water courses that feed native plants and wildlife.

**OS-P-5: Replacement Tree Ordinance.** Prepare an ordinance that establishes a specific fund in the Capital Improvement Plan (CIP) budget for urban forestry to fund the planting of new or replacement trees annually at City parks, City facilities, or in the public right-of-way. The ordinance would also require replacing any tree that has been removed on private property and having a trunk diameter greater than 4 inches with a tree of similar shape and size or with smaller trees at a 3:1 ratio, as reasonably feasible. Replacement trees shall be California-friendly trees and on the City's approved tree list.

**OS-P-8: Open Space Connections.** During project review, require provision of pedestrian, bikeway, and/or passive open space connections between open space/recreation areas and adjacent developments or publicly owned recreation areas, where appropriate.

**OS-P-16: Conservation Planning and Agency Coordination.** Continue to participate and represent the City of Hemet in multi-species habitat conservation planning, watershed management planning, and water resource management planning efforts. Notify and consult with staff of the RWQCB, the Army Corps, the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and Western Riverside County Regional Conservation Authority when a proposed land development project may impact vernal pools and streambeds. Impacts to vernal pools and mitigation plans shall also be reported through the CEQA process.

**OS-P-17: MSHCP Compliance.** Development in the city shall be required to comply with the applicable terms of the MSHCP including, but not limited to, the payment of mitigation fees, narrow endemic surveys, riparian/riverine policy, and other applicable surveys. Anyone applying for a discretionary permit for property located in an MSHCP-designated Criteria Area/Criteria Cell(s) shall submit a Habitat Evaluation

and Acquisition Negotiation Strategy (HANS) Application to the City for transmittal to the Riverside Conservation Agency (RCA).

**OS-P-18: Incentives for Conservation.** Provide incentives for land conservation in areas subject to natural floodways, floodplains and water courses. Use the MSHCP Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) to promote conservation of areas subject to inclusion in the MSHCP Conservation Area.

**OS-P-19: Vegetation Mapping.** Update the local environmental database of habitat types (e.g., Vegetation Map) for Western Riverside County in consultation with the California Department of Fish and Game, the Natural Diversity Database, the U.S. Forest Service, and other knowledgeable agencies. The City shall coordinate with Riverside County to also provide these agencies with data as needed.

### **Project-Specific Impacts**

This section was prepared using the following reports:

General Biological Assessment, prepared May 2022 by Hernandez Environmental Services (HES 2022), and included as Appendix B.

- 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 Wildlife or U.S. Fish and Wildlife Service?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.4-27 through 4.4-28 and was determined to have a less than significant impact. The General Plan Final EIR noted that, pursuant to General Plan policy OS-1.1, individual development projects would require individual assessments of potential project-specific impacts to biological resources and if necessary, project-specific mitigation would be required to reduce potential impacts to a less than significant level. Consistent with the findings of the General Plan Final EIR, a Project-specific General Biological Assessment (GBA) was conducted by Hernandez Environmental Services in May 2022 (Appendix B). The Project site is vacant and covered by grasses and non-native weeds. The GBA identified that the site consists entirely of ruderal habitat. The GBA included a field survey conducted during February 2022. A total of seven plant species were observed within the Project site during the field surveys. Of the seven identified plant species, none were identified as being special-status species (Appendix B). A total of six wildfire species were observed during the field surveys and the California Glossy Snake was identified to have potential to be present onsite. Therefore, as required by General Plan Policy OS-1.1, the Project would implement Mitigation Measure BIO-1, which includes a pre-construction survey to be conducted to determine the presence or absence of this species prior to any ground-disturbing activities. While not observed during the field surveys burrowing owl, Cooper's hawk, and grasshopper sparrow are identified as having a low-moderate potential of existing within the Project site (Appendix B).

As discussed on page 4.4-22 of the General Plan Final EIR, it was determined that burrowing owls are known or expected to occur within the City. Further on page 4.4-27 the General Plan Final EIR determined that future development projects would require individual assessments of potential project-specific impacts to biological resources, and if necessary, project-specific mitigation would be recommended to reduce potential impacts to a less than significant level. Therefore, consistent with the findings in the General Plan EIR and consistent with General Plan Policy OS-1.1, the proposed Project shall implement recommended mitigation as included in the GBA.

A focused species survey on burrowing owls was done and although no owls were discovered, suitable burrows were identified within the study area. Since there is potential for burrowing owl to occur onsite, pursuant to General Plan Policy OS-1.1, Mitigation Measure BIO-2 requires a pre-construction burrowing owl survey to be performed no more than 30 days prior to initial ground disturbing activities. Potential

impacts related to Cooper's hawk and grasshopper sparrow would be reduced to a less than significant level with implementation of Mitigation Measure BIO-3 which requires vegetation removal activities to be conducted outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors). If vegetation removal occurs during the nesting season, areas to be disturbed must be surveyed by a qualified biologist 3-days prior to ground disturbing activities. With implementation of General Plan Policy OS-1.1 and Mitigation Measures BIO-1, BIO-2 and BIO-3, impacts related to the California Glossy Snake, burrowing owl, Cooper's hawk and grasshopper sparrow would be less than significant. Therefore, the proposed Project would result in no new impacts on any species identified as a candidate, sensitive, or special status species. The Project site was not found to contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species. No portion of the Project site is within or adjacent to a Critical Habitat unit, or any other sensitive habitats. Therefore, the Project would not result in impact or modification of designated critical habitat, or any other special status habitats. Therefore, the proposed Project would not result in new or more severe impacts compared to the level of impact cited in the General Plan Final EIR.

**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 Wildlife or U.S. Fish and Wildlife Service?**

**No New Impact.** Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. As discussed above, the Project site consists of grasses, non-native weeds and ruderal habitat areas. The Project site does not include any riparian habitat or other sensitive natural community. The nearest sensitive habitat is 1.5 miles away near Diamond Valley Lake (Appendix B). Therefore, the proposed Project would result in no new impacts on riparian habitat or other sensitive natural community. As such, the proposed Project would not result in new or more severe impacts compared to the level of impact cited in the General Plan Final EIR.

**c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.4-29 and was determined to have a less than significant impact. As discussed above, the Project site consists of grasses, non-native weeds, and ruderal habitat areas. The Project site does not include any state or federally protected wetlands as determined by the General Biological Assessment (Appendix B). Therefore, the proposed Project would result in no new impacts on state or federally protected wetlands. As such, the proposed Project would not result in new or more severe impacts compared to the level of impact cited in the General Plan Final EIR.

**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?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.4-29 through 4.4-30 and was determined to have a less than significant impact. As discussed above, the Project site consists of grasses, non-native weeds, and ruderal habitat areas. The Project site does not contain established native residents or migratory wildlife corridors and is not used as a native wildlife nursery site.

The Project site includes vegetation that would be removed as part of the proposed Project. The existing scrub on the site have the potential to provide habitat for nesting migratory birds. However, nesting birds are protected under the MBTA (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code that is implemented

through the City's permitting process. Therefore, should removal of the existing landscaping occur during the nesting/breeding season, General Plan Policy OS-1.1 and Mitigation Measure BIO-3 would ensure that the MBTA is implemented and that impacts related to nesting birds would be less than significant. As such, the proposed Project would not result in new or more severe impacts compared to the level of impact cited in the General Plan Final EIR.

**e) Conflict with any local policies or ordinances protecting biological resources?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.4-30 and was determined to have a less than significant impact. Any Project activities that have the potential to impact onsite trees require a survey of oak and native trees to comply with Riverside County Ordinance 559. No oak or native trees are located on the Project site. Therefore, development of the Project site would not conflict with this ordinance (Appendix B). Therefore, implementation of the proposed Project would not conflict with local polices or ordinances protecting trees and no new impact would occur. As such, the proposed Project would not result in new or more severe impacts compared to the level of impact cited in the General Plan Final EIR.

**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?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR and was determined to have a less than significant impact. The Project site is located within the Western Riverside County MSHCP. The Project Site is not located within a Criteria Cell or Cell group.

The Project footprint is not within the vicinity of an existing MSHCP Conserved Area, a Narrow Endemic Plant Species Survey Area (NEPSSA), or a riparian/riverine habitat. However, the site is within the survey area for the western burrowing owl, pursuant to Section 6.3.2 Additional Survey Needs and Procedures (Species Survey Requirements) of the MSHCP. A habitat assessment was performed and no burrowing owls were observed. However, since the Project footprint was deemed to have potential habitat for burrowing owl, pursuant to MSHCP requirements and General Plan Policy OS-1.1, pre-construction surveys would be conducted by a qualified biologist no more than 30-days prior to the commencement of any ground disturbing activities as included as Mitigation Measure BIO-1.

The Consistency Analysis as included in Appendix B to this Addendum found that the proposed Project is consistent with Sections 6.1.2, 6.1.4, and 6.3.2 of the MSHCP. Therefore, the proposed Project would result in no new impacts to habitat conservation plans. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the General Plan Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding biological resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts,

State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

### **Plans, Programs, or Policies (PPPs)**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### **Policies**

**OS-1.1: Development Proposals.** Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practices related to particular resources. *[This policy has been implemented through preparation of the General Biological Assessment for the proposed Project].*

#### **Mitigation/Monitoring Required**

In compliance with the City of Hemet General Plan 2030 Policy OS-1.1 and Western Riverside MSHCP requirements, the Project would implement the following pre-construction surveys:

**Mitigation Measure BIO-1:** A pre-construction/clearance California glossy snake survey shall be performed not more than 30 days prior to initial ground disturbance activity to determine presence/absence of the species. A qualified biologist will survey the Project site and a buffer zone, 500-feet outside the project limits for glossy snakes. If any California glossy snake is found on site during the preconstruction survey a qualified biologist will relocate the snake to the nearest available offsite area with suitable habitat.

**Mitigation Measure BIO-2:** A pre-construction/ clearance burrowing owl survey shall be performed not more than 30 days prior to initial ground disturbance activity to determine presence/absence of the species. A qualified biologist will survey the Project site and a buffer zone, 500-feet outside the project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow will be flagged, and a 160-foot diameter buffer will be established during nonbreeding season or a 250-foot diameter buffer during the breeding season. If burrows onsite are unoccupied, construction may proceed.

If the site survey determines the presence of burrowing owl, mitigation in accordance with the California Department of Fish and Wildlife CDFW shall be implemented as follows:

- If burrowing owls are identified as being resident on-site outside the breeding season (September 1 to February 14) they may be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the CDFW Staff Report on Burrowing Owl Mitigation (March 2012).
- If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance from the active burrow, to be determined by the biologist, to prevent disturbance during grading or construction. Installation and removal of the fencing shall be done with a biological monitor present.
- Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

**Mitigation Measure BIO-3:** Vegetation removal activities shall be conducted outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.

Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitats be thoroughly surveyed for the

presence of nesting birds by a qualified biologist within three days before commencement of vegetation clearing/ground disturbance activities. If any active nests are detected a buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts.

5.5 CULTURAL RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The City of Hemet General Plan Final EIR discussed impacts to cultural resources on pages 4.5-1 through 4.5-11. The General Plan Final EIR discussed that multiple significant and potentially significant cultural resources have been identified in the City, including historic structures recognized that the State and local level. However, the General Plan includes multiple programs that would ensure that potential historic features are assessed for their significance in advance of future development and mitigation could be implemented to avoid impacts. The Final EIR concluded that impacts to historic resources would be less than significant. The Final EIR discussed that development associated with buildout of the General Plan could impact buried archaeological resources; however General Plan policies and programs would ensure that the development sites are evaluated for archaeological sensitivity and project-specific measures are implemented that would reduce impacts to a less than significant level. In addition, the Final EIR concluded that Hemet and the surrounding area are known to have been used by Native American groups and Spanish immigrants and that some burial grounds are known. Therefore, the General Plan Final EIR concluded that it is possible that ground disturbing activities in the City could encounter human remains; however, with compliance to existing regulations, impacts would be less than significant.

**City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**HR-1.4 Demolition Alternatives.** Require development applications that include the demolition of structures older than 50 years or are listed in the Eastern Information Center Historic Data File for Riverside County, to consider alternatives to demolition such as architecturally compatible rehabilitation, adaptive reuse, and relocation.

**HR-2.1 Consultation.** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.

**HR-2.2 Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process.

**HR-2.3: Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.

### **Programs**

**HR-P-1 Demolition Delay Ordinance.** Establish a 30-day demolition delay requirement for all resources listed on the 1983 historic resources inventory, the EIC Historic Data Files for Riverside County, structures located within the downtown historic, or otherwise noted as historically significant to the City of Hemet. The delay allows staff enough time to determine the appropriate level of environmental mitigation. No permit for alteration or demolition of properties identified by the City shall be issued until alternatives to demolition have been considered. At a minimum, the standards of the California Environment Quality Act shall prevail.

**HR-P-9 Inventory of Archaeological Sites.** Maintain a secure inventory of known archaeological sites as a resource for the review of development proposals.

**HR-P-10 Studies and Surveys.** Use the development and environmental review processes for private sector, public facilities, and public infrastructure projects to require effective mitigation where development may affect archaeological or paleontological resources. Require appropriate archaeological and paleontological surveys and documentation of findings prior to project approval.

**HR-P-11 Tribal Consultation.** The City shall establish a formal process regarding development projects proposed on previously undeveloped property that involve major earth-disturbing activities, or that are located in areas with previously identified cultural resources. The process will include the following criteria:

- All projects shall be evaluated by a qualified archeologist by conducting a site records search, and if feasible, a Phase I walkover survey, and if necessary, a Phase II survey prior to project approval to identify the potential for the presence of significant cultural resources.
- If significant resources are located on the project site, or a high probability for cultural resources exists, the local band of Indians shall be consulted in the identification of mitigation measures to address impacts consistent with California requirements, including provisions to address inadvertent discoveries.
- During on-site grading activities in areas with cultural resources, or with a high potential for cultural resources, a qualified archeologist shall be on-site to monitor grading operations; tribal monitors shall also be consulted.
- In the event of the discovery of a burial site, human bone or suspected human bone, grading in the immediate area shall be immediately halted, the site protected, and the county coroner and representatives from the local bands of Indians notified.

**LU-P-18 Downtown Core Historic Inventory.** The City shall conduct an inventory of historic buildings and resources in the downtown core area. The inventory should prioritize identified resources for future rehabilitation. Funds shall be set aside to correct building conditions to meet the most up to date Uniform Building Code standards for those structures eligible for historic status.

**Project-Specific Impacts**

This section was prepared using the following reports:

Cultural Resources Assessment, prepared January 2022 by Brian F. Smith Associates, Inc. (BFSA 2022a), and included as Appendix C

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.5-9 through 4.5-10 and was determined to have a less than significant impact. CEQA defines a historical resource as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and CEQA Guidelines Section 15064.5[a]).

The California Register defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A Phase I Cultural Resources Assessment was completed for the proposed Project (included as Appendix C), which identified a farmhouse with two associated outbuildings and three concrete well features within the property from prior to 1953. The farmhouse and two associated structures were demolished between 1988 and 1994. Because the associated farmhouse and outbuildings have been demolished and the entire property has been disturbed continually throughout the twentieth century, these features no longer exist and are not considered CEQA-significant (Appendix C). No other cultural resources were observed during the survey. As a result, the proposed Project would not cause an adverse effect to a historic resource and no mitigation is necessary. Thus, there are no impacts to historic resources and the Project would not result in any new or more significant impacts than those identified in the Final EIR.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.5-10 through 4.5-11 and was determined to have a less than significant impact. Pursuant to General Plan Program HR-P-10, an archaeological survey and report was prepared for the Project site. A search at the Eastern Information Center (EIC) at UCR identified six resources (one prehistoric and five historic) within a one-mile radius of the proposed Project site, none of which are located within the proposed Project boundaries. The prehistoric resource is an isolate, and the historic resources include the Hemet-Ryan airport, a residence, a segment of the Atchison, Topeka and Santa Fe/San Jacinto Valley Railroad, a communication line, and a farm property. The records search also indicated that 23 previous cultural resources studies have been conducted within one mile of the Project boundaries, one of which intersects the entirety of the Project site. In addition to the records search, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC). The NAHC responded on February 11, 2022, stating the SLF search was negative for previously known tribal cultural resources or sacred lands within one-mile of the Project site (Appendix C).

On December 28, 2021, an archaeological field survey of the proposed Project area was conducted. The survey found three concrete well features associated with a farmhouse and two outbuildings that were

present on the property through the 1980s but have since been demolished. It is possible, based upon the records search results, that obscured prehistoric deposits may also exist within the Project site. Therefore, pursuant to General Plan Program HR-P-10 monitoring by a registered professional archaeologist is recommended to mitigate potential impacts to unrecorded archaeological features or deposits. Consistent with Program HR-P-10 as discussed on page 4.5-10 of the General Plan Final EIR, archaeological monitoring would be conducted during grading, excavation, and trenching due to the sensitive nature of the site. With implementation of previously identified Policy HR-2.2, Policy HR-2.3, and Program HR-P-10, the Project would result in less than significant impacts.

Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The Project would not result in any new or more significant impacts than those identified in the Final EIR.

**c) Disturb any human remains, including those interred outside of formal cemeteries?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.5-11 and was determined to have a less than significant impact. The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate vicinity of the Project site. Nevertheless, consistent with General Plan Program HR-P-11, should human remains be unearthed during grading and excavation activities associated with Project development, the construction contractor would be required by California law to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

Through compliance with program HR-P-11 and mandatory compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as included as MM CR-3, the proposed Project would not result in significant impacts to human remains, and impacts would be less than significant. Therefore proposed, the Project would result in no new impact than those identified in the Final EIR related to disturbance of human remains.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate proposed Project impacts or mitigation measures exist regarding cultural resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial

importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

### **Plans, Programs or Policies (PPPs)**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**HR-2.2 Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process. *[This policy has been met through implementation of MM CUL-1].*

**HR-2.3: Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site. *[This policy has been met through implementation of MM CUL-1].*

**HR-P-10 Studies and Surveys.** Use the development and environmental review processes for private sector, public facilities, and public infrastructure projects to require effective mitigation where development may affect archaeological or paleontological resources. Require appropriate archaeological and paleontological surveys and documentation of findings prior to project approval. *[This policy has been met through implementation of MM CUL-1].*

**HR-P-11 Tribal Consultation.** The City shall establish a formal process regarding development projects proposed on previously undeveloped property that involve major earth-disturbing activities, or that are located in areas with previously identified cultural resources. The process will include the following criteria:

- All projects shall be evaluated by a qualified archeologist by conducting a site records search, and if feasible, a Phase I walkover survey, and if necessary, a Phase II survey prior to project approval to identify the potential for the presence of significant cultural resources.
- If significant resources are located on the project site, or a high probability for cultural resources exists, the local band of Indians shall be consulted in the identification of mitigation measures to address impacts consistent with California requirements, including provisions to address inadvertent discoveries.
- During on-site grading activities in areas with cultural resources, or with a high potential for cultural resources, a qualified archeologist shall be on-site to monitor grading operations; tribal monitors shall also be consulted.
- In the event of the discovery of a burial site, human bone or suspected human bone, grading in the immediate area shall be immediately halted, the site protected, and the county coroner and representatives from the local bands of Indians notified.

*[Implementation of Policy HR-P-11 has been met through SB 18 tribal consultation and implementation of Mitigation Measures CR-1 through CR-3 and TCR-1 and TCR-2. Letters were sent out to 15 tribes and no responses were received].*

### **Mitigation/Monitoring Required**

In compliance with the City of Hemet General Plan 2030 Policy HR-2.1, Policy HR-2.2, Policy HR-2.3, and Program HR-P-10, the Project would implement the following pre-construction surveys:

**MM CR-1.** Pursuant to General Plan Policies HR-2.2 and HR-2.3 and Program HR-P-10, prior to ground disturbing activity, the applicant shall retain a registered professional archaeologist (RPA), and the registered professional archaeologist shall conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.

**MM CR-2.** Pursuant to General Plan Policies HR-2.1, HR-2.2, and HR-2.3 and Program HR-P-10, a Cultural Resource Management Plan shall be developed by the Project Archaeologist, in consultation with the Soboba Band of Luiseno Indians, the contractor, and City, to address the documentation process for discovered resources, temporary storage of the items, limited non-destructive analysis, treatment and final disposition in accordance with MM TCR-2. The CRMP will be subject to the approval of the City. Details in the CRMP shall include:

- a) The protocols and stipulations to be followed in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
- b) Treatment of inadvertent discoveries limited to basic recordation and non-destructive analysis.
- c) Pre-grading meeting with the City, the construction manager and any contractors, including but limited to a mandatory Workers Environmental Awareness Training (WEAP) to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols.

**MM CR-3.** Pursuant to General Plan Policies HR-2.1, HR-2.2, and HR-2.3 and Program HR-P-10 and in accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.

5.6 Energy	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The energy infrastructure and energy efficiency were described in Section 5.14, *Public Utilities and Energy Efficiency*, of the General Plan Final EIR, which describes that electricity in the City is provided by Southern California Edison (SCE) and natural gas is provided by the Southern California Gas Company (SoCalGas). The Final EIR describes that implementation of the General Plan would increase local demand for electricity, natural gas, and other energy sources. However, the General Plan Final EIR concluded that General Plan policies and programs would promote the efficient use of energy and impacts would be less than significant.

The General Plan EIR also evaluates energy efficiency in Section 4.7, *Greenhouse Gas Emissions*. The Final EIR includes Mitigation Measure 4.7-2 which requires future projects to estimate the developments energy consumption and identify proposed measures to ensure that the project conserves energy and uses energy efficiently.

**City of Hemet General Plan Final EIR Programs and Policies**

None.

**Project-Specific Impacts**

This section was prepared based on the following reports:

Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report, prepared by LSA in April 2023, and included as Appendix A.

- a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**No New Impact.**

**Construction**

During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, paint, fencing, lighting, and gate materials.

The Final EIR describes that the additional demand from buildout of the General Plan would be accommodated by the existing service providers. Based on these uses of energy during construction activities, the proposed Project would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction of the proposed Project does not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur is limited to a 12-month period, and the demand for construction-related electricity and fuels would be limited to that time frame. Table E-1 details the construction fuel usage over the Project's construction period.

**Table E-1: Proposed Project Energy Consumption Estimates During Construction**

Energy Type	Total Energy Consumption	Percentage of Increase Countywide
<b>Proposed Project</b>		
Diesel Fuel (total gallons)	123,005.2	0.04
Gasoline (total gallons)	116,005.5	0.02
<b>Net Energy Consumption</b>		
Diesel Fuel (total gallons)	145,157.9	0.05
Gasoline (total gallons)	150,309.5	0.02
<b>Diesel Fuel Difference (Proposed Project – Project Site General Plan Buildout)</b>	<b>-22,152.7</b>	<b>-</b>
<b>Gasoline Difference (Proposed Project – Project Site General Plan Buildout)</b>	<b>-34,304.0</b>	<b>-</b>

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

As indicated in Table E-1, the proposed Project would consume approximately 123,005.2 gallons of diesel fuel and approximately 116,005.5 gallons of gasoline during construction. Based on fuel consumption obtained from Carb's California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 755.0 million gallons of gasoline and approximately 299.1 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2023. Therefore, construction of the proposed Project would increase the annual consumption generated fuel use in Riverside County by .05 percent for diesel fuel usage and 0.02 percent for gasoline fuel usage. Additionally, gasoline and diesel fuel usage associated with the proposed Project would be less than the gasoline and diesel fuel usage associated with the General Plan buildout. Therefore, construction-related fuel consumption by the proposed Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

### **Operation**

Once operational, the proposed Project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the residences, water heating, operation of electrical systems and plug-in appliances, and outdoor lighting, and the transport of electricity, natural gas, and water to the residences, no additional energy infrastructure would be required to be built to operate the proposed Project, and no operational activities would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments (included as PPP E-1). The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include: insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced.

**Table E-2: Proposed Project Energy Consumption Estimates During Operation**

Energy Type	Annual Energy Consumption
<b>Proposed Project</b>	
Electricity Consumption (kWh/year)	4,277,450.0
Gasoline (gallons/year)	223,289.6
Diesel Fuel (gallons/year)	496,186.2
<b>Net Operational Energy Consumption</b>	
Electricity Consumption (kWh/year)	4,277,450.0
Gasoline (gallons/year)	1,870,701.7
Diesel Fuel (gallons/year)	270,233.4
<b>Electricity Consumption Difference</b>	<b>0.0</b>
<b>Gasoline Difference</b>	<b>-1,647,412.1</b>
<b>Diesel Fuel Difference</b>	<b>225,952.8</b>

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

The Final EIR describes that the additional demand from buildout of the General Plan would be accommodated by the service providers. As described previously, the Project would result in 243,462 less square feet than anticipated in the Final EIR, and thus, would be accommodated by existing service providers. Also, as detailed in Section 5.17, *Transportation*, the proposed Project would generate 11,800 fewer daily vehicular trips than anticipated by the Final EIR for the site.

As shown in Table E-2, the estimated potential net increase in electricity demand associated with operation of the proposed Project is 4,277,450.0 kWh per year. Total electricity consumption in Riverside County in 2021 was 16,767,2 GWh (16,767,235,877 kilowatt-hours (kWh)). Therefore, operation of the proposed Project would increase the annual electricity consumption in Riverside County by approximately 0.03 percent. In addition, as shown in Table E-2 above, electricity demand with the proposed Project would be approximately the same as electricity demand associated with the General Plan buildout.

Electrical demand associated with the proposed Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plans for renewable energy or energy efficiency. The proposed Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, lighting, which would reduce energy usage.

As shown in Table E-2, fuel use associated with the vehicle trips generated by the proposed Project is estimated at 223,289.6 gallons of gasoline and 496,186.2 gallons of diesel fuel per year. This analysis conservatively assumes that all vehicle trips generated as a result of Project operation would be new to Riverside County. Based on fuel consumption obtained from EMFAC2021, approximately 755.0 million gallons of gasoline and approximately 299.1 million gallons of diesel will be consumed from vehicle trips in Riverside County in 2023. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Riverside County by approximately 0.03 percent for gasoline fuel usage and

approximately 0.02 percent for diesel fuel usage associated with the General Plan buildout. In addition, as shown in Table E-2 above, gasoline fuel usage associated with the proposed Project would be less than gasoline usage associated with the approved General Plan buildout. Diesel fuel usage associated with the proposed Project would be greater than the diesel fuel usage associated with General Plan buildout. However, since the proposed Project would result in fuel usage that is a small fraction of current annual fuel use in Riverside County, fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, construction and operations-related energy consumption by the proposed Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant. As such, the Project would not have any new significant environmental impacts and the proposed Project would be consistent with the Final EIR.

**b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**No New Impact.** In 2002, the Legislature passed SB 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for Zero Emission Vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's *2021 Integrated Energy Policy Report* and *2022 Integrated Energy Policy Report Update* provides the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the overall use in Riverside County, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed Project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the proposed Project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. The California Energy Commission is responsible for adopting, implementing, and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. The proposed Project would be required to meet the California Code of Regulations (CCR) Title 24 energy efficiency standards in effect during permitting of the proposed Project (PPP E-1). Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would not have any new significant environmental impacts related to energy and the proposed Project would be consistent with the Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate proposed Project impacts or mitigation measures exist regarding energy. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the

circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Plans, Programs, or Policies (PPPs)**

**PPP E-1 Hemet Development Code Section 14.65,**

Projects are required to abide by Title 24 Chapter 6 of the California Code of Regulations with respect to energy efficiency standards.

**Applicable City of Hemet General Plan Final EIR Programs and Policies**

None.

**Mitigation/Monitoring Required**

No new impacts nor substantially more severe energy impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for energy.

5.7 GEOLOGY AND SOILS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## **Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

**Geology and Soils.** The City of Hemet General Plan Final EIR discussed impacts related to geology and soils on pages 4.6-1 through 4.6-17. The Final EIR discussed that adoption and buildout of the General Plan would result in future land uses in areas subject to surface rupture and strong ground shaking during future earthquake events; however, implementation of General Plan policies and programs require compliance with existing state and local regulations, which would reduce impacts to a less than significant level. The Final EIR discussed that most of the City is moderately susceptible to liquefaction, with areas of high and very high susceptibility to liquefaction near the eastern end of Diamond Valley Lake, along the San Jacinto River, and in West Hemet. The Final EIR discussed that implementation of the General Plan would result in development in areas prone to soil liquefaction and ground failure; however, implementation of General Plan policies and programs would reduce impacts to a less than significant level.

The General Plan Final EIR discussed that buildout pursuant to the General Plan would result in development in areas susceptible to earthquake-induced landslides; however, implementation of General Plan policies and programs require compliance with existing state and local regulations, which would reduce the potential for substantial adverse impacts due to exposure to earthquake-induced landslides. In regard to erosion hazards, buildout pursuant to the General Plan would result in ground disturbance and could result in erosion; however, the General Plan includes a variety of policies and programs which would reduce impacts related to soil erosion to a less than significant level. The Final EIR discussed that adoption and implementation of the General Plan would result in future development in areas susceptible to soil hazards, including landsliding, debris flows, expansive soils, and collapsible soils. However, implementation of 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 and impacts would be less than significant. The General Plan Final EIR discussed that buildout of the General Plan would generally result in the installation of public sewer collection systems and adherence to septic permitting requirements would result in less than significant impacts.

**Paleontological Resources.** The City of Hemet General Plan Final EIR discussed impacts related to paleontological resources on pages 4.6-1 through 4.6-17. The General Plan Final EIR discusses that the Hemet planning area includes areas where older Pleistocene sediments are present in the subsurface, and areas where these sediments are exposed at the ground surface. The Final EIR discusses that older Pleistocene alluvial deposits have high potential to contain paleontological resources. However, the Final EIR concluded that with implementation of General Plan Policy HR-2.3 and Program HR-P-10, which require paleontological surveys and necessary mitigation, impacts would be less than significant.

### **City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**PS-1.1 Seismic Standards.** Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.

**PS-1.3 Slope Stability.** Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.

**OS-4.2 Protect Mineral Resources.** Protect and conserve mineral resource deposits in designated areas to ensure that such deposits are available for future use.

**HR-2.2: Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process.

**HR-2.3: Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.

### **Programs**

**PS-P-2: Seismic Hazard Mitigation.** Develop hazard mitigation approaches for areas with identified geological, seismic-related, or other natural hazards to minimize potential future damage. Require structural and nonstructural assessment and, when necessary, mitigation of potentially hazardous buildings.

**PS-P-3: Seismic Safety Studies.** During review of development and redevelopment proposals, require state licensed surveys of soil and geologic conditions, as appropriate. Examples of when these surveys are required are: (1) for projects within earthquake fault regulatory zones delineated by the state for liquefaction, fault ruptures, and seismically induced land sliding, in accordance with the California Geologic Survey; and (2) before any area with slopes more than 15 percent are developed. Ensure that site-specific seismic analysis is conducted for critical and emergency facilities and sites that use or store acute hazardous materials.

**PS-P-4: Geological Mitigation for Slope and Hillside Areas.** For development occurring on steep terrain, require geotechnical and geologic investigations and an evaluation of site stability, including any possible impact on adjacent properties, before final project design is approved, pursuant to all applicable building codes. Require that engineered slopes be designed to resist seismically induced failure or settlement. During permit review, identify, and require mitigation of on-site and off-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements. Support mitigation on existing public and private property located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City of Hemet Public Works Department, Fire Department, or Police Department.

**OS-P-15: Mineral Resources and Williamson Act.** Accept California Land Conservation (Williamson Act) contracts, subject to the use and acreage limitations established by Riverside County, on land identified by the state as containing significant mineral deposits.

**HR-P-10: Studies and Surveys.** Use the development and environmental review processes for private sector, public facilities, and public infrastructure projects to require effective mitigation where development may affect archaeological or paleontological resources. Require appropriate archaeological and paleontological surveys and documentation of findings prior to project approval.

### **Project-Specific Impacts**

This section was prepared using the following reports:

Geotechnical Engineering Report, prepared January 2022 by Terracon Consultants, Inc. (TER, 2022), and included as Appendix E

Paleontological Assessment, prepared January 2022 by Brian F. Smith and Associates, Inc. (BFSA 2022b), and included as Appendix D

**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?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on page 4.6-13 and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the General Plan. As stated in the General Plan EIR, there are a number of potentially active and inactive fault systems located within the region that may impact the City. However, impacts would be less than significant after compliance with Policy PS-1.1, which requires enforcement of state and local seismic and structural regulations (i.e., Alquist-Priolo Earthquake Fault Zoning Act, California Seismic Hazards Mapping Act, California Building Standards Code, Hemet Municipal Code), and Program PS-P-3 requires state licensed surveys of soil and geologic conditions for projects within state-delineated Earthquake Fault Zones.

The Alquist-Priolo Earthquake Fault Zone Map, as well as the Geotechnical Engineering Report (Appendix G) identify that the Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. The San Jacinto Fault, which is considered to have the most significant effect at the site from a design standpoint, has a maximum earthquake magnitude of 7.9 and is located approximately 5.8 kilometers from the site. Since no known faults exist within the Project site and no habitable structures are proposed, the probability of ground surface rupture occurring at the site is considered low (Appendix E). Therefore, the proposed Project would not result in impacts related to rupture of a known fault. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**ii. Strong seismic ground shaking?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.6-13 through 4.6-14 and was determined to have a less than significant impact with incorporation regulatory requirements, and programs and policies of the General Plan. The Project site is located in a seismically active region, as is all of Southern California. The Project site could be subject to seismically related strong ground shaking. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consist of poorly consolidated material such as alluvium located near the source, and in response to an earthquake of great magnitude.

As discussed above, the San Jacinto Fault lies approximately 5.8 kilometers (3.6 miles) from the site. Due to the site's proximity to the San Jacinto Fault, the Project site is expected to be subject to strong seismic ground shaking during the life of the proposed Project. However, the proposed Project would be designed in accordance with Chapter 16 of the California Building Code (CBC). The CBC includes provisions for earthquake resistant design that include considerations for geologic hazard and onsite soil conditions. The City of Hemet has adopted the CBC in Municipal Code Section 14-40, which requires enforcement of state and local seismic and structural regulations (i.e., Alquist-Priolo Earthquake Fault Zoning Act, California Seismic Hazards Mapping Act, California Building Standards Code, Hemet Municipal Code). Program PS-P-2 would require structural assessment and mitigation for potentially hazardous buildings. Compliance with the requirements of the CBC and the Municipal Code would reduce hazards from strong seismic ground shaking to a less than significant level.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**iii. Seismic-related ground failure, including liquefaction?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final on page 4.6-14 and was determined to have a less than significant impact with incorporation of regulatory requirements, and

programs and policies of the General Plan. The Geotechnical Investigation that was prepared for the proposed Project described that groundwater was not encountered during drilling and has historically been approximately 187 feet below ground surface (bgs) (Appendix E). According to the County of Riverside Geologic Hazard GIS map and the Geotechnical Investigation, the possibility of liquefaction at the site is considered moderate due to the underlain silty sand, sandy silt, lean clay with sand, sandy lean clay and well graded sand. (Appendix E). Based on the results of the Geotechnical Investigation and the mapping performed by the City, the soil underlying the proposed Project site would not be considered at risk for liquefaction.

Additionally, as described previously, the proposed Project would be required to be constructed in compliance with the CBC and the City's Development Code, which would be verified through the County's plan check and permitting process. Thus, potential impacts related to liquefaction, settlement, and subsidence would be reduced to a less than significant level. Therefore, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

#### *iv. Landslides?*

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final on page 4.6-14 through 4.6-15 and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the General Plan. The Project site is not located near substantial slopes or hillsides. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the proposed Project would not expose people or structures to slope instability or seismically induced landslides, and no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

#### **b) Result in soil erosion or the loss of topsoil?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on page 4.6-15 and was determined to have a less than significant impact. As stated in the City of Hemet General Plan EIR, during construction activities, soil would be exposed and there would be an increase in potential for soil erosion compared to existing conditions. The proposed Project would be required to comply with Policy PS-1.1 which requires enforcement of state and local seismic and structural regulations to reduce the effects of sedimentation and erosion. Development greater than one acre in size is required to comply with the provisions of the Construction General Permit (CGP) adopted by the State Water Resources Control Board (SWRCB), which includes implementation of standard erosion control practices, as required by a Stormwater Pollution Prevention Plan (SWPPP), included as PPP HYD-1. During Project operation, the pervious areas would be landscaped. Thus, implementation of the proposed Project would not result in soil erosion. Also, the proposed drainage infrastructure would slow, and the infiltration basins would retain stormwater, which would also limit the potential for erosion or siltation. The proposed Project is required to implement a Water Quality Management Plan (WQMP) (which has been prepared and is included as Appendix G) that describes how the proposed Project would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. With adherence to PPP HYD-1 and HYD-2 requiring the preparation of a SWPPP and Project-specific WQMP, impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on page 4.6-16 and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the General Plan. As described above, the Project site does not contain nor is adjacent to any significant slope of hillside area. The proposed Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the proposed Project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. As discussed above, the Project site is underlain with medium dense/medium to dense/hard materials. Therefore, the Project site is not susceptible to liquefaction (Appendix E). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater in a basin is lowered. According to the Geotechnical Engineering Report, the surficial layer of existing topsoil and fill materials that covers the site, as well as the upper portions of the looser alluvial soil, would not, in their present conditions, provide uniform and/or adequate support for the proposed structures (Appendix E). As specified in General Plan Program PS-P-2:

“Develop hazard mitigation approaches for areas with identified geological, seismic-related, or other natural hazards to minimize potential future damage. Require structural and nonstructural assessment and, when necessary, mitigation of potentially hazardous buildings.”

In compliance with Program PS-P-2, the proposed Project would be required to implement the recommendations included in the Geotechnical Engineering Report, which recommends that the proposed structures be supported on engineered fill extending to a minimum depth of 3 feet below the bottom of foundations, or 5 feet below existing grades, whichever is greater, pursuant to CBC guidelines (Appendix E). Implementation of the recommendations included in the Geotechnical Engineering Report would ensure impacts related to subsidence would be less than significant.

Overall, compliance with the requirements of the CBC and with recommendations included in the Geotechnical Report, as ensured by the City through the permitting process would reduce potential impacts related to lateral spreading, subsidence, liquefaction, and collapse to a less than significant level. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

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

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on pages 4.6-16 and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the General Plan. Expansive soils contain clay particles that swell when wet and

shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils and could result in heaving and cracking of buildings and foundations. The near-surface site soils consist of silty sand and are not expected to have substantial volumetric changes with fluctuations in moisture (Appendix E).

Additionally, as described previously, compliance with the CBC would be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**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?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on pages 4.6-17 and was determined to have a less than significant impact with incorporation of regulatory requirements, and goals and policies of the General Plan. No septic tanks or alternative wastewater disposal systems are proposed as part of the proposed Project. The proposed Project would install onsite sewers that would connect to the existing infrastructure that is adjacent to the site. Therefore, impacts related to these facilities would not occur. No septic tanks are proposed. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on pages 4.6-18 and was determined to have a less than significant impact. Pursuant to HR-P-10, a Paleontological Assessment (Appendix D) was done on the Project site which included a locality records search, literature review, and a field pedestrian survey. The records search and Project survey indicate that no known fossil localities are present within the Project boundaries. The closest known recorded fossil locality is less than two miles southwest of the proposed Project, south of the Hemet-Ryan Airport off Warren Road, consisting of the bones of an extinct horse and other unidentified large mammal remains (Appendix D). Geologically, the Project site is mapped as overlaying alluvial deposits of Bautista Canyon dating from the Pleistocene to the Holocene Epoch and are considered paleontologically sensitive. Due to the existence of old alluvial deposits underlying the Project site and the presence of previously recorded fossil specimens within two miles of the site, it is possible that there are fossils underlying the Project site. Thus, consistent with the General Plan Policies HR-2.2 and HR-2.3 and Program HR-P-10, a Paleontological Resource Impact Mitigation Program (PRIMP) would be put into place to ensure monitors would be onsite during ground disturbance, as outlined in Mitigation Measure PAL-1. In the case of finding any paleontological resources, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by the paleontologist and curated as appropriate. Implementation of the PRIMP would reduce potential impacts to a less than significant level. With implementation of the PRIMP pursuant to Program HR-P-10, no new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

## **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the project that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

## **Plans, Programs, or Policies (PPPs)**

**PPP HYD-1 Construction General Permit.** Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

**PPP HYD-2 Santa Ana RWQCB MS4 Permit.** Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in Riverside County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to:

- Control contaminants into storm drain systems
- Educate the public about stormwater impacts
- Detect and eliminate illicit discharges
- Control runoff from construction sites
- Implement BMPs and site-specific runoff controls and treatments

## **Applicable City of Hemet General Plan Final EIR Programs and Policies**

### ***Policies***

**PS-1.1 Seismic Standards.** Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards [*This policy has been met through compliance with the CBC*].

**PS-1.3 Slope Stability.** Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas. *[This policy has been met through preparation of a Geotechnical Report for the proposed Project].*

**HR-2.2: Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process. *[This policy has been met through incorporation of MM PAL-1].*

**HR-2.3: Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site. *[This policy has been met through incorporation of MM PAL-1].*

### **Programs**

**PS-P-3: Seismic Safety Studies.** During review of development and redevelopment proposals, require state licensed surveys of soil and geologic conditions, as appropriate. Examples of when these surveys are required are: (1) for projects within earthquake fault regulatory zones delineated by the state for liquefaction, fault ruptures, and seismically induced land sliding, in accordance with the California Geologic Survey; and (2) before any area with slopes more than 15 percent are developed. Ensure that site-specific seismic analysis is conducted for critical and emergency facilities and sites that use or store acute hazardous materials. *[This program has been met through preparation of a Geotechnical Report for the proposed Project].*

**HR-P-10: Studies and Surveys.** Use the development and environmental review processes for private sector, public facilities, and public infrastructure projects to require effective mitigation where development may affect archaeological or paleontological resources. Require appropriate archaeological and paleontological surveys and documentation of findings prior to project approval. *[This program has been met through incorporation of MM CUL-1 and PAL-1].*

### **Mitigation/Monitoring Required**

In compliance with the City of Hemet General Plan 2030 Policy HR-2.2, Policy HR-2.3, and Program HR-P-10, the Project would implement the following pre-construction surveys:

**MM PAL-1: Paleontological Resource Impact Mitigation Program (PRIMP).** Pursuant to Policy HR-2.2, Policy HR-2.3, and Program HR-P-10, prior to the issuance of the first grading permit, the applicant shall provide a letter to the City of Hemet Planning Division, or designee, from a qualified professional paleontologist pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring pursuant to the 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources by the Society for Vertebrate Paleontology for ground disturbing activities greater than five feet in depth within native soil, as determined by the Project paleontologist.

In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

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Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

5.8 GREENHOUSE GAS EMISSIONS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The GPU Final EIR discussed greenhouse gas emissions (GHGs) on pages 4.7-1 through 4.7-26. The General Plan Final EIR discussed that future developments pursuant to the General Plan would result in an increased generation of GHG emissions. The General Plan Final EIR discussed that total communitywide emission in 2020 would be 1,971,363 MTCO<sub>2</sub>e per year and mobile sources and water use would be the primary sources of GHG emissions associated with buildout of the General Plan. Although General Plan policies require large projects to reduce construction-related and operational emissions and Mitigation Measures 4.7-1 and 4.7-2 would be implemented, which would reduce GHG emissions, impacts related to full buildout of the General Plan would be significant and unavoidable.

**City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**LU-1.4 Walkable Neighborhoods** Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile.

**LU-1.7 Integrate Land Use and Transportation Networks** Provide a variety of transportation choices to serve adjacent land uses and integrate a comprehensive system of streets, transit, passenger rail, bike paths and pedestrian connections to serve the community.

**LU-2.4 Concentrate Land Uses** Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities and minimize impacts to natural environmental resources.

**LU-2.6 Alternative Modes of Transportation** Promote alternative modes of transportation and provide street systems that disperse rather than concentrate traffic congestion. Provide short, connecting blocks in residential neighborhoods and utilize traffic-calming design strategies to reduce traffic speeds.

**LU-2.9 Sustainable Design** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

**LU-5.2 Land Use Connections** Promote employment and shopping centers in close proximity to residences in mixed use or transit-oriented development areas, and integrate with attractive and walkable pedestrian paths.

**LU-9.11 Sustainable Infrastructure and Development** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized “conjunctive use” drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity.

**OS-5.3: Development Design** Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.

**OS-5.4: Reclaimed Water** Use reclaimed water to irrigate parks, golf courses, public landscaped areas, and for other feasible applications as service becomes available from local water providers.

**OS-5.5: Water Efficient Landscaping** Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.

**OS-6.1: CALGreen Standards** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.

**OS-6.2: City Incentives** Through incentives such as expedited review of development projects, promote nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED) certifications.

**OS-6.3: Federal, State, Utility Company Incentives** Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.

**OS-6.4: Public Sector Development and Practices** Require Redevelopment Agency–funded projects, public sector projects, and publicly owned institutions and facilities to use systems, methods, and practices that promote energy conservation.

**OS-6.5: Clean Energy** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy resources, where compatible with adjacent land uses.

**OS-6.6: Solar Energy** Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an on-site solar generation.

**OS-6.7: Recycling** Promote the use of recycling and recycled materials in development projects and consumable products.

**OS-7.1: Development Design and Practices** Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

**OS-7.2: Public Transportation** Pursue expansion of the public transportation system, as well as bicycle and pedestrian trails, that are linked to the regional transit network, to reduce vehicle trips.

**OS-7.3: Alternative Vehicles** Promote the use of fuel-efficient and low-emissions vehicles, including neighborhood electric vehicles (NEVs).

**OS-7.4: Municipal Fleet** Manage the municipal fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.

**OS-7.5: Trip Reduction** Encourage a mix of housing types that are affordable to all segments of the population and are near job opportunities to further reduce vehicle trips.

**OS-7.6: Transportation Trip Management** Encourage employers to implement transportation demand management (TDM) measures to reduce trips and vehicle miles traveled.

**OS-7.7: Clean Technologies** Encourage businesses to use clean, innovative technologies and promote the use of alternative clean-fueled vehicles, new transportation technologies, and other alternatives to the combustion engine for City vehicles and individual use.

**OS-7.8: Green Building Techniques** Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.

**OS-7.9: Stationary Source Pollution** Continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

**OS-7.12: Best Management Practices** Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

**OS-7.13: Partnerships** Continue to work with the WRCOG Regional Air Quality Task Force to implement regional and local programs designed to meet federal, state, and regional air quality planning requirements.

**OS-8.1: Comprehensive Approach** Coordinate policies and implementation measures of the various elements of the General Plan to ensure a comprehensive approach to reducing greenhouse gas emissions and to establish the basis for a sustainability plan.

**OS-8.2: Land Use Planning** Encourage new and infill development that provides employment opportunities for Hemet residents, is located near activity centers or along transportation corridors, and incorporates offroad trails for pedestrians and cyclists to reduce the length and number of vehicle trips.

**OS-8.3: Mixed Use Development** Support mixed-use commercial-residential development in accordance with the Land Use Element as an opportunity to improve the City's current jobs-housing ratio and work-live balance.

**OS-8.4: Local Employment** Continue to create local employment opportunities by maintaining an adequate supply of designated commercial and industrial land, in accordance with the Land Use Element.

**OS-8.5: Jobs/Housing Balance** Improve the City's jobs-housing balance by encouraging the development, expansion, and retention of business.

**OS-8.6: Vehicle Miles Traveled** Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emissions through job creation.

**OS-8.7: Innovative Practices** Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.

### **Programs**

**OS-P-20 Energy Conservation Practices.** In response to the California Green Building Standards Code, encourage Tier 1 standards for new and remodeled construction that achieve the equivalent of Leadership in Energy and Environmental Design (LEED) Silver certification.

**OS-P-21 Techniques to Reduce Energy Use.** Train City staff to assist project applicants in designing energy efficient projects through site planning techniques, building orientation, building design, and building materials to reduce energy use and promote the use of renewable and alternative energy generation such as fuel cells, solar energy, and other sources.

**OS-P-22 Energy Regulation.** Update zoning and building codes to require new development to comply with the California State Energy Regulation requirements. Enforce all current residential and commercial California Energy Commission energy conservation standards during project review. Permit and encourage the use of passive solar devices and other state-of-the-art energy resources. Enforce the State Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources.

**OS-P-24 Energy Conservation in Public Facilities.** Require Silver LEED certification and encourage Gold LEED certification or a similar level of green building achievement for all new public facilities, Redevelopment Agency projects, and Housing Division projects, where feasible. Promote the use of high- efficiency heating and cooling systems, advanced lighting systems, and passive solar systems in public institutions to reduce energy use. Specify energy-efficient materials and systems, including shade design technologies, for government buildings.

**OS-P-26 Minimize Water Demand.** Work with the water districts to promote water conservation and ultimately reduce demand for peak-hour water supply and wastewater capacity. Continue current conservation efforts and actively pursue water storage and source alternatives, including dry-year water transfer options and use and production of reclaimed water.

Continue to review and update the City's adopted zoning and building codes and require the use of water conservation measures to reduce water consumption. Such measures may include the use of plumbing fixtures that reduce water use. low-flow toilets. drip irrigation systems. and xeriscape landscaping that maximizes use of drought-tolerant plant species. Continue to implement a recycled water ordinance in accordance with the Water Recycling in Landscaping Act. Where feasible, incorporate reclaimed water systems into landscape irrigation plans. Convert existing City of Hemet nondomestic water uses to recycled water use in accordance with Sections 13550-13556 of the State Water Code when feasible. Use reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Hemet Water Department, Lake Hemet Municipal Water District, and Eastern Municipal Water District. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible and environmentally sound. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.

**OS-P-34 Climate Action Plan.** Develop and adopt a climate action plan (CAP) for the City of Hemet. The CAP will have two primary objectives, which are to reduce total greenhouse gas (GHG) emissions in the City by 2020 and create adaptation strategies to address the impacts of climate change on the City, such as increased risk of flooding and wildfires, diminished water supplies, and public health. 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). The CAP will be adopted in a public process following environmental review (State CEQA Guidelines Section 15183.5(b)(1)(F)).

**OS-P-35 Baseline GHG Emissions Inventory and Forecast** The City has completed a baseline GHG emissions inventory for the year 2009, and 2020 and 2030 emissions forecasts to support the General Plan EIR (State CEQA Guidelines Section 15183.5(b)(1)(A)). The CAP will use these forecasts to describe efforts necessary to achieve communitywide GHG reductions to 6.6 MT CO<sub>2</sub>e/SP/yr by 2020 and 4.9 MT CO<sub>2</sub>e/SP/yr by 2030 (State CEQA Guidelines Section 15183.5(b)(1)(B)).

**OS-P-36 GHG Emissions Reduction Strategies and Measures** The CAP will describe the strategies and measures necessary to reduce GHG emissions at both the statewide level (State CEQA Guidelines Section 15183.5(b)(1)(C)) and through local actions in the planning area that on a project-by-project basis would collectively achieve the reduction target (State CEQA Guidelines Section 15183.5(b)(1)(D)). Policies and measures will be created with public input from all stakeholders. Each measure will include a timeline and assign responsibility to implementing agencies and departments. In addition to direct GHG reduction measures, the CAP will incorporate public education efforts to raise awareness on the importance of minimizing GHG emissions and methods for reducing emissions from individual's lifestyles. GHG emissions reduction General Plan policies and programs will be referenced within the CAP. Policies, benchmarks, and measures will be evaluated according to current state law and applicable guidance each time the General Plan is updated. Measures applicable to existing and new development will be identified. It is anticipated that both mandatory and voluntary measures will be recommended by the CAP. The City will establish an implementation tool that enables tiering of future development projects by making otherwise voluntary measures binding and enforceable for new projects (State CEQA Guidelines Section 15183.5(b)(2)).

**OS-P-37 Protection and Adaptation Strategies.** The CAP will describe strategies, policies, and measures that will be used to protect the City from and facilitate adaptation to the potential effects of climate change. Potential effects to be evaluated include, but are not limited to, increased frequency and magnitude of flooding, diminished water supply, habitat loss, and possible effects on public health and the local economy, including agriculture. Each measure will include a timeline and assign responsibility to implementing agencies and departments.

**OS-P-38 Benchmarks and Next Steps.** In conclusion, the CAP will identify benchmarks, monitoring procedures, and other steps needed to ensure the City achieves its GHG reduction, protection, and adaptation goals (State CEQA Guidelines Section 15183.5(b)(1)(E)). Monitoring and verifying progress of GHG emissions reduction measures will be conducted on an ongoing basis. Monitoring will provide important feedback that can be used to demonstrate overall progress toward emissions reduction targets and improve measures over time. Benchmarks will be established to serve as intermediate goals and motivate compliance with reduction targets. Benchmarks for strategic responses to climate change impacts should be based on the expected timescale of the specific impact and will be established during development of individual strategic plans. As the CAP is to be implemented over a period of several years, knowledge surrounding climate change and implementation measures are likely to evolve. The CAP will contain provisions to evaluate measures to ensure successful GHG emissions reduction and protection of the City.

### **Project-Specific Impacts**

This section was prepared based on the following reports:

Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report, prepared by LSA in April 2023, and included as Appendix A.

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.7-18 through 4.7-20 and determined impacts would be significant and unavoidable. GHG emissions associated with Project construction would occur over the short term and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with new vehicular trips and stationery-source emissions (i.e., natural gas used for heating and electricity usage for lighting). The calculations presented below include construction emissions in terms of annual CO<sub>2</sub>e GHG emissions from increased energy consumption, water usage, and solid waste disposal, as well as estimated GHG emissions from vehicular traffic that would result from implementation of the proposed Project.

During construction of the proposed Project, GHGs would be emitted through the operation of construction equipment, as well as emissions from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. As described previously, the Project proposes to construct 243,462 SF less than what was planned for in the General Plan and evaluated in the Final EIR, which would result in reduced construction related GHG emissions, as smaller building square footage would be constructed.

During operations, the Project would generate long-term GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Mobile-source emissions of GHGs would include Project generated vehicle trips associated with employee and truck trips to and from the Project site. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed use.

As detailed in Section 5.17, *Transportation*, the proposed Project would generate 11,180 fewer daily vehicular trips than anticipated by the Final EIR for the site. This would result in a net decrease in mobile source emissions in comparison to those identified in the Final EIR.

The operation of the previously approved Business Park (BP) land use analyzed under the General Plan and proposed Project would involve emissions of CO<sub>2</sub> and other greenhouse gasses. For the purpose of this analysis, all GHG emissions are calculated CO<sub>2</sub> equivalents (CO<sub>2</sub>e), as reported by CalEEMod and utilized by SCAQMD for their thresholds. Table GHG-1 shows the estimated operational GHG emissions from the General Plan buildout of the site, the operational GHG emissions from the proposed Project, and the total net change GHG emissions from the General Plan buildout of the site to the proposed project. As seen in GHG-1, the net change in GHG emissions from implementation of the proposed Project is estimated to be 12,602 MTCO<sub>2</sub>e fewer than buildout pursuant to the General Plan. Therefore, the proposed Project would result in fewer GHG emissions than analyzed under the General Plan Final EIR. In addition, the Project would implement General Plan Final EIR Mitigation Measure 4.7-1 which would reduce construction GHG emissions. Therefore, construction and operation impacts related to greenhouse gas emissions would be less than conditions analyzed within the Final EIR and no new substantial environmental impacts would occur.

**Table GHG-1: Greenhouse Gas Emissions (MT/year)**

Emissions Source 2023	Operational Emissions				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e	Percentage of Total
<b>Proposed Project</b>					
Mobile Sources- Vehicle and Light Duty Trucks	2,104.0	0.1	0.1	2,139.0	24
Mobile Sources – Heavy Duty Trucks	4,482.0	0.1	0.7	4,700.0	54
Area Sources	17.3	<0.1	<0.1	17.3	<1
Energy Sources	1,032.0	0.1	<0.1	1,036.0	12
Water Sources	389.0	6.4	0.2	596.0	7
Waste Sources	71.3	7.1	0.0	249.0	3
Stationary Sources	14.0	<0.1	<0.1	14.1	<1
<b>Total Project Operational Emissions</b>				<b>8,751.4</b>	<b>100</b>
<b>Amortized Construction Emissions</b>				<b>44.7</b>	<b>-</b>
<b>Total Annual Emissions</b>				<b>8,796.1</b>	<b>-</b>
SCAQMD Threshold				3,000	-
<b>Project Site General Plan Buildout</b>					
Mobile Sources	18,866.0	0.9	0.9	19,201.0	90
Area Sources	22.2	<0.1	<0.1	22.3	<1
Energy Sources	1,032.0	0.1	<0.1	1,036.0	5
Water Sources	500.0	8.3	0.2	765.0	4
Waste Sources	91.8	9.2	0.0	321.0	1
<b>Total Project Site General Plan Buildout Emissions</b>				<b>21,345.3</b>	<b>100</b>
Amortized Construction Emissions				53.5	-
<b>Total Project Site General Plan Buildout Annual Emissions</b>				<b>21,398.8</b>	<b>-</b>
<b>Difference (Proposed Project – Project Site General Plan Buildout)</b>				<b>-12,602.7</b>	<b>-</b>

Source: Air Quality, Greenhouse Gas, and Energy Impact Report (Appendix A)

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.7-21 through 4.4-24 and was determined to have significant and unavoidable impact.

*2022 Scoping Plan*

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan, to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State’s 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB

32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles. Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As discussed above, the proposed Project would comply with the CALGreen Code, regarding energy conservation and green building standards. Therefore, the proposed Project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed Project would comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. In addition, the proposed Project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed Project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed Project. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a three percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the Project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed Project would not conflict with the identified transportation and motor vehicle measures. As such, the proposed Project would be consistent with the 2022 Scoping Plan.

#### *City of Hemet Climate Action Implementation Plan*

As described above, the City adopted the Subregional WRCOG Climate Action Implementation Plan (CAP) in September 2018. The consistency of the proposed Project with the goals of this CAP fulfills the CEQA goal of fully informing local agency decision-makers of the environmental impact of the proposed Project under consideration at a stage early enough to ensure that GHG emissions are addressed. Although the CAP does not include a target for 2030, the measures in the plan will continue to provide reductions after the milestone

year and help demonstrate continued progress toward achieving the SB 32 2030 target. The following CAP measures would be applicable to the proposed Project.

- R2-E2 New Commercial Energy Efficiency: Increase energy efficiency in new commercial developments an average of 10 percent beyond Title 24 Standards.
- R2-E4 Commercial Renewable Energy: Derive 10 percent of the electricity use in new commercial developments from renewable energy and install an average of 5Kw of solar photovoltaic cells per 10,000 square feet of building space.
- R2-W2 Water Conservation Strategies: Reduce water consumption in new developments by 20 percent through low flush toilets, landscape ordinance, incentive programs, on-site stormwater capture, and other similar programs.
- T-2 Bicycle Parking: Provide additional options for bicycle parking.
- T-3 End of Trip Facilities: Encourage the use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.
- T-12 Limit Parking Requirements for New Development: Reduce requirements for vehicle parking in new development projects.

The proposed Project would be required to implement transportation measures consistent with the CAP to reduce vehicle miles traveled. The proposed Project would also be consistent with the CAP's goal of increasing water and energy efficiency in new buildings by complying with the latest CBC Title 24, including the latest CALGreen Code standards. In addition, the proposed Project would comply with local and state laws regarding solar energy by installing solar panels on the proposed building. Construction of the proposed Project would include a diversion of construction waste from landfills to recycling consistent with current local and State standards and CAP goals to increase diversion and reduction of waste. As such, the proposed Project would be consistent with applicable CAP measures.

#### *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*

SCAG's RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in the 2020–2045 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe to all roadway users, preserve the transportation system, and expand transit and foster development in transit oriented communities. The 2020–2045 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2020–2045 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels). The 2020–2045 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the 2020–2045 RTP/SCS but provides incentives for consistency for governments and developers.

Implementing SCAG's RTP/SCS would greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. The proposed Project would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Based on the nature of the proposed Project, it is anticipated that implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS.

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Through implementation of the CAP, the City meets the State's regulations for reducing GHG emissions. The CAP is designed to ensure that the

development accommodated by the buildout of the General Plan supports the State's regulations for reducing GHG emissions. The proposed Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features. The Project would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the state. In addition, the proposed Project would be consistent with the relevant General Plan goals and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, construction and operation impacts related to greenhouse gas emissions would be less than conditions analyzed within the Final EIR and no new substantial environmental impacts would occur.

### **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding greenhouse gas emissions. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

### **Plans, Programs, or Policies**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**LU-1.4 Walkable Neighborhoods** Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile. *[This policy has been met through improved sidewalks along Kirby Street and the proposed Whittier Ave].*

**LU-2.4 Concentrate Land Uses** Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities and minimize impacts to natural environmental resources *[This policy has been met through proposed development of an industrial building consistent with the land use and zoning designation of the site].*

**LU-2.9 Sustainable Design** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features. *[Implementation of Policy LU-2.9 has been met through compliance with Title 24 which is included as PPP E-1].*

**LU-9.11 Sustainable Infrastructure and Development** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized “conjunctive use” drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity. *[Implementation of Policy LU-9.11 has been met through compliance with Title 24 which is included as PPP E-1 and preparation of a site-specific WQMP and Hydrology Report].*

**OS-5.3: Development Design** Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design. *[Implementation of Policy OS-5.3 has been met through preparation of a site-specific WQMP and Hydrology Report].*

**OS-5.5: Water Efficient Landscaping** Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste *[This policy has been implemented through including drought-tolerant ornamental landscaping].*

**OS-6.1: CALGreen Standards** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards. *[This policy has been implemented through compliance with the CBC and would be required to comply with the Cal Green Building Standards Code].*

**OS-6.5: Clean Energy** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy resources, where compatible with adjacent land uses *[This policy would be implemented through solar installation that would meet the City’s minimum requirements per the City’s Municipal Code].*

**OS-6.6: Solar Energy** Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an on-site solar generation. *[This policy would be implemented through solar installation that would meet the City’s minimum requirements per the City’s Municipal Code].*

**OS-6.7: Recycling** Promote the use of recycling and recycled materials in development projects and consumable products *[This policy would be implemented through Project compliance with AB 341].*

**OS-7.1: Development Design and Practices** Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation *[The Project would be required to comply with all applicable SCAQMD rules along with CARB Rule 2485 regulations that limit idling to 5 minutes (13 CCR, Chapter 10 Section 2485)].*

**OS-7.4: Municipal Fleet** Manage the municipal fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available *[This policy would be implemented through compliance with CCR Title 13 which requires trucks to be zero-emissions by 2045].*

**OS-7.7: Clean Technologies** Encourage businesses to use clean, innovative technologies and promote the use of alternative clean-fueled vehicles, new transportation technologies, and other alternatives to the combustion engine for City vehicles and individual use *[This policy would be implemented through compliance with CCR Title 13 which requires trucks to be zero-emissions by 2045].*

**OS-7.8: Green Building Techniques** Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources *[This policy would be implemented through solar installation that would meet the City's minimum requirements per the City's Municipal Code].*

**OS-7.9: Stationary Source Pollution** Continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

*[This policy has been implemented through incorporation of MM 4.3-1e which minimizes exposure to sensitive receptors and sites to health risks related to air pollution].*

**OS-7.12: Best Management Practices** Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

**OS-8.6: Vehicle Miles Traveled** Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emissions through job creation *[This policy has been implemented through preparation of a VMT Screening Memo for the proposed Project].*

#### **Programs**

None.

#### **Mitigation/Monitoring Required**

Final EIR mitigation measures that are applicable to the proposed Project would be implemented as intended by the General Plan and the Final EIR. After implementation of Final EIR mitigation measures, no new impacts nor substantially more severe air quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required.

#### **Applicable Final EIR Mitigation Measures**

##### **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.

At the time of project review for discretionary approval from the City, the City shall require the applicant(s) to implement the most current list of GHG reduction measures recommended by the as conditions of approval. The list of feasible measures must be established prior to the selection of a primary contractor, to require that the ability of a contractor to effectively implement the selected GHG reduction 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 [NOX] 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 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 non potable 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.

5.9 HAZARDS AND HAZARDOUS MATERIALS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The General Plan Final EIR discussed hazards and hazardous materials impacts on pages 4.8-1 through 4.8-24. The Final EIR discussed that adoption and implementation of the 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. Further, compliance with and enforcement of existing regulations, supported by implementation of General Plan policies and programs would reduce impacts to a less than significant level. In addition, buildout of the General Plan could result in development of uses that would emit or handle hazardous waste in proximity to new or existing schools; however, with implementation of existing regulations impacts would be less than significant.

The General Plan Final EIR discussed that there are several sites within the City that are identified on the Cortese List as known hazardous materials sites and development on these sites could expose construction workers to hazardous materials from these sites. Further, hazardous materials could create an environmental or health hazard if left in place. However, the Final EIR concluded that implementation of General Plan policies would reduce impacts to a less than significant level. The Final EIR discussed that adoption and

implementation of the 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, but adherence to existing regulations would result in less than significant impacts. The Final EIR discussed that buildout of the General Plan would create additional traffic and future development requiring evacuation in case of an emergency. However, implementation of General Plan policies and programs would ensure conformance with countywide emergency-response programs and continued cooperation with emergency response service providers which would result in a less than significant impact. The General Plan Final EIR discussed that buildout of the General Plan would increase population density in proximity to wildlands and very high fire hazard severity zones, which would increase the risk from potential wildland fires. However, the Final EIR concluded that with implementation of General Plan policies, impacts would be less than significant.

### **City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**LU-10.1: Airport Influence Area** Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Plan and General Plan policies. All legislative land use proposals and Discretionary Uses and Incompatible Uses per Table 2.5 that are located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUP. All non-legislative land use proposals that are subject to CEQA review by the City of Hemet and located within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment.

**LU-10.4: Interim Airport Overlay** To ensure land use consistency for an interim time period while the 1992 Airport Land Use Plan is being updated, require consistency review by the City and the ALUC for all proposed legislative actions and discretionary development projects that are located within the Interim Airport Overlay designation as shown on Figure 2.6A while the Hemet Ryan Airport Land Use Plan is being updated. Any proposed land uses identified as Incompatible Uses shall also be reviewed. by the ALUC. While the 1992 Airport Land Use Plan remains in effect, the following land uses are restricted within the Interim Airport Overlay:

1. Residential densities exceeding one du/2.5 acres (property in the previously approved PCD-79-83, Page Ranch, shall be reviewed to encourage a reduction in density and design orientation that provides the least risk)
2. Critical facilities in Area I
3. Hazardous Material Facilities
4. Institutional Uses and Schools
5. Places of Assembly

**LU-10.5: Residential Density Limitations** While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in me Transition Area and designated as High Density Residential (18-30 du/ac) shall be limited to a maximum of 20 du/ac unless otherwise found consistent by the ALUC.

**PS-4.1: Land Use Compatibility.** Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances by the Airport land Use Commission (ALUC).

**PS-4.2: Airport Safety Zones.** Consult with Riverside County to maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety for both the present runway configurations and for possible future expansion as identified in the Hemet-Ryan Airport Land Use Compatibility Plan and the Hemet-Ryan Airport Master Plan.

**PS-4.4: Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk shall be reviewed

for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Compatibility Plan, as may be amended from time to time.

**PS-4.5: Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.

**PS-4.7: Avigation Easements.** Avigation easements shall be required for all land uses in Safety Areas I, II, and III as part of the development review process. As appropriate, based on location, avigation easements may be required in other areas of the City or Planning Area.

**PS-4.8: Project Operating Compatibility.** Development applications shall be required to demonstrate that the project is compatible with the following airport land use restrictions:

- a) Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.
- b) Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited.
- c) Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
- d) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.

**PS-5.1: Enforce Regulations.** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.

**PS-5.2: Maintain Response Programs.** Maintain effective programs for responding to hazardous material emergencies.

**PS-5.4: Multi-Jurisdictional Local Hazard Mitigation Plan.** Implement goals and objectives contained in the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan to reduce risks from natural and other hazards and to serve as a guide for decision makers as they commit resources to reducing the effect of natural and other hazards.

**PS-6.5: Wildland Fire Evaluation.** Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.

**PS-6.6: Roadway Fire Buffer Coordination.** Coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel buildup

**PS-6.7: Wildland Fire Protection.** Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.

**PS-6.8: Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

**PS-7.3: Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.

**PS-7.4: Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.

**PS-10.3: Disaster Plans.** Review and consistently update the City's disaster contingency plans. Recommend that plans for critical facilities and service providers cover the adequate provision of emergency supplies and power supplies to provide essential services.

**PS-10.4: Mutual Aid Agreements.** Maintain mutual aid agreements and communication links with federal, state, county, and other local agencies to respond to emergencies.

### **Programs**

**CD-P.20 Light Pollution and Reflective Materials.** Require lighting practices that reduce light pollution in new development areas. New lighting fixtures shall cast light downward toward the ground and reduce spillover light. Existing light fixtures requiring replacement or repair shall be upgraded so they also cast light downward. Exterior building materials in new development shall be composed of a minimum 50% low reflectance, non polished finishes, and bare metallic surfaces found on infrastructure such as pipes and poles shall be anodized or painted to minimize reflectance and glare.

**LU-P-35: Airport Land Use Plan Compatibility.** All new development proposals located within the boundaries of the Airport Influence Zones shall undergo review to determine consistency with the Airport Land Use Plan and the Department of Aeronautics Handbook. Legislative land use proposals (such as General Plan Amendments, Specific Plans, and Amendments to Development Agreements, Zone Changes, Zoning Ordinance Amendments, etc.) will be forwarded to the Riverside County Airport Land Use Commission for review. Non-legislative proposals will require a Site Development Review to be approved by the Community Development Director, and may also be subject to Discretionary review by the ALUC per Table 2.5 of the Land Use Element. Uses subject to discretionary review will be required to prepare an Airport Compatibility Study to determine consistency and safety considerations.

The Community Development Department shall prepare a project review checklist to determine ALUP consistency review and the required process at the time of the DRC (Development Review Committee) Meeting and present the findings to the applicant to insure early coordination with ALUC staff. All projects subject to CEQA review and located within the Airport Influence Area shall be transmitted to ALUC staff for review and comment.

During the time frame that the 1992 ALUP is being updated, the Interim Airport Overlay shown in Figure 2.6A and related Land Use and Public Safety Element policies shall be in effect. Once the new ALUP is adopted by the ALUC, the City shall amend the General Plan within 180 days to bring it into conformity with the newly adopted ALUP.

**PS-P-13: Airport Land Use Restrictions.** Evaluate land use restrictions outlined in the most recent adopted Hemet-Ryan Airport Land Use Plan, California Airport Land Use Planning Handbook, and Federal Aviation Administration notice responses for applicability to development projects and evaluate the appropriateness of subject discretionary development projects. Require the preparation of Airport Compatibility studies as needed for new development proposed to be located within the airport influence areas.

**PS-P-14: Updated Fire Protection Requirements.** Periodically update fire protection requirements for both new construction and existing structures in the hazardous fire areas noted in Figure 6.4, "Wildland Fire Hazard Severity Zones" and in areas located at the transition between developed and undeveloped land.

**PS-P-15: Fire Protection Regulations.** Adopt and enforce the latest building construction codes to guide future development, and continue to update and amend building and fire codes as necessary to maintain fire safety in Hemet. Considerations should include but not be limited to:

- Multiple access routes for both the public and emergency vehicles, particularly in hillside areas;
- Brush clearance, particularly along roadsides, hillsides, and rural areas;
- Automatic fire control and safety systems;
- Evacuation routes, particularly within high-occupancy or dependent-care facilities;
- Fire protection during construction; and
- Fire-resistant roofs, particularly in fire-susceptible areas.

**PS-P-16: Fire Department Master Plan.** Prepare and maintain a fire department master plan assessed annually and updated every 5 years. The plan should assess fire prevention and suppression services, evaluating the adequacy of facilities and equipment, the status and adequacy of mutual aid agreements, fire education programs, and personnel staffing and program needs. Prepare five-year projections of equipment, facility, and staffing needs based on anticipated growth, incident rates, and voter-approved performance standards. Develop programs to fund fire department needs and execute operations proposals based on the updated master plan.

**PS-P-18: Emergency Plans and Procedures.** Regularly evaluate the City's emergency preparedness plans and procedures to provide for adequate police, fire, and protection services in the event of an emergency. Ensure compliance with the requirements and provisions of the State Emergency Management System. Conduct exercises to perfect and test emergency preparedness procedures.

**PS-P-21: Emergency Preparedness for High-Risk Facilities.** Require that high-risk facilities such as railroads, utility facilities, hospitals, schools, government buildings, and water facilities maintain emergency preparedness plans.

**PS-P-22: Hazardous Material Regulations.** Update the Hemet Municipal Code for commercial, industrial, and agricultural activities to require building owners, users and farm operators to comply with all federal, state, and local laws regulating the use, storage, transportation, and disposal of hazardous materials and wastes. Follow all California Integrated Waste Management Board requirements regarding hazardous materials and wastes.

### **Project-Specific Impacts**

This section is based on the following reports:

Phase I Environmental Site Assessment, prepared December 2021 by Terracon Consultants, Inc. and included as Appendix F.

#### **a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on 4.8-16 through 4.8-17 and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the General Plan. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

**Construction**

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for construction of the proposed Project. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the proposed Project would not cause greater risks than would occur on other similar construction sites.

Additionally, construction activities would require a SWPPP, which is mandated by the National Pollution Discharge Elimination System General Construction Permit (per PPP HYD-1) and enforced by the Santa Ana RWQCB. The SWPPP would include strict onsite handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment. Therefore, the Project would not result in any new or more significant impacts than those analyzed within the Final EIR and no new substantial environmental impacts would occur.

**Operation**

The proposed Project involves operation of a new warehouse building, which involves routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the proposed Project.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency. Additionally, businesses are required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. Compliance with existing laws and regulations governing hazard and hazardous materials results in less than significant impacts related to the routine transport, use, and disposal of the hazardous materials.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**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?**

**No New Impact.** This topic was not evaluated in the City of Hemet General Plan Final EIR.

**Construction**

**Accidental Releases.** While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit consistent with PPP HYD-1. Implementation of a SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage, refueling, and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

**Recognized Environmental Conditions & Business Environmental Risks** A Phase I Environmental Assessment (ESA) was completed for the proposed Project (Appendix F) to determine the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater. Historically, the site has been used for agricultural activities which could include use of pesticides and herbicides. However, indications of pesticide and/or herbicide misuse or vegetative stress were not observed on the site during the site reconnaissance. The Phase I ESA did not identify evidence of any recognized environmental conditions (RECs), historical RECs, or controlled RECs associated with the Project site.

As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the proposed Project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as stated in Policy PS-5.1, to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the City through construction permitting, the proposed Project's construction-related impacts would be less than significant. This is consistent with the Final EIR determination that compliance with existing regulations would reduce impacts to a less than significant level and no new impacts would occur.

**Operation**

As described previously, operation of the proposed industrial warehouse would include use of limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. These types of hazardous materials are not acutely hazardous and regulated by existing laws that have been implemented to reduce risks related to the use of these substances. Similarly, should any future business that occupies the approved or proposed building handle acutely hazardous materials, it would be required to register with a managing local agency, known as the Certified Unified Program Agency. Additionally, businesses are required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. As a result, operation of the proposed Project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment during operation, and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the

Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No New Impact.** There are no schools or proposed schools within one-quarter mile of the Project site. The closest schools to the Project site are the Promises School K-12, located approximately 0.5-miles from the Project site, and the Alpha Omega Christian School, located approximately 0.5-miles north of the Project site. As described previously, construction and operation of the proposed Project would involve the use, storage, and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the proposed Project were evaluated in the air quality analysis discussed in Section 5.3, above, and the emissions generated from the proposed Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the proposed Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No New Impact.** The Phase I ESA (Appendix F) prepared for the Project site conducted a database search to determine if the Project site or any nearby properties are identified as having hazardous materials. The Phase I ESA record search determined that the Project site is not identified on a list of hazardous materials sites. However, adjacent and nearby properties were identified on a list of hazardous materials. The Phase I ESA determined none of the nearby listings constituted a REC for the Project site (Appendix F). As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**e) For a project 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?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.8-17 through 4.8-23 and was determined to have a less than significant impact with implementation of General Plan goals and policies. The proposed Project is located approximately 1.20 miles to the east of the Hemet-Ryan Airport, within Compatibility Zone Area II which allows industrial uses. The Project site is located outside the 60 dBA CNEL noise level contour boundaries and within Hemet-Ryan ALUCP Compatibility Zone D. Compatibility Zone D limits the average land use intensity of non-residential uses to 200 people per acre. The proposed Project is expected to have 550 employees over a 41.86-acre site which has an intensity of 14 people per acre.

The Project site is located outside of the actual Hemet Ryan Airport 55 CNEL noise contours, which indicates that noise from aircraft on the Project site is below 55 dB CNEL and is outside of the noise impact area

related to Hemet Ryan Airport operations. Thus, impacts related to hazardous noise conditions from operation of Hemet Ryan Airport would be less than significant.

As described in Section 5.3, *Air Quality*, operation of the proposed warehouse would not generate substantial quantities of steam, smoke, or dust emissions. As described, dust emissions are regulated by SCAQMD requirements and construction related air quality emissions that could include steam, smoke, and dust emissions would be less than significant with implementation of the standard SCAQMD Rules listed in Section 5.3, *Air Quality*.

In addition, the proposed Project would not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference. As described in Section 5.1, *Aesthetics*, the proposed Project would not generate substantial light or glare. Exterior lighting fixtures and security lighting would be installed in accordance with General Plan Program CD-P-20 which includes specifications for shielding and intensity of security lighting. In addition, the proposed Project would not use highly reflective surfaces, and does not include large areas of glass on the buildings. Therefore, the proposed Project would not generate substantial sources of glare.

The proposed Project would comply with ALUC applicable rules and regulations as they pertain to Hemet Ryan Airport and airport safety. Overall, because the proposed Project is not located within the Hemet Ryan Airport Safety Zone, the Airport Impact Zone, or the 55 CNEL noise contour; and it would not penetrate the imaginary surfaces area or result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference, the proposed Project would not introduce a safety hazard associated with airport operations for people residing, working, and visiting the Project site. Thus, Project-related hazard and noise impacts associated with Hemet Ryan Airport operations would be less than significant. Therefore, the proposed Project would not result in a safety hazard for people working on the site and impacts from the proposed Project would be no impact. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on page 4.8-23 and was determined to have less than a significant impact.

**Construction**

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of South Kirby Street for a short period of time (i.e., hours or a few days). Construction of Whittier Avenue would not restrict access to the Project site as there is currently no emergency access on the west side of the Project site. However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level. Thus, no new impacts related to inadequate emergency access during construction activities would occur.

**Operation**

Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from two driveways on South Kirby Street and one on Whittier Avenue. The proposed Project is also required to design and construct internal access

and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City of Hemet Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Chapter 14.14. As detailed in Section 5.17, *Transportation*, the proposed Project would result in approximately 11,800 fewer daily trips, 1,373 fewer AM peak hour trips, and 1,195 fewer PM peak hour trips than buildout of the site pursuant to the General Plan BP designation. Thus, the Project would not generate traffic that would impact roadway capacity in such a manner that would interfere with implementation of the City's emergency response or evacuation plan. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

**g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on pages 4.8-23 through 4.8-24 and was determined to have a less than significant impact with implementation regulatory requirements, and programs and policies of the General Plan. According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA) or State Responsibility Area (SRA) (CAL FIRE 2022). Additionally, the Project site is located in a developed area and is not adjacent to wildlands. Implementation of the proposed Project would be required to adhere to the California Fire Code and would be reviewed by the City's Building and Safety Division during the permitting process to ensure that the proposed Project plans meet the fire protection requirements. Therefore, the proposed Project would result in a less than significant impact related to wildfires. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Sections 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding hazards and hazardous materials. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

### **Plans, Programs, or Policies (PPPs)**

**PPP HYD-1 Construction General Permit.** Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**PS-5.1: Enforce Regulations.** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials [*Construction of the proposed Project would involve the limited use and disposal of hazardous materials. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling*].

**PS-7.3: Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services [*The Project would contribute to development impact fees required by the City. Thus, implementation of PS-7.3 would occur upon proposed Project approval*].

**PS-7.4: Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access [*Policy PS-7.4 has been incorporated through the City's review of Project plans*].

#### ***Programs***

**CD-P.20 Light Pollution and Reflective Materials.** Require lighting practices that reduce light pollution in new development areas. New lighting fixtures shall cast light downward toward the ground and reduce spillover light. Existing light fixtures requiring replacement or repair shall be upgraded so they also cast light downward. Exterior building materials in new development shall be composed of a minimum 50% low reflectance, non polished finishes, and bare metallic surfaces found on infrastructure such as pipes and poles shall be anodized or painted to minimize reflectance and glare [*Program CD-P.20 has been implemented through Project design to ensure minimum 50% low reflectance, non polished finishes, and bare metallic surfaces found on infrastructure such as pipes and poles shall be anodized or painted to minimize reflectance and glare*].

### **Mitigation/Monitoring Required**

No new impacts nor substantially more severe hazards and hazardous materials impacts would result from the proposed Project; therefore, no new or revised mitigation measures are required for hazards and hazardous materials.

5.10 HYDROLOGY AND WATER QUALITY	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The City of Hemet General Plan Final EIR discussed impacts related to hydrology and water quality on pages 5.13-1 through 5.13-49. The General Plan Final EIR discussed that buildout of the General Plan would result in future land uses that would create additional discharges of pollutants to receiving water bodies from nonpoint sources which could result in adverse changes to the water quality of local water bodies. However, the General Plan Final EIR discussed that implementation of General Plan policies and enforcement of land use, stormwater, grading, and erosion control regulations would result in a less than significant impact. The Final EIR discussed that the General Plan would increase the amount of impervious surface within the planning area, which would increase 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 which may exceed drainage system capacities, exacerbate erosion in overland flow and drainage swales and creeks, and result in downstream sedimentation. The Final EIR discussed that these changes could result

in an increased risk of flooding and degrade water quality and hydrology; however, adoption of General Plan policies and programs and enforcement of grading, erosion, and flood control regulation would result in a less than significant impact.

The Final EIR discussed that development pursuant to the General Plan would result in additional impervious surfaces and loss of groundwater recharge area which would result in reductions in groundwater recharge to basins underlying the City and impact groundwater levels. However, the General Plan Final EIR concluded that with implementation of General Plan policies and programs, impacts would be less than significant. The Final EIR discussed that 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, the Final EIR concluded that impacts would be less than significant through implementation of existing flood control regulations.

### **City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**CSI-2.6: Common Area Recycled Water** Require the installation of recycled water lines for all appropriate streetscapes and common areas when within one-half mile of either an existing and/or master planned tertiary water trunk line, as shown on any water district's master plan, as feasible. The facilities shall meet performance standards established by the supplier of reclaimed water to the site.

**CSI-2.7: Ground Water Recharge** Ensure that adequate aquifer water recharge areas are preserved and protected through a comprehensive water management strategy.

**CSI-2.8: Best Management Practice Features/Equipment** Require installation of best management practice features for water for all new development and for applicable rehabilitation.

**CSI-4.2: 100-Year Storm Flows** Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction.

**CSI-4.3: Pollutant Discharge** Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs to implement the National Pollutant Discharge Elimination System program and providing education on best management practices for the public.

**CSI-4.4: Groundwater Recharge** Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities.

**CSI-4.5: Drainage System Mitigation** In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated.

**CSI-4.6: Aesthetic Design** Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.

**CSI-4.7: Bioswales** Discourage lined channels and encourage "soft bottom" channels that provide slower water runoff, first-flush capabilities, groundwater recharge potential, and streambed vegetation.

**CSI-4.8: Street Storm Drains** Require that the design and upgrade of street storm drains be based on the relative risk to public health and safety, the potential for hindrance of emergency access and egress from

excessive flood depth, the threat of contamination of the storm drain system with sewage effluent, in the most environmentally-sensitive manner that is feasible.

**CSI-4.9: Master Flood Control and Drainage Plan.** Provide comprehensive and ongoing updates to the City's master flood control and drainage plan to reflect current land use patterns, best management practices, and environmental constraints.

**PS-2.1: Clear Floodways** Ensure that waterways used for flood control are kept clear of obstructions and are regularly maintained.

**PS-2.2: Flood Area Preservation Encourage** flood control infrastructure that does not reduce the natural character or limit use of the site.

### **Programs**

**CSI-P-1: Groundwater Management Plan.** Adopt the multi-agency Groundwater Management Plan to protect and enhance groundwater resources.

**CSI-P-3: Reclaimed Water Facilities.** During project review of discretionary projects, require that provision be made for reclaimed water lines and hardware. For tentative tract maps, this should include reclaimed water lines connecting and serving the overall project. Require the use of recycled water to irrigate public landscape areas, where available, and to create public water elements or lakes to add community design value.

In coordination with EMWD, implement a "fair share contribution" mechanism for all discretionary projects so that a City-wide reclaimed water network can be achieved in the future, and so that there will be a funding mechanism to incrementally extend reclaimed water trunk lines to serve new projects.

**CSI-P-5: Master Flood Control and Drainage Plan.** Update the City's Master Flood Control and Drainage Plan. As part of this plan, identify storm drains that need to be upgraded and establish a consistent storm drain maintenance schedule. The plan should incorporate an assessment of drainage facilities, and identify five-year facility needs. The plan should also incorporate features to protect and support vernal pool areas in the west Hemet area. Include a watershed-based stormwater management plan for open drainage ways that will serve multiple purposes including flood protection, water quality, groundwater recharge, habitat hydration, public green spaces and trails, and water basin design amenities.

**PS-P-7: Dam and Flood Hazard Mitigation.** Identify flood control improvements for existing flood hazards and potential hazards from new development and establish a schedule and funding sources for improvements. Obtain the latest dam inundation maps from the Governor's Office of Emergency Services (OES) and use this information in the preparation and updating of any emergency response plans in the City, including the Fire Department's Emergency Operation Plan.

**PS-P-8: Flood Zone Restrictions.** Incorporate State or federal regulations on construction and uses within flood-prone areas, whichever is more restrictive, into the City's Municipal Codes.

Ensure that critical public facilities, hospitals and dependent care facilities, and uses involving the use and/or storage of substantial quantities of hazardous materials meet all State and federal regulations regarding floodproofing.

Within the FEMA-delineated floodplains, certificates of occupancy shall not be granted until engineering inspectors have approved all floodproofing mechanisms.

**PS-P-9: Adequate Flood Control Facilities.** Require the construction of appropriate flood control facilities for proposed development and redevelopment projects.

As needed, require hydrologic studies to determine required flood/storm control facilities for proposed development and redevelopment projects, and require that recommendations of the studies be incorporated into the design of projects.

**PS-P-11: Floodway Modification.** If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:

- stream scour;
- erosion protection and sedimentation;
- wildlife habitat and linkages;
- groundwater recharge capability;
- adjacent property; and
- design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible).

**PS-P-12: Floodway Setbacks.** Based upon site-specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

- public safety;
- erosion;
- riparian or wetland buffer;
- wildlife movement corridor or linkage; and
- slopes

Consider designating floodway setbacks for greenways, trails, and recreation opportunities on a case-by-case basis.

### **Project-Specific Impacts**

This section is based on the following reports:

Project Specific Water Quality Management Plan, prepared June 2022 by Ware Malcomb (Malcomb 2022a), and included as Appendix G

Preliminary Hydrology and Hydraulics Study, prepared June 2022 by Ware Malcomb (Malcomb 2022b), and included as Appendix H

#### **a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on pages 4.9-24 and was determined to have a less than significant impact with implementation of goals and policies of the General Plan.

### ***Construction***

Construction of the proposed Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid, and petroleum products (e.g., paints, solvents, and

fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

These types of water quality impacts during construction of the proposed Project would be prevented through implementation of PPP HYD-1 which requires a SWPPP for projects over one acre to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. Construction of the proposed Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction Best Management Practices (BMPs). The SWPPP would include a combination of erosion control measures to reduce, prevent, or minimize soil erosion from Project-related grading and construction activities, such as fiber rolls, fencing, and watering.

With adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's construction permitting process, which would ensure that the proposed Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant. No new impact would occur compared to those identified in the Final EIR.

### **Operation**

The Project's site is designated as Business Park (BP) under the General Plan, which allows for uses such as single and multi-tenant light industrial, flex office, and office uses. Suitable uses include corporate and general business offices, medical uses, research and development, e-commerce, and light manufacturing. The Project proposes the development of an 850,640 SF fulfillment center. The proposed Project includes the operation of industrial uses, which would introduce the potential for pollutants such as, chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in compliance with PPP HYD-2, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. Additionally, stormwater runoff capture and infiltration measures would be implemented to capture and infiltration stormwater runoff from either the one inch, 24-hour rain event; the 85th percentile, 24-hour rain event; and/or additional capacity as required by any applicable local, regional, state or federal regulation.

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed landscaped areas would introduce planting media that would likely enhance the capability to store runoff on-site within the media. Some of the runoff would drain to nearby landscaping areas. The remainder of the proposed Project is designed to flow to proposed catch basins that would accept all stormwater up to the 85th percentile storm (Design Capture Volume - DCV). Stormwater would drain from the catch basins into an underground infiltration system for treatment. Overflow from the basins would be captured within proposed storm drain lines in either Olympia Way or Whittier Avenue and would be conveyed to existing storm drain lines in Sanderson Avenue. The Sanderson Square Specific Plan EIR evaluated the construction and use of the proposed 36-inch storm drain in Whittier Avenue and the proposed 24-inch to 36-inch storm drain in Olympia Way. As such, impacts related to the construction of either off-site storm drain alternative were analyzed under the Sanderson Square Specific Plan EIR.

With implementation of the operational source and treatment control BMPs that are outlined in the Preliminary WQMP (Appendix K) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.9-26 and was determined to have a less than significant impact. Groundwater recharge is facilitated by percolation of stormwater through pervious surface areas to groundwater resources. Increasing the imperviousness of an area could interfere with groundwater recharge capabilities of an area. The Project site is currently largely pervious. The proposed Project would result in 1,636,725 SF of impervious surface from the introduction of new building coverage and pavement. However, the proposed Project would install drainage infrastructure that would convey runoff to infiltration basins, which would percolate runoff into the groundwater basin and provide basin recharge. The proposed Project site would include 14.3 percent landscaping coverage, where runoff is able to percolate. Additionally, implementation of the proposed operational source and treatment control BMPs would be further analyzed in the WQMP that would be reviewed and approved by the City during the permitting and approval process. Potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. Thus, the proposed Project would have a less than significant impact.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would:**

**i. Result in substantial erosion or siltation on- or off-site?**

**No New Impact.** The Project site does not contain a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur.

**Construction**

Construction of the proposed Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included by PPP HYD-1. The SWPPP is required for plan check and approval by the Director of Public Works and the City Engineer, prior to provision of permits for the proposed Project, and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management. Adherence to the existing requirements and implementation of the required BMPs per the permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant. No new impact would occur compared to the Final EIR.

**Operation**

During Project operation the pervious areas would be landscaped. Thus, implementation of the proposed Project would not generate soils that could erode. Also, the proposed drainage infrastructure would slow and the infiltration basins would retain stormwater, which would also limit the potential for erosion or siltation. The proposed Project is required to implement a project specific WQMP pursuant to PPP HYD-2 (which has been prepared and is included as Appendix G) that describes how the Project would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event, and the proposed Project would achieve this by the use of the drainage infrastructure and infiltration basin that has been designed to meet the drainage needs of the proposed Project. As a result, stormwater runoff and the potential for erosion and siltation would not increase with implementation of the proposed Project.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

- ii. **Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?**

**No New Impact.** This topic was evaluated in the City of Hemet General Plan Final EIR on pages 4.9-26 through 4.9-27 and was determined to have a less than significant impact. As described in the previous response, the Project site does not contain a stream, river, creek, or other flowing water body. In addition, the proposed Project would be required to implement a SWPPP during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur. Impacts would be less than significant.

The proposed Project would increase the paved, impervious area onsite and increase surface runoff from those areas of the site. However, as described above, the proposed Project would implement an operational WQMP that would install an onsite storm drain system and an infiltration basin that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event, as required by the Santa Ana RWQCB. Thus, the Project would not substantially increase stormwater runoff, and flooding on or off-site would not occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

- iii. **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?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.9-25 and was determined to have a less than significant impact. As described in the previous responses, the proposed Project would be required to implement a SWPPP (included as PPP HYD-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the Project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

Also, the proposed Project would implement an operational WQMP (PPP HYD-2) that would install an onsite storm drain system and an infiltration basin, that would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event, as required by the Santa Ana RWQCB. Thus, operation of the proposed Project would not substantially increase stormwater runoff, and pollutants would be filtered onsite. Impacts

related to drainage systems and polluted runoff would be less than significant with implementation of the existing requirements, which would be verified during the permitting process. No new impact would occur.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

iv. **Impede or redirect flood flows?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.9-26 through 4.9-27 and was determined to have a less than significant impact. The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the Project area (06071C8653J) is identified as: Flood Zone X, an area of 0.2% annual chance of flood; an area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, or areas protected by levees from 1% annual chance flood. The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed. Thus, the proposed Project would not impede or redirect flood flows and impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.9-26 through 4.9-27 and was determined to have a less than significant impact. As described previously, the FEMA FIRM for the Project area (06059C0279J) shows that the Project site is located within "Zone X," which is an area of minimal flood hazard potential outside of the 0.2 percent annual chance flood. Thus, the Project site is not located within a flood hazard area that could be inundated with flood flows and result in release of pollutants. Impacts related to flood hazards and pollutants would not occur from the proposed Project. However, a SWPPP and WQMP would be prepared and implemented as part of the proposed Project to ensure pollutants are contained and would not be released from the Project site during construction. Post construction stormwater infrastructure would ensure capture and treatment of storm flows up to the 2-year 1-hour storm. Therefore, implementation of the proposed Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

Tsunamis are tidal waves generally caused by earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The Project site is approximately 45 miles from the Pacific Ocean shoreline. Based on the inland location of the site, the Project site is not within a tsunami zone.

A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Project site is not within vicinity of any impounded bodies of water, the nearest closed body of water is Diamond Valley Lake which is approximately 2.5 miles south of the Project site. Therefore, the proposed Project is not at risk of a seiche. Impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**No New Impact.** As described previously, the proposed Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan. Therefore, the proposed Project would result in less than significant impacts related to implementation of a water quality control plan or sustainable groundwater management plan.

No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR, no new impacts would occur, and the level of impact remains unchanged from that cited in the Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding hydrology and water quality. There have not been 1) changes related to the development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Plans, Programs, or Policies (PPPs)****PPP HYD-1 Construction General Permit.**

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

**PPP HYD-2 Santa Ana RWQCB MS4 Permit.** Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in Riverside County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to:

- Control contaminants into storm drain systems
- Educate the public about stormwater impacts
- Detect and eliminate illicit discharges
- Control runoff from construction sites
- Implement BMPs and site-specific runoff controls and treatments

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**CSI-2.7: Ground Water Recharge** Ensure that adequate aquifer water recharge areas are preserved and protected through a comprehensive water management strategy *[This policy has been met through preparation of a site-specific Hydrology Report and WQMP].*

**CSI-2.8: Best Management Practice Features/Equipment** Require installation of best management practice features for water for all new development and for applicable rehabilitation *[This policy has been met through preparation of a site-specific Hydrology Report and WQMP].*

**CSI-4.3: Pollutant Discharge** Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs to implement the National Pollutant Discharge Elimination System program and providing education on best management practices for the public *[This policy has been met through preparation of a site-specific Hydrology Report and WQMP].*

**CSI-4.4: Groundwater Recharge** Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities *[This policy has been met through preparation of a site-specific Hydrology Report and WQMP].*

**CSI-4.6: Aesthetic Design** Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site *[This policy has been met through the design of the proposed Project along with preparation of a site-specific Hydrology Report and WQMP].*

**CSI-4.7: Bioswales** Discourage lined channels and encourage “soft bottom” channels that provide slower water runoff, first-flush capabilities, groundwater recharge potential, and streambed vegetation *[This policy has been met through the design of the proposed Project along with preparation of a site-specific Hydrology Report and WQMP].*

#### ***Programs***

**PS-P-9: Adequate Flood Control Facilities.** Require the construction of appropriate flood control facilities for proposed development and redevelopment projects.

As needed, require hydrologic studies to determine required flood/storm control facilities for proposed development and redevelopment projects, and require that recommendations of the studies be incorporated into the design of projects *[This policy has been met through the design of the proposed Project along with preparation of a site-specific Hydrology Report and WQMP].*

**Mitigation/Monitoring Required**

No new impacts nor substantially more severe hydrology and water quality impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required for hydrology and water quality.

5.11 LAND USE AND PLANNING	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The City of Hemet General Plan Final EIR discussed land use and planning-related impacts on pages 4.10-1 through 4.10-26. The Final EIR discussed that implementation of the General Plan would result in future development, roadways, and infrastructure, but the majority of land that would be developed would include land that is vacant or used for agricultural purposes. As such, the Final EIR concluded that buildout pursuant to the General Plan would not physically divide an established community and impacts would be less than significant. Further, the Final EIR discussed that the 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 General Plan.

**City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**LU-1.3: Housing Opportunities.** Create a broad range of housing opportunities for all segments of the community and ensure that a balance of housing types and densities are available for existing and future residents.

**LU-1.4: Walkable Neighborhoods** Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile.

**LU-1.7: Integrate Land Use and Transportation Networks** Provide a variety of transportation choices to serve adjacent land uses and integrate a comprehensive system of streets, transit, passenger rail, bike paths and pedestrian connections to serve the community.

**LU-2.1: Adequate Infrastructure.** Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.

**LU-2.2: Public Service Levels** Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.

**LU-2.3: Public Improvement Costs** Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.

**LU-2.6: Alternative Modes of Transportation** Promote alternative modes of transportation and provide street systems that disperse rather than concentrate traffic congestion. Provide short, connecting blocks in residential neighborhoods and utilize traffic-calming design strategies to reduce traffic speeds.

**LU-3.1: Residential Variety** Encourage a variety of residential development types which are physically and functionally compatible with surrounding neighborhoods.

**LU-3.2: Preservation of Stable, Existing Neighborhoods** Preserve the integrity, quality and livability of Hemet's existing residential neighborhoods by requiring that new and infill development be designed to complement existing residential uses, density and character.

**LU-3.3: Transitional Uses** Use multi-family development as a transition between commercial to single family uses where appropriate. Avoid density increases or intrusion of non-residential uses that are incompatible with existing neighborhoods.

**LU-3.4: Compatible Residential Development** Integrate new residential projects into existing neighborhoods so that they are compatible with adjacent structures with respect to scale, neighborhood architectural character, setbacks, and other neighborhood design aspects. Assure that the type and intensity of residential use is consistent with that in the immediate neighborhood.

**LU-3.5: Buffering of New Development.** Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping and building scale and orientation.

**LU-3.9: Incompatible Uses.** Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect its safety or residential character.

**LU-4.3: Infill Development and Re-Use.** Actively promote the adaptive re-use and infill of economically underutilized, obsolete, and dilapidated commercial and industrial sites, and foster rehabilitation consistent with surrounding uses and the needs of the community.

**LU-4.8: Healthy and Safe Housing.** Ensure that the City's housing stock, including mobile home and RV parks, is clean, healthy, and safe for the benefit of all income levels and segments of the community.

**LU-5.2: Land Use Connections.** Promote employment and shopping centers in close proximity to residences in mixed use or transit-oriented development areas, and integrate with attractive and walkable pedestrian paths.

**LU-5.6: Transitions and Buffers.** Provide appropriate transitions and buffers to minimize the potential incompatibilities of mixed use or transit-oriented developments on adjacent neighborhoods and land uses.

**LU-6.7: Regulate Sensitive Land Uses.** Appropriately control the location, concentration and number of community sensitive land uses such as alcohol sales, tobacco products, adult businesses, medical marijuana dispensaries, and entertainment venues, and require operational measures to prevent adverse impacts to

adjoining residences, businesses, schools, parks, medical facilities, and religious facilities consistent with City, State and Federal laws.

**LU-7.5: Nurture Pedestrian Activity** Support a vibrant and active downtown core by requiring street level uses to be pedestrian friendly such as bookstores, coffee houses, restaurants, and specialty stores within appropriate lot sizes.

**LU-7.9: Metrolink Station.** Actively support the location of a future Metrolink station and transit-oriented village within the Downtown District.

**LU-7.10: Pedestrian Linkages** Create a pedestrian link that connects the Metrolink train station to various points of interest, activity, and employment in the Downtown District and Historic Core

**LU-7.14: Residential Synergy** Encourage the development of new residential uses in proximity to supporting uses such as medical offices, transit facilities, community centers, parks and grocery stores.

**LU-8.4: Transit Connections.** Establish transit connections along Florida Avenue, and require incorporation of transit- and pedestrian-friendly design features.

**LU-9.5: Multi-modal Transportation System.** Establish a multi-modal transportation network to serve West Hemet and connect to other destinations within the City. Integrate a phased system of master planned, “green streets”, transit opportunities, bike paths and pedestrian linkages to connect land uses and activity nodes with the area.

**LU-9.6: Employment Center Focus.** Focus the majority of the land area within West Hemet to accommodate employment based uses including business parks, office, clean industrial and high tech, light manufacturing, medical, regional and community commercial, hospitality, education and professional schools, and other employment-generating uses to build a stronger, healthier City economy.

**LU-9.7: Mixed Use Districts.** Encourage comprehensive development of the mixed use nodes designated for West Hemet and incorporate high-quality pedestrian oriented design, innovative housing options, community open spaces and public plazas, and retail commercial and visitor serving establishments. Concentrate major retail areas along key interchanges with the future Highway 79 and in conjunction with transit oriented development at the future Metrolink station.

**LU-9.8: Plan for Orderly Development.** Ensure the orderly development of West Hemet by updating the City’s infrastructure master plans, capital improvement program, and financing mechanisms in anticipation of new development, and coordinate with other public service agencies, adjacent jurisdictions, utilities, resource agencies, and property owners to facilitate a comprehensive approach to new development.

**LU-9.9: Natural Resource Protection and Refinement.** Require that development in West Hemet occur in a manner that respects and protects natural resources; while encouraging a criteria cell refinement to the MSHCP to enhance habitat value and provide improved land use opportunities and synergy.

**LU-9.10: Rural Residential Preservation.** Protect the character and function of existing rural neighborhoods by ensuring that new development is adequately buffered, future traffic growth in rural areas is minimized, and transportation routes offer adequate emergency access.

**LU-9.11: Sustainable Infrastructure and Development.** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized “conjunctive use” drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity.

**LU-10.1: Airport Influence Area** Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Plan and General Plan policies. All legislative land use proposals and Discretionary Uses and Incompatible Uses per Table 2.5 that are located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUP. All non-legislative land use proposals that are subject to CEQA review by the City of Hemet and located within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment.

**LU-10.2: Airport Land Use Compatibility** As part of the development review process, ensure appropriate land use compatibility within airport safety zones by utilizing the Hemet-Ryan Airport Comprehensive Airport Land Use Plan and the latest Department of Aeronautics Handbook developed by the State of California, and require an Airport Compatibility Study as warranted for projects within the Airport Influence zones.

**LU-10.3: Cooperation with Other Agencies** Work closely with the County of Riverside on the proposed Hemet-Ryan Airport Master Plan and the Airport Land Use Commission regarding proposed updates to the Hemet-Ryan Airport Comprehensive Land Use Plan to facilitate workable, cooperative plans that are consistent with the City of Hemet's General Plan goals and policies.

**LU-10.4: Interim Airport Overlay** To ensure land use consistency for an interim time period while the 1992 Airport Land Use Plan is being updated, require consistency review by the City and the ALUC for all proposed legislative actions and discretionary development projects that are located within the Interim Airport Overlay designation as shown on Figure 2.6A while the Hemet Ryan Airport Land Use Plan is being updated. Any proposed land uses identified as Incompatible Uses shall also be reviewed by the ALUC. While the 1992 Airport Land Use Plan remains in effect, the following land uses are restricted within the Interim Airport Overlay:

1. Residential densities exceeding one du/2.5 acres (property in the previously approved PCD-79-83, Page Ranch, shall be reviewed to encourage a reduction in density and design orientation that provides the least risk)
2. Critical facilities in Area I
3. Hazardous Material Facilities
4. Institutional Uses and Schools
5. Places of Assembly

**LU-10.5: Residential Density Limitations** While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in the Transition Area and designated as High Density Residential (18-30 du/ac) shall be limited to a maximum of 20 du/ac unless otherwise found consistent by the ALUC.

**LU-11.2: Job Growth Industries.** Facilitate job growth and business attraction and retention in areas such as green technology, tourism, airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical schools in the City.

**LU-11.7: Recruit New Business.** Pro-actively recruit new businesses that are currently under-represented in the City, and will create synergy in attracting other retailers to locate in the City.

**LU-11.9: Consider Industrial Use Locations.** Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.

**LU-11.10: Industrial Development Standards.** Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.

**LU-11.11: Establish a Secure Local Revenue Base.** Develop a secure, balanced sustainable local revenue base to provide the full range of public services and capital improvements needed to provide an exceptional quality of life for residents, and businesses within the community.

**LU-13.2: Building, Revitalization and Improvements.** Prioritize building restoration, property improvements and maintenance, removal of nonconforming signs, abatement of blighted buildings, provision of public and private landscaping, and revitalization of existing businesses as essential elements for economic development.

**LU-13.5: Art and Culture.** Promote the use of art and culture in the City's economic development efforts of marketing, branding, communication, increasing the pool of educated and qualified employees, attracting the creative industries, and creating an aesthetic environment for tourists and potential businesses.

**LU-13.8: Facilitate Reinvestment.** Coordinate with property owners of older, declining, industrial and commercial buildings to facilitate reinvestment and adaptive reuse and upgrades to comply with current codes, encourage new tenants, and contribute to the overall vitality of the business district.

**LU-13.11: Educated Labor Force.** Support educational institutions in providing quality academic and skill based programs that provide a qualified workforce able to meet the full range of educational attainment and job skills required in the future economy.

**LU-14.1: Consistency with Overall Goals.** Annexation proposals shall be consistent with the overall goals and policies of the City of Hemet General Plan, and will not adversely impact the City's existing neighborhoods, infrastructure and services, fiscal viability, environmental resources, and quality of life.

**LU-14.2: Compatibility.** Annexation proposals shall enable cost-effective service delivery to existing and future residents and businesses, and ensure compatibility with surrounding land uses.

**LU-14.3: Ongoing Fiscal Stability.** Development within proposed annexation areas shall generate sufficient property tax or other revenue base to support the project area's demand for city services, or otherwise demonstrate ongoing fiscal viability.

**LU-14.4: Jobs and Housing Balance.** Development within proposed annexation areas should further the City's objective of creating a balance between jobs and housing opportunities within the City.

**LU-14.5: Provision of Services.** Development within proposed annexation areas shall be required to provide the infrastructure, facilities and public services necessary to adequately support the development. The provision of services to the annexation area shall not compromise the existing levels of public services provided within the City.

**LU-14.6: Land Use Compatibility.** Existing and future land uses in proposed annexation areas shall be compatible with the adjoining land uses and character within the City.

**LU-14.9: Requirement for Overall Benefit to the City.** Annexations shall provide an overall benefit to the City and its residents and fulfill a demonstrated need for additional housing, industrial, commercial or open space uses.

**LU-14.10: Prezoning through Specific Plans.** Specific Plans shall be the preferred method to assign prezoning to annexation areas in order to allow design flexibility for properties with topographic or environmental constraints, permit site-specific land uses and development standards, ensure compatibility with surrounding areas, create distinctive open space and recreational opportunities, promote innovative site and architectural design, and identify required infrastructure to serve the development.

**LU-14.11:** Coordination with the County. Coordinate with the County of Riverside to create consistencies in land use designations within the City's Sphere of Influence area, and promote effective inter-governmental cooperation to insure land use compatibility and minimize development and service delivery impacts.

**LU-14.12: Coordination with Local and Regional Agencies.** Coordinate with other local and regional agencies and landowners as appropriate to create master infrastructure plans and public service delivery plans for large scale areas subject to potential annexation.

**LU-15.1: Balance of Land Uses** Through the General Plan Land Use and Zoning Maps, establish a balance of land use opportunities for jobs, housing, and services within the community that help achieve the mobility, access, open space, and air quality goals and policies of the City.

**LU-15.4: Healthy Development Patterns** Promote development patterns and opportunities that reduce commute times, encourage the improvement of vacant properties and reinvestment in neighborhoods, foster safe and attractive environments, encourage civic participation, and provide public spaces for people to congregate and interact socially.

**C-1.7: Connectivity.** Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.

**C-4.1: Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

**C-4.15: Transit-oriented Development Design Features** Require new development to incorporate transit oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

- a. requiring bus turnouts and shaded bus stops where appropriate;
- b. requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;
- c. encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities

**CSI-5.5: Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

### **Programs**

**LU-P-5: Development Mitigation Assessment.** As a condition of approval for all discretionary projects, the City shall require applicants to document that City performance standards for infrastructure, schools, and public services provided in the Community Services and Infrastructure Element of the General Plan are met. The City shall annually assess the efficacy of development impact fees to cover the costs of infrastructure required to support new development projects, and adjust impact fees on a periodic basis to match demand.

**LU-P-11: Redevelopment Incentives.** Continue to use redevelopment as a financing tool in the revitalization of Downtown, Florida Avenue, and other economically distressed redevelopment areas within the City. The City shall evaluate appropriate incentives to encourage the redevelopment of existing vacant commercial and industrial buildings and infill pads in key commercial and industrial core areas.

**LU-P-24: Neighborhood Plans.** As a part of the Downtown Specific Plan, the City shall establish a series of neighborhood plans to maintain the predominately residential character of key areas by directing their

structural and aesthetic revitalization, to promote infill development on vacant sites consistent with surrounding uses, and to adjust Zoning districts to reduce or eliminate inconsistencies. These plans will serve as a guide for future land use decisions, including establishing the distribution and intensity of future growth desired within each of the neighborhood areas. Neighborhood plans shall be established for the following neighborhoods within the Downtown District:

- Downtown Core
- High Density Transit-Oriented Residential Area: Surrounding the future Metrolink Station at Menlo
- Avenue, generally located north of Oakland Avenue and west of Buena Vista Avenue;
- State Street Mixed-use Area: Located on both sides of State Street from Kimball Avenue to Johnston Street;
- Medical District: Surrounding the Hemet Valley Medical Center located west of San Jacinto Street and north of Florida Avenue;
- Historic Residential Areas: Located in the northeast end of the Downtown Core, north of Oakland Avenue and east of Buena Vista Avenue; and
- Residential Support Areas: South of the Downtown Core area and Kimball Avenue.

**LU-P-35: Airport Land Use Plan Compatibility.** All new development proposals located within the boundaries of the Airport Influence Zones shall undergo review to determine consistency with the Airport Land Use Plan and the Department of Aeronautics Handbook. Legislative land use proposals (such as General Plan Amendments, Specific Plans, and Amendments to Development Agreements, Zone Changes, Zoning Ordinance Amendments, etc.) will be forwarded to the Riverside County Airport Land Use Commission for review. Non-legislative proposals will require a Site Development Review to be approved by the Community Development Director, and may also be subject to Discretionary review by the ALUC per Table 2.5 of the Land Use Element. Uses subject to discretionary review will be required to prepare an Airport Compatibility Study to determine consistency and safety considerations. The Community Development Department shall prepare a project review checklist to determine ALUP consistency review and the required process at the time of the DRC (Development Review Committee) Meeting and present the findings to the applicant to insure early coordination with ALUC staff. All projects subject to CEQA review and located within the Airport Influence Area shall be transmitted to ALUC staff for review and comment.

During the time frame that the 1992 ALUP is being updated, the Interim Airport Overlay shown in Figure 2.6A and related Land Use and Public Safety Element policies shall be in effect. Once the new ALUP is adopted by the ALUC, the City shall amend the General Plan within 180 days to bring it into conformity with the newly adopted ALUP.

**OS-P-17: Conservation Planning.** Continue to participate and represent the City of Hemet in multi-species habitat conservation planning, watershed management planning, and water resource management planning efforts.

**OS-P-18: Incentives for Conservation.** Provide incentives for land conservation in areas subject to natural floodways, floodplains and water courses. Use the MSHCP Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS) to promote conservation of areas subject to inclusion in the MSHCP Conservation Area.

**OS-P-19: Vegetation Mapping.** Update the local environmental data base of habitat types (e.g., Vegetation Map) for Western Riverside County in consultation with the California Department of Fish and Game, the Natural Diversity Data Base, the United States Forest Service, and other knowledgeable agencies. The City shall coordinate with Riverside County to also provide these agencies with data as needed.

**Project-Specific Impacts**

**a) Physically divide an established community?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.10-25 and was determined to have a less than significant impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The Project site is currently vacant and covered by grasses and non-native weeds. The site is surrounded by existing roadways and existing residential and commercial uses. The proposed Project would be consistent with the land use and zoning designations for the site and the site is within a developed area. Whittier Avenue would be developed to the west of the Project site in an area that is currently vacant and undeveloped and would therefore not divide an established community. In addition, the proposed Project does not involve development of offsite infrastructure that could divide a community. Therefore, implementation of the proposed Project would not physically divide an established community, and impacts would be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project when compared to those identified in the Final EIR. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.10-26 through 4.10-30 and was determined to be less than significant. The Project site has an existing General Plan land use designation of Business Park (BP) and zoning designation of Business Park (B-P). The proposed Project does not involve conflict with any other land use related policy, as detailed throughout this Addendum, and impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur.

**SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies.** SCAG’s 2020-2045 RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. Most of the policies are not directly applicable to the proposed Project. However, as shown in Table LU-1, the Project would implement and is consistent with the relevant goals and, implementation of the proposed Project would not result in conflict with SCAG policies. Thus, no new impacts would occur in comparison to the Final EIR.

**Table LU-1: Project Consistency with Applicable SCAG Regional Transportation Plan/Sustainable Communities Strategy Goals**

RTP/SCS Goal	Project Consistency with Policy
1. Encourage regional economic prosperity and global competitiveness	<b>Consistent.</b> The proposed Project would provide new and expanded warehousing/distribution uses on the site that would improve regional economics, increasing onsite employment consistent with the General Plan, and provide additional goods and services within the Inland Empire. The proposed Project is consistent with RTP Goal 1.

RTP/SCS Goal	Project Consistency with Policy
2. Improve mobility, accessibility, reliability, and travel safety for people and goods	<b>Consistent.</b> The proposed Project would provide new and expanded warehousing/distribution uses that would increase the accessibility of goods in the region due to access to the I-215 and SR-74 regional transportation facilities. The proposed Project is consistent with RTP Goal 2.
3. Enhance the preservation, security, and resilience of the regional transportation system	<b>Consistent.</b> The proposed Project does not involve regional travel improvements, but does provide driveway improvements to ensure accessibility, and a safe onsite circulation system that would be verified through site permitting to ensure safe travel within and adjacent to the Project site. The proposed Project is consistent with RTP Goal 3.
4. Increase person and goods movement and travel choices within the transportation system	<b>Consistent.</b> As described above, the proposed Project does not involve regional travel improvements, but does provide driveway and onsite circulation improvements. Also, as detailed in the Transportation discussion below, the proposed Project results in traffic that is less than that anticipated by the Final EIR. Thus, the proposed Project is consistent with RTP Goal 4.
5. Reduce greenhouse gas emissions and improve air quality	<b>Consistent.</b> As detailed in the GHG discussion above, the proposed Project results in GHG that is less than that anticipated by the General Plan. Thus, the proposed Project is consistent with RTP Goal 5.
6. Support healthy and equitable communities	<b>Consistent.</b> The Project proposes a fulfillment center warehouse facility, consistent with the planned land use within the General Plan. The Project does not propose any public facilities or changes to City policies and programs. The Project would result in new employment opportunities as a result of the proposed industrial facility. Thus, the Project is consistent with RTP Goal 6.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network	<b>Consistent.</b> As discussed in the GHG discussion above, the Project would result in less GHG emissions than what was projected for the Project site under the General Plan. Thus, the proposed Project is consistent with RTP Goal 7.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	<b>Not Applicable.</b> As described above, the proposed Project does not involve regional travel improvements, but does provide driveway and onsite circulation improvements. Also, as detailed in the Transportation discussion below, the proposed Project results in traffic that is less than that anticipated by the Final EIR. Thus, it does not hinder the achievement of RTP Goal 8.

RTP/SCS Goal	Project Consistency with Policy
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	<b>Not Applicable.</b> The proposed Project would develop new and expanded warehousing/distribution uses consistent with the General Plan and zoning that do not involve the development of housing. Thus, it does not hinder achievement of RTP Goal 9.
10. Promote conservation of natural and agricultural lands and restoration of habitats	<b>Consistent.</b> As discussed in the Biological Resources section, the Project would not result in new impacts to natural habitat. Additionally, as discussed in the Agricultural Resources section, the Project would not result in new impacts to agriculture. Thus, the proposed Project is consistent with RTP Goal 10.

**City of Hemet General Plan Policies.** The proposed Project has been prepared in conformance with the goals and policies of the City of Hemet General Plan. Table LU-2 below lists the most relevant policies based on the proposed Project’s specific construction and operational characteristics that may result in a physical adverse change to the environment. As described below, impacts related to a conflict with a City of Hemet General Plan policy that was adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

**Table LU-2: General Plan Consistency**

General Plan Policy	Project Consistency
<b>Land Use Element</b>	
<b>Goal LU-1</b> Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City’s residents and businesses and enhance the overall quality of life in the community.	<b>Consistent.</b> The proposed Project would be consistent with the existing zoning and land use designation and would create an additional 550 jobs within the City. The proposed Project would also include improved sidewalks along Kirby Street and the proposed Whittier Ave.
<b>Policy LU 1.1 Land Use Mix.</b> Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.	<b>Consistent.</b> The proposed Project would develop a warehouse consistent with the land use and zoning for the site and would provide opportunities for employment for the City of Hemet. The proposed Project would be adequately supported by public services and infrastructure.
<b>Policy LU 1.2 Job Creation.</b> Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City’s job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City’s population.	<b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse located along Kirby Street. The surrounding area is developed with commercial uses, an airport and residential. As discussed in Section 5.14 <i>Population and Housing</i> , the proposed Project would create job opportunities and provide economic growth consistent with General Plan and SCAG forecasts.
<b>Policy LU 1.6 Open Space Preservation.</b> Recognize and preserve open space, prominent landforms, natural beauty and critical environmental areas through creative design and integrate open space	<b>Consistent.</b> The Project site would be located west of Kirby Street. According to the City’s General Plan, the proposed Project would be within the Airport Business Land Use district and no open space is zoned in the area.

<p>and trail networks within the urban fabric to enhance the character and quality of life.</p>	
<p><b>Policy LU 1.8 Balance Land Uses with Services.</b> Accommodate and locate the types, densities, and appropriate mix of land uses that can be adequately supported by the associated transportation network, utility infrastructure and public service such as schools parks and emergency services.</p>	<p><b>Consistent.</b> The Project site is located in the Airport Business District. According to the General Plan, the Airport Business District is the district primarily influenced by the Airport Land Use Compatibility Plan which promotes light industrial and commercial land uses. The Airport Business District takes advantage of the regional highway accessibility (SR-74) and visibility through high quality development and streetscape enhancements. Additionally, SR-74 (Florida Avenue), which is north of the Project site is designed to carry high levels of traffic as well as to provide access to facilities and public services. The proposed Project would develop the site with a warehouse that would be consistent with the land use and zoning designation for the site.</p>
<p><b>Policy LU 1.9 Consistency with Land Use Districts.</b> Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines.</p>	<p><b>Consistent.</b> According to the City’s General Plan, the Project site is within the Airport Business Land Use district and has a land use designation of BP. Further, the proposed Project would comply with applicable design standards and guidelines set forth in the City’s Municipal Code.</p>
<p><b>Policy LU 1.10 Land Use District Identity.</b> Encourage the establishment of distinct districts and neighborhoods that have a unique identity and character defined by design elements that include edge and entry treatments, architectural features, landscape pallet, streetscape, and community signage elements.</p>	<p><b>Consistent.</b> According to the City’s General Plan, the Project site is within the Airport Business Land Use district As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would comply with the City of Hemet’s General Plan and Municipal Code requirements for industrial developments.</p>
<p><b>Policy LU 1.12 Flexibility Over Time.</b> Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such use are consistent with the overall vision, goals, and policy intentions of the General Plan.</p>	<p><b>Consistent.</b> The proposed Project has a General Plan and zoning designation of BP which has a maximum intensity FAR of 0.60. The proposed Project would have a FAR of 0.47, which is below the maximum allowed.</p>
<p><b>Policy LU 1.13 Build a Strong Community.</b> Support the development of a strong, socially connected and ethnically diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and attractiveness, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities.</p>	<p><b>Consistent.</b> As discussed in Section 5.14, <i>Population and Housing</i>, the proposed Project would generate the need for approximately 550 employees, which represents approximately 0.12 percent of the forecasted population growth between 2016 and 2045 and approximately 3 percent of the forecasted employment growth between 2016 and 2045 for the City. Thus, although the proposed Project would generate additional long-term employment in the Project area, the new employment opportunities would be within the forecasted and planned growth of the City.</p>

<p><b>Goal LU-2</b> Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.</p>	<p><b>Consistent.</b> The proposed Project includes road improvements along Kirby Street and improvements along the Project frontages. New sewer and water infrastructure would also be installed onsite to connect to existing lines. As discussed in Section 5.15, <i>Public Services</i>, the City would have sufficient capacity to accommodate public service needs including fire and police services.</p>
<p><b>Policy LU 2.1 Adequate Infrastructure.</b> Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.</p>	<p><b>Consistent.</b> As discussed in Section 5.15, <i>Public Services</i>, the City would have sufficient capacity to accommodate public service needs and would not significantly impact service levels.</p>
<p><b>Policy LU 2.2 Public Service Levels.</b> Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.</p>	<p><b>Consistent.</b> The proposed Project would be required to pay development impact fees that would contribute to public improvements pursuant to Municipal Code Section 58-61.</p>
<p><b>Policy LU 2.3 Public Improvement Costs.</b> Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.</p>	<p><b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse consistent with the General Plan land use and zoning designation for the site. The proposed Project would not result in new significant and unavoidable environmental impacts as discussed throughout this Addendum.</p>
<p><b>Policy LU 2.4 Concentrate Land Uses.</b> Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.</p>	<p><b>Consistent.</b> As discussed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A) and in Section 5.6, <i>Energy</i>, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy or other resources. The proposed Project would be consistent with local plans for efficiency and would implement BMPs for sustainable design.</p>
<p><b>Policy LU 2.9 Sustainable Design.</b> Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the proposed Project would adhere to the City’s Water Quality Management Plan as well as develop a site-specific WQMP.</p>
<p><b>Policy LU 2.11 Stormwater Management.</b> Require a Stormwater Management approach to drainage systems that promotes multiple purposes for flood protection, water quality, groundwater recharge, habitat hydration, and serves as an attractive community amenity. Promote naturalized, soft-bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.</p>	<p><b>Consistent.</b> The proposed Project would develop a warehouse that is consistent with the land use and zoning designation for the site. As such, the proposed Project would not create a land use conflict.</p>
<p><b>Goal LU-3</b> Avoid land use conflict and provide for compatible development.</p>	<p><b>Consistent.</b> The proposed Project would include landscaping along the perimeter of the site to create a buffer from adjacent properties and uses. The</p>
<p><b>Policy LU 3.5 Buffering of New Development.</b> Require new development to provide a transition from adjoining development of different land use and intensity through the use of buffers setbacks,</p>	

<p>edge treatments, site design, landscaping and building scale and orientation.</p>	<p>proposed warehouse building would include a 26-foot landscape setback from Kirby Street.</p>
<p><b>Policy LU 3.6 School Site Compatibility.</b> Ensure that new development is compatible with the location of existing and planned school sites, particularly in relation to senior housing projects or nonresidential uses.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Project site is not within 0.25 mile of any school. In addition, the Project site would be developed consistent with the land use and zoning designation for the site.</p>
<p><b>Policy LU 3.9 Incompatible Uses.</b> Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect it's safety or residential character.</p>	<p><b>Consistent.</b> As discussed previously, the proposed Project would develop a warehouse that is consistent with the land use and zoning designation of the site. The Project would be screened with a 14-foot-high wall and landscaping from residences across Kirby Street. As such, the proposed Project would not adversely affect the character of any residential neighborhoods in proximity.</p>
<p><b>Goal LU-10</b> Ensure that Hemet-Ryan Airport meets the transportation and public safety needs of the community and the region while maintaining compatibility with surrounding land uses.</p>	<p><b>Consistent.</b> The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP.</p>
<p><b>Policy LU 10.1 Airport Influence Area.</b> Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Compatibility Plan (ALUCP) and General Plan policies. All legislative land use proposals, i.e. General Plan amendments, zone changes, Specific Plans, Specific Plan amendments, and ordinance amendments, that are citywide or located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUCP. All non-legislative land use proposals located within the Airport Influence Area will be reviewed by City staff as to consistency with the Compatibility Plan and considered by the City's approving body.</p>	<p><b>Consistent.</b> The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP.</p>
<p><b>Goal LU-11</b> Promote a strong and diversified economic base and retain and attract new investment, businesses, industries and employment opportunities to the City.</p>	<p><b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse located along Kirby Street. As discussed in Section 5.14, <i>Population and Housing</i>, the Project would generate a maximum of 550 jobs for the City of Hemet which is consistent with the City's estimated growth.</p>
<p><b>Policy LU 11.1 Attract New Businesses.</b> Support existing businesses and seek to attract new business and industries which strengthen and diversify Hemet's tax revenue base, improve wage- and salary levels, increase the variety of job opportunities, and employ the resident labor force.</p>	<p><b>Consistent.</b> The proposed Project would generate a maximum of 550 jobs that would benefit the local community and provide tax revenue to the City of Hemet.</p>
<p><b>Policy LU 11.2 Job Growth Industries.</b> Facilitate job growth and business attraction and retention in areas such as green technology, tourism airport related industry, health care, leisure and hospitality,</p>	<p><b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse located along Kirby Street within the Airport Business Area. The proposed Project would generate a maximum of 550 jobs that</p>

<p>manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical school in the City.</p>	<p>would contribute to job growth and that would benefit the local community in the City of Hemet.</p>
<p><b>Policy LU 11.4 Industrial Development.</b> Retain industrial land for businesses that provide jobs for manufacturing and processing of goods research and design, and other uses that create local revenue sources and employment opportunities.</p>	<p><b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse located along Kirby Street. As discussed in Section 5.14, <i>Population and Housing</i>, the proposed Project would generate a maximum of 550 jobs for the City of Hemet.</p>
<p><b>Policy LU 11.9 Consider Industrial Use Locations.</b> Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.</p>	<p><b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse located along Kirby Street. As discussed in Section 5.14, <i>Population and Housing</i>, the proposed Project would generate 550 jobs for the City of Hemet which is consistent with the City’s estimated growth.</p>
<p><b>Policy LU 11.10 Industrial Development Standards.</b> Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.</p>	<p><b>Consistent.</b> As discussed in Section 5.9 <i>Hazards and Hazardous Materials</i>, routine use and transport of hazardous materials would comply with applicable laws and regulations.</p>
<p><b>Community Design Element</b></p>	
<p><b>Goal CD-1</b> Enhance Hemet’s sense of place and local identity to develop community pride and expand tourism and investment.</p>	<p><b>Consistent.</b> As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would comply with the City of Hemet’s General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along Kirby Street that would include the construction of sidewalks and landscaped frontages.</p>
<p><b>Policy CD 1.1 Unique Sense of Place.</b> Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles.</p>	
<p><b>Policy CD 1.2 Hemet’s visual image.</b> Reinforce and boost Hemet’s visual image regionally by protecting its legendary views of the surrounding mountains.</p>	<p><b>Consistent.</b> As discussed in Section 5.1, <i>Aesthetics</i>, the proposed Project would develop a fulfillment center warehouse that would change the existing views of the site. However, the Project would include setbacks and landscaping that would not affect public viewpoints of the surrounding mountains. The proposed building height (55 feet) would be consistent with development standards pursuant to the City Municipal Code Section 90. Building colors and materials would be consistent with the industrial design considerations to compliment the surrounding landscape.</p>
<p><b>Policy CD 1.5 Design Excellence.</b> Require design excellence and compatibility in site planning, architecture, landscape design and signage.</p>	<p><b>Consistent.</b> The proposed Project would be consistent with applicable design standards and guidelines set forth in the City’s Municipal Code. Additionally, the Project’s use of landscaping, building layout, finish materials, and accenting would create a quality architectural presence along Kirby Street.</p>
<p><b>Policy CD 1.6 Sustainable Design.</b> Require new developments to incorporate sustainable design</p>	<p><b>Consistent.</b> The proposed Project would be constructed according to Title 24 requirements of the 2022 CBC and landscaping would be implemented</p>

<p>amenities and features including using landscape areas for stormwater management and treatment.</p>	<p>throughout the Project site including over the detention/infiltration basin. BMPs for stormwater management would also be implemented.</p>
<p><b>Policy CD 1.10 Neighborhood Street Trees.</b> Encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest.</p>	<p><b>Consistent.</b> As shown in Figure 7, <i>Landscaping Plan</i>, the proposed Project would include installation of drought-tolerant landscaping throughout the site including 24-inch box trees, 36-inch box trees, 46-inch box trees, 15-gallon trees, various shrubs, and accent groundcovers.</p>
<p><b>Goal CD-2</b> Use gateway markers, monuments, community signage, and landscaping to portray a positive visual entry into the City and to key locations.</p>	<p><b>Consistent.</b> As shown in Figure 7, <i>Landscaping Plan</i>, the proposed Project would include installation of drought-tolerant landscaping throughout the site including along Project frontages and building entrances.</p>
<p><b>Policy CD 2.3 Community Landscape.</b> Require developers of residential subdivisions and commercial or industrial centers to submit a streetscape plan that defines a program of trees and plantings that uniquely identifies streets, principal entries and intersections, and activity centers such as parks and community centers within the development.</p>	<p><b>Consistent.</b> As discussed under Section 5.17, <i>Transportation</i>, the proposed Project would include installation of sidewalks and native drought tolerant streetscape landscaping throughout the Project to enhance the overall site.</p>
<p><b>Goal CD-3</b> Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts.</p>	<p><b>Consistent.</b> As discussed under Section 5.17, <i>Transportation</i>, the proposed Project would include installation of sidewalks on Kirby Street and the proposed Whittier Avenue as well as along the building entrances to enhance overall travel for pedestrians and bicyclists.</p>
<p><b>Policy CD 3.5 Variety of Streetscape Design.</b> Encourage a variety of designs in sidewalks and trails, with respect to alignment and surface materials, separating sidewalks from the curb along arterial streets to provide for a convenient and safe path of travel for pedestrians and bicyclists.</p>	<p><b>Consistent.</b> The proposed Project would include installation of sidewalks and native streetscape landscaping along the building entrances to enhance overall pedestrian and driving experience.</p>
<p><b>Policy CD 3.6 Landscaped Parkways.</b> Require where appropriate the provision of landscaped parkways and street trees between roadways and sidewalks to create safe and attractive streets for pedestrians and motorists.</p>	<p><b>Consistent.</b> The proposed Project includes drought tolerant landscaping with trees on the building street frontage to provide cover and shading.</p>
<p><b>Policy CD-3.7 Drought Tolerant Landscaping.</b> Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.</p>	<p><b>Consistent.</b> The Project site is currently vacant and undeveloped with non-native grassland, and weeds, all of which would be removed prior to development. However, as shown in Figure 7, <i>Landscape Plan</i>, the proposed landscaping would include drought-tolerant trees and plants throughout the Project site which would provide shade. The Project would follow CBC rules and regulations to ensure hazards or conflicts with public improvements are prevented.</p>
<p><b>Policy CD-3.12 Replacement Trees.</b> Replace any mature tree removed from private property or the public right-of-way with California-friendly or shade tree of similar size and shape, as reasonably feasible, and locate so as not to be a hazard or conflict with other utilities or public improvements.</p>	<p><b>Consistent.</b> As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would comply with the City of Hemet’s General Plan and City Code guidelines for</p>
<p><b>Goal CD-5</b> Promote attractive community design to make Hemet a more desirable place to live.</p>	<p><b>Consistent.</b> As described in Section 5.1, <i>Aesthetics</i>, the proposed Project would comply with the City of Hemet’s General Plan and City Code guidelines for</p>

	industrial developments and would create a quality architectural presence along Kirby Street.
<b>Policy CD 5.2 Scale and Character of Development.</b> New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.	<b>Consistent.</b> As described in Section 5.1, <i>Aesthetics</i> , the proposed Project would comply with the City of Hemet’s General Plan and City Code guidelines for Business Park developments and would create a quality architectural presence along Kirby Street.
<b>Policy CD 5.6 Development Standards.</b> Continue to provide and update development standards to ensure higher quality building and site design.	<b>Consistent.</b> Through consistency with the applicable development standards set forth in the City’s Municipal Code, the proposed Project would create a quality architectural presence along South Kirby Street.
<b>Policy CD 5.7 Design Standards and Guidelines.</b> Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.	<b>Consistent.</b> Through consistency with the applicable design standards and guidelines set forth in the City’s Municipal Code and the proposed Project’s use of landscaping, building layout, finish materials, and accenting, the Project site would create a quality architectural presence along Kirby Street.
<b>Policy CD 5.8 Lighting Aesthetics.</b> Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate.	<b>Consistent.</b> The proposed Project includes new sidewalks along Kirby Street and the proposed Whittier Avenue and would provide lighting consistent with General Plan Policy CD-P-20.
<b>Policy CD 5.11 Buffers.</b> Require the provision of adequate buffers along the edges between industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas and single-family areas of varying densities.	<b>Consistent.</b> The proposed Project site is located on vacant land. The Project involves the construction of an industrial warehouse that is consistent with the land use and zoning designation for the site. Additionally, buffers consisting of ornamental trees would be implemented along the perimeter of the Project to screen the Project from offsite views.
<b>Policy CD 5.14 Buildings that Front Streets.</b> Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, facade articulation, ground-floor transparency, and location of parking.	<b>Consistent.</b> As described in Section 5.1, <i>Aesthetics</i> , the proposed Project would comply with the City of Hemet’s General Plan and City Code guidelines for BP developments including setbacks, building layout, finish materials, and accenting, and would create a quality architectural presence along Kirby Street.
<b>Policy CD 5.15 Screening of Off-Street Parking.</b> Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.	<b>Consistent.</b> Parking areas within the Project site would be screened by ornamental trees along the perimeter of the Project.
<b>Policy CD 5.16 Industrial Design.</b> Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance.	<b>Consistent.</b> The Project site is located on vacant land and would construct a fulfillment center warehouse in an area designated for Business Park uses. Additionally, buffers consisting of ornamental trees would be implemented along the perimeter of the Project to screen the Project from offsite views.
<b>Goal CD-6</b> Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.	<b>Consistent.</b> The proposed Project would comply with the City of Hemet’s General Plan and Municipal Code guidelines for industrial developments.
<b>Policy CD 6.1 Sign Design.</b> Sign Design Encourage interesting, creative, and unique approaches to sign design with the following:	

<p>a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building.</p> <p>b. Signs and monuments should complement a building’s style and materials, and coordinate with the City’s desired street character.</p> <p>d. Sign fonts should be clear and legible to pedestrians and motorists and be consistent in style and color.</p> <p>e. Signs and sign monuments should be enhanced with the use of landscaping at their base.</p>	
<p><b>Goal CD-7</b> Enhance the visual image of the City through landscaping and perimeter walls and fencing.</p>	<p><b>Consistent.</b> As illustrated in Figure 7, <i>Landscaping Plan</i>, the proposed Project would include ornamental trees along the perimeter of the Project site. The proposed Project would include screening walls on the north and south side of the truck court which would not be visible from public viewpoints on Kirby Street.</p>
<p><b>Policy CD 7.2 Walls and Fences.</b> Installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation purpose. Where walls or fences are necessary, the following should be considered:</p> <p><b>a. Wrought Iron Fencing.</b> Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.</p> <p><b>c. Bermed landscaping</b> is encouraged to be used as an alternative to development of walls and fences.</p> <p><b>f. Theme walls.</b> Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a “walled in” appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.</p> <p><b>g. Landscape buffering.</b> Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable materials which will resist the damaging effect of wind, rain, and irrigation.</p> <p><b>h. Maintenance.</b> When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a</p>	

<p>streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.</p>	
<p><b>Policy CD 7.3 Landscape Design.</b> Encourage the use of creative landscape design to enhance visual interest, reduce conflicts between different land uses, accommodate stormwater drainage and treatment, and incorporate drought tolerant landscape materials.</p>	<p><b>Consistent.</b> The proposed Project would include drought-tolerant landscaping along the perimeter of the proposed Project to screen buildings, parking, loading areas and landscaping above the infiltration/detention basins in the eastern portion of the site.</p>
<p><b>Goal CD-11</b> Utilize the principles of safescape and defensible space to improve community image and personal safety.</p>	<p><b>Consistent.</b> The proposed Project would be built in compliance with the CBC and City’s development standards. Security lighting would be installed and used at night. In addition, the Project would include frontage improvements along Kirby Street.</p>
<p><b>Policy CD 11.3 Building Design.</b> Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.</p>	
<p><b>Policy CD 11.4 Fences and Walls.</b> Walls and fences should be designed and placed where adequate visibility of the public rights-of-way can be maintained. Gates serve not only as access control but also as visual access points to public rights-of-way.</p>	<p><b>Consistent.</b> The proposed Project would include a 14-foot-high wall along with landscaping on the Kirby Street frontage to screen buildings and Project operations from offsite views. Adequate visibility would be present from Project driveways.</p>
<p><b>Policy CD 11.5 Security Fencing.</b> Security fencing should be designed to be attractive to promote positive neighborhood identity and facilitate emergency access.</p>	<p><b>Consistent.</b> The proposed Project would include a 14-foot-high wall along with landscaping along the Kirby Street frontage to screen buildings and Project operations from offsite views. In addition, the proposed driveways along Kirby Street and Whittier Avenue would provide adequate and safe circulation to, from, and through the Project site to facilitate emergency access.</p>
<p><b>Policy CD 11.7 Landscaping.</b> Landscaping should be placed in areas that will not block visibility. Landscaping should be well maintained to avoid overgrowth. Low level plant materials should be used in areas where increased visibility is desired.</p>	<p><b>Consistent.</b> The proposed Project includes the development of a fulfillment center warehouse and would provide drought-tolerant landscaping along the perimeter of the proposed Project to screen buildings parking, loading areas and the infiltration/detention basins in the eastern portion of the site.</p>
<p><b>Circulation</b></p>	
<p><b>Policy C 1.3 Traffic Flow.</b> Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.</p>	<p><b>Consistent.</b> As further discussed in Section 5.17, <i>Transportation</i>, the proposed Project has prepared and submitted a Traffic Impact Analysis (TIA), included as Appendix K to satisfy the City’s LOS requirements.</p>
<p><b>Policy C 1.11 Parkway Design.</b> Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.</p>	<p><b>Consistent.</b> The proposed Project would include installation of native streetscape landscaping along the building entrances and throughout the site including parking areas to enhance overall pedestrian and driving experience. As mentioned previously, the site is currently vacant and undeveloped with non-native grassland and weeds. The proposed</p>

	landscaping plan includes a variety of drought-tolerant trees and plants which would provide shade.
<p><b>Policy C 1.15 New Development.</b> Approval of new development projects shall:</p> <ul style="list-style-type: none"> <li>a. require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;</li> <li>b. require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;</li> <li>c. require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;</li> <li>d. require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;</li> <li>e. limit lot development to reverse frontage and/or side-one lots on all arterials.</li> </ul>	<p><b>Consistent.</b> The proposed Project has been designed to comply with the roadway development standards as specified in Policy C 1.15.</p>
<p><b>Policy C 1.17 Traffic Analyses.</b> Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.</p>	<p><b>Consistent.</b> As further discussed in Section 5.17, <i>Transportation</i>, the proposed Project has prepared and submitted a Traffic Impact Analysis (TIA), included as Appendix K to satisfy the City's LOS requirements. Project impacts would be consistent with those identified in the General Plan Final EIR.</p>
<p><b>Policy C 1.18 Future Roadways.</b> Future roadways and intersections must meet roadway classification design specifications and performance criteria.</p>	<p><b>Consistent.</b> As discussed in Section 5.17, <i>Transportation</i>, construction of the future roadway Whittier Avenue would meet all roadway design standards in the General Plan and Municipal Code.</p>
<p><b>Policy C 1.19 Street Standard Compliance.</b> Require compliance with established street standards for public, private, and rural streets, including traffic calming facilities, where appropriate.</p>	<p><b>Consistent.</b> As discussed in Section 5.17, <i>Transportation</i>, construction of the future roadway Whittier Avenue would meet all roadway design standards in the General Plan and Municipal Code.</p>
<p><b>Policy C 3.4 Emergency and Service Vehicle Right-of-Way.</b> Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.</p>	<p><b>Consistent.</b> As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed in accordance with Section 503 of the California Fire Code that requires the safeguarding of any activity that encroaches into a right-of-way to ensure there is no interference with emergency access or evacuation. As described in Section 5.17, <i>Transportation</i>, the proposed driveways and roadways would provide adequate and safe circulation to, from, and through the proposed Project site and would provide a variety of routes for</p>

	emergency and public utility vehicles to access the site and surrounding areas.
<b>Goal C-4</b> Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.	<b>Consistent.</b> The proposed Project would install new sidewalks along Kirby Street and Whittier Avenue as well as provide bike racks on site. The proposed Project would also be located in an area that contains bus services provided by Riverside Transit Agency (RTA) 0.3 miles west of the Project site along South Sanderson Drive.
<b>Policy C 4.1 Sustainable Urban Design.</b> Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.	
<b>Policy C 4.5 Development Alternatives.</b> Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.	<b>Consistent.</b> The proposed Project would install new sidewalks along Kirby Street and Whittier Avenue as well as provide bike racks on site. The proposed Project would also be located in an area that contains bus services provided by RTA.
<b>Policy C 4.7 Employer Incentives.</b> Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas.	<b>Consistent.</b> The proposed Project would install new sidewalks along Kirby Street and Whittier Avenue as well as provide bike racks on site. The proposed Project would also be located in an area that contains bus services provided by RTA.
<b>Policy C 4.15 Transit-oriented Development Design Features.</b> Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to: <b>a.</b> Designing transit stops to reduce disruption to vehicular traffic; <b>b.</b> Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods; <b>c.</b> Ensuring that all transit stops are ADA accessible; <b>d.</b> Requiring transit stop amenities such as benches, shade, lighting, and shelters, where appropriate; <b>e.</b> Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;	<b>Consistent.</b> The proposed Project would install new sidewalks along Kirby Street and Whittier Avenue as well as provide bike racks on site. The proposed Project would also be located in an area that contains bus services provided by RTA.
<b>Goal C-6</b> Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.	<b>Consistent.</b> The proposed Project site would develop a fulfillment center warehouse consistent with the land use and zoning designation for the site. The proposed Project would utilize the City’s truck routes. Further, upon construction of Whittier Avenue, trucks would be routed away from the residences across Kirby Street.
<b>Policy C 6.4 Truck Routes.</b> Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.	<b>Consistent.</b> The proposed Project site would develop a fulfillment center warehouse consistent with the land use and zoning designation for the site. The proposed Project would utilize the City’s truck routes. Further, upon construction of Whittier Avenue, trucks would be routed away from the residences across Kirby Street.

<p><b>Policy C 6.5 Truck Access.</b> Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.</p>	<p><b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse. Access to the proposed Project would be provided via four new driveways: two on South Kirby Street and two from the buildout of Whittier Avenue. The two driveways from Whittier Avenue would provide access for trucks as well as the north driveway on Kirby Street. Additionally, the proposed Project would provide 163 trailer parking stalls and 132 dock doors for loading/unloading.</p>
<p><b>Community Services and Infrastructure</b></p>	
<p><b>Goal CSI-1</b> Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.</p>	<p><b>Consistent.</b> As discussed in Section 5.19, <i>Utilities and Service Systems</i>, the proposed Project would be consistent with the water supply projections and would be consistent with the UWMP assumptions and would not require additional water supplies.</p>
<p><b>Policy CSI 1.1 Infrastructure Availability.</b> Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.</p>	<p><b>Consistent.</b> The proposed Project would be constructed in an area that is mostly developed, therefore new sewer and water infrastructure would connect to existing lines within Kirby Street.</p>
<p><b>Policy CSI 1.2 Infrastructure Adequacy.</b> Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.</p>	<p><b>Consistent.</b> New sewer and water infrastructure would be installed on the Project site to connect to existing lines. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, a detention/infiltration basin would also be implemented to collect stormwater runoff.</p>
<p><b>Policy CSI 1.3 Provider Notification.</b> Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.</p>	<p><b>Consistent.</b> The proposed Project Applicant has provided notification to applicable utility providers in order to ensure adequate infrastructure is available for the Project, as further discussed in Section 5.19, <i>Utilities and Service Systems</i>.</p>
<p><b>Policy CSI 1.4 Fee Structures.</b> Ensure that fee structures are sufficient for new development and redevelopment to pay their fair share of the cost of infrastructure improvements and public facilities.</p>	<p><b>Consistent.</b> The proposed Project would be required to pay development impact fees that would contribute to infrastructure improvements pursuant to Municipal Code Chapter 58, Article 3.</p>
<p><b>Policy CSI 2.2 Water Supply Assessments.</b> Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.</p>	<p><b>Consistent.</b> As further discussed in Section 5.19, <i>Utilities and Service Systems</i>, a Water Supply Assessment has been prepared which demonstrates that the proposed Project is within the water supply available for the City.</p>
<p><b>Policy CSI 2.3 Performance Standards.</b> Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.</p>	<p><b>Consistent.</b> As described in Section 5.19, <i>Utilities and Service Systems</i>, the proposed Project would include the installation of a domestic water line that would connect to the existing 8-inch diameter domestic water line in Kirby Street.</p>
<p><b>Policy CSI 2.8 Best Management Practice Features/Equipment.</b> Require installation of best management practice features for water for all new development and for applicable rehabilitation.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the proposed Project would comply with the City Municipal Code guidelines and would implement BMPs.</p>

<p><b>Policy CSI 3.1 Performance Standards.</b> New development shall install sufficient sewer facilities needed to meet performance standards established by the site’s wastewater collection agency.</p>	<p><b>Consistent.</b> As described in Section 5.19, <i>Utilities and Service Systems</i>, the Project would include the construction an onsite sewer connection to the existing 10-inch diameter sewer line within Kirby Street.</p>
<p><b>Policy CSI 3.2 Location of Sewer and Gray Water Lines.</b> Require that all future sewer and gray water lines be located within street or alley rights-of-way.</p>	
<p><b>Policy CSI 3.4 Sanitary Sewers.</b> Promote the extension of sanitary sewers to serve all new and existing land uses and densities, as feasible, to protect groundwater quality. Require new development, and existing development where feasible, to connect to the sanitary sewer system. Exceptions may be considered for properties with a minimum lot size of ½ acre and that are located more than 660 feet from a sewer line.</p>	
<p><b>Goal CSI-4</b> Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, a WQMP was prepared for the proposed Project that includes BMPs to protect against flood hazards, recharge the aquifer, and preserve groundwater quality.</p>
<p><b>Policy CSI 4.1 Sufficient Service.</b> Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, a WQMP was prepared for the proposed Project that includes BMPs to protect against flood hazards, recharge the aquifer, and preserve groundwater quality.</p>
<p><b>Policy CSI 4.2 100-Year Storm Flows.</b> Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, a WQMP was prepared for the proposed Project that includes BMPs to protect against flood hazards, recharge the aquifer, and preserve groundwater quality.</p>
<p><b>Policy CSI 4.4 Groundwater Recharge.</b> Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, a Water Quality Management Plan was prepared for the proposed Project that includes BMPs utilizing Low Impact Development techniques which provide on-site opportunities for groundwater recharge.</p>
<p><b>Policy CSI 4.6 Aesthetic Design.</b> Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.</p>	<p><b>Consistent.</b> As discussed in Section 5.1, <i>Aesthetics</i>, the proposed Project includes a bioclear modular wetland system for drainage water quality treatment as well as 266,176 SF of landscaping with aesthetic design that also helps retain onsite runoff.</p>
<p><b>Policy CSI 4.10 Low Impact Development.</b> Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:</p>	<p><b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, a Water Quality Management Plan was prepared for the proposed Project that includes BMPs utilizing Low Impact Development</p>

<p>1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;</p> <p>2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;</p> <p>3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits.</p> <p>4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.</p> <p>5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.</p> <p>6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.</p>	<p>techniques which provide onsite opportunities for groundwater recharge.</p>
<p><b>Policy CSI 5.5 Energy Efficient Design.</b> Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.</p>	<p><b>Consistent.</b> As discussed in Section 5.6, <i>Energy</i>, the proposed Project would implement energy efficient design in accordance with the California Green Building Code as well as Title 24 of the California Code of Regulations.</p>
<p><b>Policy CSI 6.2 Recycling.</b> Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.</p>	<p><b>Consistent.</b> As discussed in Section 5.19, <i>Utilities and Service Systems</i>, the proposed Project would comply with Section 5.408.1 of the 2022 California Green Building Standard Code which requires demolition and construction activities to recycle or reuse at least 65% of nonhazardous construction and demolition waste.</p>
<p><b>Policy CSI 7.1 City/School Districts Coordination.</b> Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.</p>	<p><b>Consistent.</b> The proposed Project would be required to pay development impact fees that would contribute to school district needs pursuant to Senate Bill 50.</p>
<p><b>Policy CSI 7.2 Early Participation.</b> Involve area school districts in the review process for new development to ensure that the school district can</p>	<p><b>Consistent.</b> The proposed Project would develop a fulfillment center warehouse consistent with the land</p>

serve the new development and to minimize associated impacts.	use and zoning designation for the site. The proposed Project would not introduce new residents to the area.
<b>Policy CSI 7.8 Infrastructure Design.</b> To the extent feasible and appropriate, infrastructure designed for new development shall provide a beneficial impact on the location and implementation of community facilities such as schools, parks, fire stations, and other public services.	<b>Consistent.</b> The proposed Project would be required to pay development impact fees that would contribute to public services pursuant to Municipal Code Chapter 58, Article 3 and Senate Bill 50.
<b>Public Safety</b>	
<b>Goal PS-1</b> Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.	<b>Consistent.</b> The proposed Project would be built in compliance with the CBC which would ensure the building could provide adequate protection from damage associated with seismic incidents.
<b>Policy PS 1.1 Seismic Standards.</b> Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.	
<b>Policy PS 1.3 Slope Stability.</b> Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.	<b>Consistent.</b> As discussed in Section 5.6, <i>Geology and Soils</i> , the Project site and the adjacent parcels are relatively flat and do not contain any hills or steep slopes. All pervious services would be planted with landscaping which would minimize any erosion.
<b>Policy PS 1.6 Alquist-Priolo.</b> Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.	<b>Consistent.</b> As discussed in Section 5.6, <i>Geology and Soils</i> , the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known faults within 500 feet.
<b>Goal PS-2</b> Reduce risk of property damage and human injury from flood hazards.	<b>Consistent.</b> As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i> , the proposed Project would comply with /the City’s Municipal code Chapter 14, Article V, Division 3 which provides constructions standards that address the major causes of flood damage, and includes provisions for anchoring, placement of utilities, raising floor elevations, using flood resistant construction materials, and other methods to reduce flood damage.
<b>Policy PS 2.2 Flood Area Preservation.</b> Encourage flood control infrastructure that does not reduce the natural character or limit use of the site.	<b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , the proposed Project would construct stormwater drainage facilities to accommodate stormwater flows and convey runoff from the site in a manner consistent with City requirements. Runoff from the Project site would be more than the existing condition, however impacts would be less than significant with compliance with City requirements.
<b>Policy PS 2.3 New Development.</b> Minimize additional flood risk exposure in developing areas.	<b>Consistent.</b> As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i> , the proposed Project would comply with the City’s Municipal code Chapter 14, Article V, Division 3, Flood Hazard Reduction Standards.
<b>Goal PS-4</b> Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet’s transportation system.	<b>Consistent.</b> The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP. In addition, the proposed

<p><b>Policy PS 4.1 Land Use Compatibility.</b> Minimize the risk of potential hazards associated with aircraft operations at the Hemet- Ryan Airport through the implementation of the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC).</p>	<p>Project has been designed to be consistent with the City’s Development standards.</p>
<p><b>Policy PS 4.2 Airport Safety Zones.</b> Maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted 2017 Hemet-Ryan Airport Land Use Compatibility Plan.</p>	<p><b>Consistent.</b> The proposed Project is located in Zone D of Hemet-Ryan Airport Influence Area and ALUC review was not required as the proposed Project is consistent with the General Plan and zoning designation for the site.</p>
<p><b>Policy PS 4.4 Project Compatibility Review.</b> As part of the City’s development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet’s General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."</p>	
<p><b>Policy PS 4.5 Project Suitability Review.</b> Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.</p>	
<p><b>Policy PS 4.6 Project Noise Mitigation.</b> Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, <i>Noise</i>, the proposed Project would result in less than significant noise and vibration impacts.</p>
<p><b>Policy PS 4.8 Project Operating Compatibility.</b> Development applications shall be subject to the following airport land use restrictions:</p> <ul style="list-style-type: none"> <li><b>a.</b> Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.</li> <li><b>b.</b> Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb</li> </ul>	<p><b>Consistent.</b> The proposed Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan and is consistent with the land use and zoning designation for the site. ALUC review was not required as the proposed Project is consistent with the General Plan and zoning designation for the site. The proposed Project would not include operations that would direct lights toward aircrafts, that would generate large amounts of smoke and vapor, or that would generate electrical interference with aircrafts. The proposed building would be a maximum of 55 feet which is consistent with the City’s Municipal Code.</p>

<p>following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet- Ryan Airport shall be prohibited.</p> <p><b>c.</b> Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.</p> <p><b>d.</b> Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.</p> <p><b>e.</b> Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.</p>	
<p><b>Goal PS-5</b> Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.</p>	<p><b>Consistent.</b> As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by City conditions of approval, and included as PPP HYD-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.</p>
<p><b>Policy PS 5.1 Enforce Regulations.</b> Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, routine use, storage, and transport of hazardous materials would comply with applicable laws and regulations.</p>
<p><b>Policy PS 5.5 Hazardous Material Locations.</b> Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the tenant of the proposed fulfillment center warehouse is not anticipated to use a significant amount of hazardous materials and does not pose a significant risk to public health.</p>
<p><b>Policy PS 5.6 Development Standards.</b> Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials.</p>	<p><b>Consistent.</b> As described in Section 5.9, <i>Hazards and Hazardous Materials</i>, a Phase I Environmental Site Assessment was conducted for the Project site. The Phase I did not identify any recognized environmental conditions and determined that the Project site is not a listed hazardous site per Government Code Section 65962.5.</p>
<p><b>Goal PS-6</b> Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed according to California Fire Code guidelines.</p>
<p><b>Policy PS 6.2 Individual Fire Protection Systems.</b> Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed according to California Fire Code</p>

<p>encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.</p>	<p>guidelines and would install fire sprinklers pursuant to CBC.</p>
<p><b>Policy PS 6.4 Safety Exits.</b> Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed according to California Fire Code guidelines which would include appropriate egress systems.</p>
<p><b>Goal PS-7</b> Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.</p>	<p><b>Consistent.</b> As discussed in Section 5.15, <i>Public Services</i>, the City would have sufficient capacity to accommodate fire protection and the Project would not significantly impact service levels.</p>
<p><b>Policy PS 7.1 Fire Service Response.</b> Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopment will not result in a reducing fire protection services below acceptable, safe levels with adequate fire flows and response time of five minutes or less for 80 percent of fire and emergency calls on both a citywide and response area basis.</p>	<p><b>Consistent.</b> As discussed in Section 5.15, <i>Public Services</i>, the City would have sufficient capacity to accommodate fire protection and would not significantly impact service levels or emergency response times.</p>
<p><b>Policy PS 7.3 Development Impacts.</b> Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.</p>	<p><b>Consistent.</b> The proposed Project would be required to pay development impact fees that would contribute to public services pursuant to Municipal Code Chapter 58, Article 3.</p>
<p><b>Policy PS 7.4 Emergency Access.</b> Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.</p>	<p><b>Consistent.</b> As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed in accordance with Section 503 of the California Fire Code that requires the safeguarding of any activity that encroaches into a right-of-way to ensure there is no interference with emergency access or evacuation. As described in Section 5.17, <i>Transportation</i>, the proposed driveways and roadways would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the site and surrounding areas.</p>
<p><b>Policy PS 7.5 Fire Protection Adequacy.</b> Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.</p>	<p><b>Consistent.</b> As discussed in Section 5.15, <i>Public Services</i>, the City would have sufficient capacity, staff, and equipment to accommodate fire protection.</p>
<p><b>Goal PS-8</b> Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.</p>	<p><b>Consistent.</b> As discussed in Section 5.15, <i>Public Services</i>, the City would have sufficient capacity to accommodate police services and would not significantly impact service levels or emergency response times.</p>
<p><b>Policy PS 8.1 Police Services.</b> Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe</p>	<p></p>

<p>levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls in rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.</p>	
<p><b>Policy PS 8.3 Development Impacts.</b> Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and on-going demand for police services.</p>	<p><b>Consistent.</b> The proposed Project would be required to pay development impact fees that would contribute to public services pursuant to Municipal Code Chapter 58, Article 3.</p>
<p><b>Goal PS-9</b> Improve community safety and reduce opportunities through criminal activity through appropriate physical design.</p>	<p><b>Consistent.</b> The proposed Project would install security lighting and would include enclosed truck courts.</p>
<p><b>Policy PS 9.1 Defensible Space.</b> Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.</p>	
<p><b>Policy PS 9.2 Adequate Project Lighting.</b> Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.</p>	<p><b>Consistent.</b> The proposed Project would provide lighting throughout the Project site along sidewalks and outdoor areas, including parking consistent with City's Municipal Code.</p>
<p><b>Policy PS 9.3 Safety in Land Use and Design.</b> Promote land use and design policies and regulations that encourage a mixture of compatible land uses to promote and increase the safety of public use areas and of pedestrian travel.</p>	<p><b>Consistent.</b> The proposed Project would develop an industrial warehouse that is consistent with the land use and zoning designation for the site. The proposed Project would install new sidewalks along Kirby Street and Whittier Avenue.</p>
<p><b>Goal PS-11</b> Manage noise levels through land use planning and development review.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, <i>Noise</i>, a Noise Impact Analysis was prepared by LSA and impacts would be less than significant without mitigation. Therefore, noise levels from Project construction and operation would be within allowable levels as set by the City Municipal Code.</p>
<p><b>Policy PS 11.1 Noise Standards.</b> Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.</p>	
<p><b>Policy PS 11.2 Design to Minimize Noise.</b> Encourage the use of siting and building design techniques as a means to minimize noise.</p>	
<p><b>Policy PS 11.3 Evaluate Noise.</b> Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.</p>	
<p><b>Goal PS-12</b> Minimize noise conflicts from transportation sources and airports.</p>	<p><b>Consistent.</b> As discussed in Section 5.13, <i>Noise</i>, a Noise Impact Analysis was prepared by LSA which discusses that traffic noise levels would be within the levels discussed by the General Plan Final EIR and the Project would not result in significant traffic noise impacts to surrounding sensitive receptors.</p>
<p><b>Policy PS 12.1 Traffic Noise.</b> Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.</p>	
<p><b>Policy PS 12.3 Airport Noise.</b> Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise</p>	<p><b>Consistent.</b> The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP. The Project is located</p>

levels in accordance with the noise standards presented in Table 6.4.	outside of the 55 CNEL noise contours and would not expose employees to excessive noise levels in relation to Hemet-Ryan Airport.
<b>Goal PS-13</b> Minimize noise conflicts with stationary noise generators.	<b>Consistent.</b> As discussed in Section 5.13, <i>Noise</i> , a Noise Impact Analysis was prepared by LSA and impacts would be less than significant without mitigation. Therefore, noise levels from Project construction and operation would be within allowable levels as set by the City Municipal Code.
<b>Policy PS 13.1 Protect Valuable Noise Sources.</b> Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.	
<b>Open Space and Conservation</b>	
<b>Policy OS 1.1 Development Proposals.</b> Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practices related to particular resources.	<b>Consistent.</b> As Discussed in Section 5.4, <i>Biological Resources</i> , a General Biological Assessment was prepared for the Project site to identify any significant biological resources and identified mitigation measures related to the potential impacts on biological resources on site. Pursuant to Policy OS 1.1 the Project would implement pre-construction surveys for nesting birds, burrowing owl, and California glossy snakes.
<b>Policy OS 1.6 Habitat Conservation Plans.</b> Coordinate with Riverside County and other relevant agencies to implement the Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, and any other applicable habitat plan.	<b>Consistent.</b> As Discussed in Section 5.4, <i>Biological Resources</i> , the proposed Project would be consistent with the requirements of the Western Riverside County Multiple-Species Habitat Conservation Plan.
<b>Policy OS 1.3</b> Use street parkways to treat and infiltrate runoff for new developments and redevelopments.	<b>Consistent.</b> As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , the proposed Project would install an underground infiltration basin that would infiltrate runoff and would utilize the existing storm drain under.
<b>Recreation and Trails</b>	
<b>Policy RC-5.2 Open Space Buffers</b> Provide open space buffer land in areas where development or recreational uses abuts important or ecologically sensitive natural resource areas in order to protect those resources and reduce potential adverse impacts from development.	<b>Consistent.</b> The Project is not located adjacent to or in the vicinity of any Open Space areas or a Western Riverside MSHCP Criteria Cells.
<b>Policy RC-5.3 Environmentally Sensitive Design and Landscaping</b> Require that new parks be sited and developed in an environmentally sensitive manner with drought-tolerant landscaping, recycled water for irrigation, and natural drainage courses that recharge groundwater.	<b>Consistent.</b> The proposed Project includes a bioclear modular wetland system for drainage water quality treatment as well as 266,176 SF of landscaping with aesthetic design that also helps retain onsite runoff.
<b>Historic Resources</b>	
<b>Goal HR-2</b> Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.	<b>Consistent.</b> As discussed above in Section 5.5, <i>Cultural Resources</i> , a Cultural Resource Assessment was prepared for the Project which discussed that based upon the records search results, that obscured prehistoric deposits may also exist within the Project site. Therefore, pursuant to General Plan Program HR-P-10 monitoring by a registered professional
<b>Policy HR-2.1 Consultation</b> Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development	

<p>review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.</p>	<p>archaeologist is recommended to mitigate potential impacts to unrecorded archaeological features or deposits. Consistent with Program HR-P-10 as discussed on page 4.5-10 of the General Plan Final EIR, archaeological monitoring would be conducted during grading, excavation, and trenching due to the sensitive nature of the site. With implementation of previously identified Policy HR-2.2, Policy HR-2.3, and Program HR-P-10, the Project would result in less than significant impacts.</p>
<p><b>Policy HR-2.2 Monitoring</b> Require monitoring of new developments where resources or potential resources have been identified in the review process</p>	
<p><b>Policy HR-2.3 Evaluation</b> Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.</p>	

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding land use and planning. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Plans, Programs, or Policies (PPPs)**

None.

**Applicable City of Hemet General Plan Final EIR Programs and Policies**

**Policies**

**LU-1.4: Walkable Neighborhoods** Create walkable neighborhoods that integrate pedestrian paths and trails into a safe, cohesive and varied transportation system that provides connectivity to nearby land uses and encourages physical activity and less dependence on the automobile *[This policy has been met through improved sidewalks along Kirby Street and the proposed Whittier Ave].*

**LU-2.1: Adequate Infrastructure.** Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development *[This policy has been met through the City’s review of proposed Project plans].*

**LU-2.2: Public Service Levels** Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated [*This policy has been met through the environmental analysis herein*].

**LU-2.3: Public Improvement Costs** Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.

**LU-4.3: Infill Development and Re-Use.** Actively promote the adaptive re-use and infill of economically underutilized, obsolete, and dilapidated commercial and industrial sites, and foster rehabilitation consistent with surrounding uses and the needs of the community [*This policy has been met through the proposed development of an underutilized site*].

**LU-9.11: Sustainable Infrastructure and Development.** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized “conjunctive use” drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity. [*Implementation of Policy LU-9.11 has been met through compliance with Title 24 which is included as PPP E-1 and preparation of a site-specific WQMP and Hydrology Report*].

**LU-11.2: Job Growth Industries.** Facilitate job growth and business attraction and retention in areas such as green technology, tourism, airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical schools in the City [*This policy will be implemented upon project approval as it would create an additional 550 jobs within the City*].

**LU-11.10: Industrial Development Standards.** Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts[*Construction of the proposed Project would involve the limited use and disposal of hazardous materials. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling. Policy LU-11.10 has been implemented through the preparation of an Air Quality Report, Noise Report, and Phase I ESA*].

**LU-15.4: Healthy Development Patterns** Promote development patterns and opportunities that reduce commute times, encourage the improvement of vacant properties and reinvestment in neighborhoods, foster safe and attractive environments, encourage civic participation, and provide public spaces for people to congregate and interact socially [*Policy LU-15.4 has been implemented through proposing to add an additional 550 jobs within the City*].

**C-4.1: Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

**CSI-5.5: Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards [*Policy CSI-5.5 has been implemented through Project design and adherence to the California Green Building Standards Code and City development standards*].

**Programs**

**LU-P-5: Development Mitigation Assessment.** As a condition of approval for all discretionary projects, the City shall require applicants to document that City performance standards for infrastructure, schools, and public services provided in the Community Services and Infrastructure Element of the General Plan are met. The City shall annually assess the efficacy of development impact fees to cover the costs of infrastructure required to support new development projects, and adjust impact fees on a periodic basis to match demand *[Program LU-P-5 shall be implemented as a condition of approval for the proposed Project]*.

**Mitigation/Monitoring Required**

No new impacts nor substantially more severe land use and planning impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding land use and planning.

5.12 MINERAL RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The General Plan Final EIR discussed mineral resources impacts on page 5.12-1 through 5.12-11 and on page 4.6-17. The Final EIR discussed that buildout pursuant to the General Plan could result in development that would affect the availability of mineral resources such as locally important resources in the Bautista Canyon, Diamond Valley, and the Salt Creek and San Jacinto riverbeds. However, the Final EIR concluded that implementation of 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.

**City of Hemet General Plan Final EIR Programs and Policies**

None.

**Project-Specific Impacts**

**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?**

**No New Impact.** According to the General Plan Final EIR Exhibit 4.6-17, Mineral Resources, the Project site is located in mineral resource zone 3 (MRZ-3) which is defined as an area containing known or inferred mineral occurrences of undetermined mineral resource significance. The Project site has a land use and zoning designation of BP, thus the site is not currently being used or planned to be used for mineral extraction and is not protected under the Williamson Act. Additionally, the Project site is fully surrounded by urban land uses (residential and commercial uses), and these existing land uses generally are incompatible with mining operations. Therefore, the proposed Project would result in no new impact related to mineral resources. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

**b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?**

**No New Impact.** According to the General Plan Mineral Resource Zones Map, the Project site is not located within the mineral resource area. Therefore, implementation of the Project would not affect the availability of locally-important mineral resources. According to the General Plan Final EIR, no mining operations are

currently active within the City limits, and none are being considered. Therefore, the Project would not result in impacts to mineral resources. The proposed Project is consistent with the impacts identified in the Final EIR and the level of impact remains unchanged from that cited in the Final EIR.

### **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding mineral resources. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

### **Plans, Programs, or Policies (PPPs)**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

None.

### **Mitigation/Monitoring Required**

No new impacts nor substantially more severe mineral resources impacts would result from implementation of the proposed Project; therefore, no new or revised mitigation measures are required regarding mineral resources.

5.13 NOISE	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project result in:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final**

The General Plan FIER discussed noise and vibration impacts on pages 4.11-1 through 4.11-28 and determined impacts related transportation would be significant and unavoidable due to a substantial permanent increase in ambient noise levels at existing and proposed noise-sensitive receptors. New land uses in the General Plan would increase new vehicle trips and increase noise levels substantially. Impacts related to vibration would be significant as short-term project-generated construction vibration could exceed Caltrans recommended standard and mitigation measures would be required. All other noise related impacts would be less than significant with implementation of goals and policies in the City of Hemet General Plan.

**City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**PS-11.1: Noise Standards** Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.

**PS-11.2: Design to Minimize Noise** Encourage the use of siting and building design techniques as a means to minimize noise.

**PS-11.3: Evaluate Noise** Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.

**PS-11.4: Protect Noise-Sensitive Uses** Protect noise-sensitive uses from new noise sources.

**PS-12.1: Traffic Noise** Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.

**PS-12.3: Airport Noise** Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards.

**PS-12.4: Airport Conflicts** Review and respond to proposals involving new flight patterns, more intense flight operations over the planning area, or relocation or extension of runways at the Hemet-Ryan Airport, which would create the potential for noise conflicts with sensitive land uses.

**PS-13.2: New Sensitive Uses** Restrict the location of sensitive land uses near major noise sources to achieve the standards.

**PS-13.3: Prevent Encroachment.** Prevent the encroachment of noise sensitive land uses into areas designated for use by existing or future noise generators.

### **Programs**

**PS-P-27: Noise Standards.** Utilize the noise standards described in Table 6.4 [Table 4.11-8 of this EIR] for design purposes in new development. Where new development is proposed within areas where the noise levels are likely to be exceeded, require an acoustical study to be prepared to determine appropriate mitigation, and incorporate such mitigation into the project design.

**PS-P-28: Noise Reduction through Project Design.** Promote the use of berms, landscaping, setbacks, or architectural design for noise abatement, in addition to conventional wall barriers, to enhance aesthetics and minimize barriers to pedestrian travel. When site and architectural design features cannot sufficiently reduce adverse noise levels, or cannot economically be provided, require the provision of noise barriers, noise berms, or barriers and berms in combination. Development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from roadways, rail lines, the airport, or stationary sources exceeding, or estimated to exceed levels shall require traffic calming, site planning, buffering, sound insulation, or other methods to reduce noise exposure in interior spaces to the levels specified in Table 6.4.

**PS-P-29: Acoustical Studies.** When proposed projects include potentially significant noise generators, require acoustical studies to be prepared by an expert, including specific recommendations for mitigation when (1) the project is located near noise sensitive land uses or land that is planned for noise sensitive land uses or (2) the proposed noise source would violate provisions of the General Plan or City noise ordinance.

- For purposes of consistency, require that acoustical studies incorporate the following methods:
- Assume 3 dBA attenuation with doubling of distance for the natural attenuation of noise emanating from roadways (with the exception of freeways, where a 4.5 dBA attenuation with doubling of distance may be assumed).
- Use the design capacity of roadways as outlined in the Circulation Element and the posted speed limit to quantify the design noise levels adjacent to master planned transportation routes for mitigation purposes.

### **Project-Specific Impacts**

This section was prepared using the Noise and Vibration Impact Analysis prepared May 2023 by LSA and included as Appendix I.

#### **Existing Noise Levels**

As detailed in the Noise and Vibration Impact Analysis (Appendix I), to identify the existing ambient noise level environment, three long-term (24-hour) noise level measurements were taken at locations near the Project site. Table N-1 presents a summary of the measured hourly noise levels and calculated community noise equivalent level (CNEL) from the long-term noise level measurements. As shown in Table N-1, noise levels around the Project site range from 42.8 dBA CNEL to 89.1 dBA.

**Table N-1: Summary of Long-Term Ambient Noise Level Measurements**

Site No.	Location	Daytime Noise Levels (dBA Leq) <sup>1</sup>	Daytime Noise Levels <sup>2</sup> (dBA L <sub>max</sub> )	Nighttime Noise Levels <sup>2</sup> (dBA Leq)	Nighttime Noise Levels <sup>2</sup> (dBA L <sub>max</sub> )
LT-1	West of a single-family residence at 401 Carmel Way, on a utility pole, approximately 40 ft from the Kirby Street centerline.	69.6-75.1	84.4-89.1	60.4-71.5	80.4-88.6
LT-2	Southwest of a single-family residence at 591 Carmel Way, on a utility pole, approximately 70 ft from the Kirby Street centerline	66.7-72.2	79.4-87.9	57.6-69.3	74.6-85.0
LT-3	Southwestern corner of the Project site, north of the railroad tracks, approximately 25 ft from the railroad tracks	42.8-49.3	57.2-63.2	39.9-48.8	52.9-62.1

Source: Appendix I

Note: Noise measurements were conducted from January 17 to January 18, 2023, starting at 12:00 p.m.

<sup>1</sup> Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 10:00 p.m.

<sup>2</sup> Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels

L<sub>max</sub> = maximum sound level

ft = foot/feet

Leq = equivalent continuous sound level

**City of Hemet Construction Noise Standards**

Chapter 30, Article II, Section 30-32(33) of the HMC permits 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. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistent with these provisions is exempt from regulation.

**a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**No New Impact.** This topic was evaluated in the General Plan EIR on pages 4.19-4.20 and was determined to have a less than significant impact with adherence to the City’s Municipal Code and General Plan Policies.

**Construction**

Construction of the Project is anticipated to last 12 months and would involve site preparation, grading, building construction, paving, architectural coatings, and landscape installation. These activities would require use of heavy equipment that would increase noise levels in the immediate area. The noise from construction activity would fluctuate depending on the particular type, number, and duration of use of construction equipment.

The Project construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Table N-3 below lists typical construction equipment noise levels based on a distance of 50 feet between

with equipment and a noise receptor. As shown, noise levels generated by heavy construction equipment can range from approximately 55 dBA to 85 dBA when measured at 50 feet.

**Table N-2: Typical Construction Equipment Noise Levels**

<b>Equipment Description</b>	<b>Acoustical Use Factor<sup>1</sup> (percent)</b>	<b>Maximum Noise Level (L<sub>max</sub>) at 50 feet<sup>2</sup></b>
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Note: Noise levels reported in this table are rounded to the nearest whole number

<sup>1</sup> Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

<sup>2</sup> Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston’s Noise Code for the “Big Dig” project.

FHWA = Federal Highway Administration

L<sub>max</sub> = maximum instantaneous sound level

Source: Noise and Vibration Impact Analysis (Appendix I)

Table N-4 below shows the nearest sensitive uses to the Project site, their distance from the center of construction activities, and composite noise levels expected during construction.

**Table N-3: Construction Noise Levels at the Nearby Sensitive Receptors**

<b>Receptor (Location)</b>	<b>Composite Noise Level (dBA L<sub>eq</sub>) at 50 feet<sup>1</sup></b>	<b>Distance (feet)</b>	<b>Composite Noise Level (dBA L<sub>eq</sub>)</b>
<b>Mobile Equipment</b>			
Residences (East)	88	550	68
Residences (Southeast)		890	63
Residences (South)		1160	61
Residences (North)		1560	59

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<sup>1</sup>The composite construction noise level represents the grading phase which is expected to result in the greatest noise level as compared to other phases.  
dBA = average A-weighted decibels; Leq = equivalent continuous sound level  
Source: Noise and Vibration Impact Report (Appendix I)

As shown in Table N-4, it is expected that composite noise levels during construction would reach 68 dBA Leq at the nearest off-site sensitive residential use to the east of the site. These predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, are assumed to be conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed. Therefore, construction noise impacts would be considered less than significant.

Additionally, as described above, Chapter 30, Article II, Section 30-32(33) of the HMC permits 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. The Project would comply with the City's construction hours regulations. Thus, no new impacts would occur in comparison to the Final EIR.

### **Operation**

Operational noise generated from the Project would primarily occur from traffic. Table N-5 below provides the traffic noise levels for the existing with and without Project and opening year, with and without Whittier Avenue, and with and without Project scenarios. These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn.

As shown, the increase in Project-related traffic noise would be no greater than 0.4 dBA. Noise level increases less than 1.0 dBA are not considered perceptible to the human ear, even in an indoor generally quiet environment (LSA 2022). Therefore, traffic noise impacts from Project-related traffic on off-site sensitive receptors would be less than significant, and no mitigation measures are required. Therefore, the Project would result in no new impacts in comparison to those identified in the Final EIR related to temporary and permanent increases in noise.

**Table N-4: Traffic Noise Levels Without and With Proposed Project - Cumulative**

Roadway Segment	Cumulative Without Whittier Avenue – Without Project		Cumulative Without Whittier Avenue – With Project			Cumulative with Whittier Avenue – Without Project		Cumulative with Whittier Avenue - With Project		
	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	Increase from Existing Conditions (dBA)	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	ADT	CNEL (dBA) 50 feet from Centerline of Nearest Lane	Increase from Existing Conditions (dBA)
Acacia Avenue west of Sanderson Avenue	7,600	63.2	8,060	63.5	0.3	7,600	63.2	7,600	63.5	0.0
Acacia Avenue east of Sanderson Avenue	12,500	65.0	12,960	65.2	0.2	12,500	65.0	12,500	65.2	0.0
Sanderson Avenue north of Acacia Avenue	24,380	64.3	24,380	64.3	0.0	24,380	64.3	24,920	64.3	0.1
Sanderson Avenue south of Acacia Avenue	25,450	67.8	25,450	67.8	0.0	25,450	67.8	25,990	67.8	0.1
Acacia Avenue east of Kirby Street	12,010	65.2	12,320	65.3	0.1	12,010	65.2	12,320	65.3	0.1
Kirby Street north of Acacia Avenue	12,900	63.4	13,340	63.6	0.2	12,900	63.3	13,260	63.6	0.1
Kirby Street south of Acacia Avenue	12,370	63.2	13,580	63.6	0.4	12,370	63.1	13,040	63.6	0.3
Stetson Avenue east of Kirby Street	21,460	68.0	24,640	68.1	0.1	21,460	68.0	21,640	68.1	0.1
Stetson Avenue west of Kirby Street	24,500	68.6	24,800	68.7	0.1	24,500	68.6	24,800	68.7	0.1
Stetson Avenue west of Sanderson Avenue	14,460	66.3	14,460	66.3	0.0	14,460	66.3	14,460	66.3	0.0

Notes: Shaded cells indicate roadway segments adjacent to the Project site.

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

Source: Noise and Vibration Impact Report (Appendix I)

**b) Generation of excessive ground borne vibration or ground borne noise levels?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.11-20 through 4.11-21 and was determined to have a less than significant impact with implementation of the Hemet Municipal Code and General Plan Policies.

**Construction**

Construction vibration analysis discusses the level of human annoyance in RMS velocity and assesses the potential for building damages using vibration levels in PPV (in/sec). This is because vibration levels calculated in RMS velocity are best for characterizing human response to building vibration, while calculating vibration levels in PPV is best for characterizing the potential for damage.

Table N-5 shows the maximum PPV and RMS (VdB) velocity values at 25 feet from the construction vibration source. As shown in Table N-5, large bulldozers and other heavy-tracked construction equipment generate approximately a maximum 0.089 PPV in/sec or 0.063 RMS in/sec of ground-borne vibration when measured at 25 feet, based on the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.

**Table N-5: Vibration Source Amplitudes for Construction Equipment**

Equipment	Reference PPV/RMS Velocity at 25 feet	
	PPV (in/sec)	RMS (VdB) Velocity (in/sec)
Pile Driver (Impact), Typical	0.644	0.457
Pile Driver (Sonic), Typical	0.170	0.121
Vibratory Roller	0.210	0.149
How Ram	0.089	0.063
<b>Large Bulldozer<sup>1</sup></b>	<b>0.089</b>	<b>0.063</b>
Caisson Drilling	0.089	0.063
<b>Loaded Trucks<sup>1</sup></b>	<b>0.076</b>	<b>0.054</b>
Jackhammer	0.035	0.025
Small Bulldozer	0.003	0.002

<sup>1</sup>Equipment shown in **bold** is expected to be used on site  
PPV = peak particle velocity  
RMS = root-mean-square  
in/sec – inches per second  
Source: Noise and Vibration Impact Report (Appendix I)

Tables N-6 and N-7 provide a summary of off-site construction vibration levels that would be generated as a result of Project construction.

**Table N-6: Potential Construction Vibration Annoyance Impacts at Nearest Receptor**

Receptor (Location)	Reference Vibration Level (VdB) at 25 feet <sup>1</sup>	Distance (feet) <sup>2</sup>	Vibration Level (VdB)
Residence (East)	87	550	47
Residence (Southeast)		890	40
Residence (South)		1160	37
Residence (North)		1560	33

<sup>1</sup> The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.  
<sup>2</sup> The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.  
Source: Noise and Vibration Impact Report (Appendix I)

As shown in Table N-6, vibration levels are expected to approach 47 VdB at the closest residential uses located to the east of the Project site, which is below the Federal Transit Administration (FTA) criteria of 87 VdB for non-engineered timber and masonry buildings.

**Table N-7: Potential Construction Vibration Damage Impacts at Nearest Receptor**

Receptor (Location)	Reference Vibration Level (PPV) at 25 feet <sup>1</sup>	Distance (feet) <sup>2</sup>	Vibration Level (PPV)
Residence (East)	0.089	100	0.011
Residence (Southeast)		165	0.005
Residence (South)		230	0.003
Residence (North)		750	0.001

<sup>1</sup> The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.

<sup>2</sup> The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.

Source: Noise and Vibration Impact Report (Appendix I)

As shown in Table N-7 above, the vibration levels are expected to approach 0.011 PPV in/sec at the nearest surrounding structures and would be below the 0.2 PPV in/sec damage threshold. The other surrounding structures are farther away and would experience further reduced vibration. As construction activities are regulated by the City’s Municipal Code, vibration impacts would not occur during the sensitive nighttime hours. Thus, the Project would result in less than significant impacts to construction ground-borne vibration. Therefore, the Project would result in no new impacts in comparison to those identified in the Final EIR related to construction ground-borne vibration.

**Operation**

Once operational, the Project would not result in a significant source of ground-borne vibration. In addition, vibration levels generated from project-related traffic on the adjacent roadways are unusual for on road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 in/sec PPV, structures greater than 20 ft from the roadways that contain project trips would experience vibration levels below the conservative standard of 0.12 in/sec PPV. Therefore, operational vibration impacts would be less than significant. Thus, the Proposed Project would result in no new impacts in comparison to those identified in the Final EIR related to operation ground-borne vibration.

- c) For a project located within the vicinity of a private airstrip or 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?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.11-25 and was determined to have a less than significant impact with implementation of General Plan Policy PS-12.3. The closest airport to the Project site is the Hemet-Ryan Airport, which is approximately 1 mile west of the Project site. The proposed Project is not located within the 65 dBA CNEL noise contour of the airport. Therefore, the proposed Project would not result in airport related noise impacts to people residing or working within the Project site. No new impact in comparison to those identified in the Final EIR would occur.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding noise. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the

Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the YFCSP.

### **Plans, Programs, or Policies**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**PS-11.2: Design to Minimize Noise** Encourage the use of siting and building design techniques as a means to minimize noise.

**PS-11.3: Evaluate Noise** Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval [*Policy PS-11.3 has been met through preparation of the Noise and Vibration Report*].

**PS-11.4: Protect Noise-Sensitive Uses** Protect noise-sensitive uses from new noise sources [*Policy PS-11.4 has been met through preparation of the Noise and Vibration Report*].

#### ***Programs***

**PS-P-27: Noise Standards.** Utilize the noise standards described in Table 6.4 [Table 4.11-8 of this EIR] for design purposes in new development. Where new development is proposed within areas where the noise levels are likely to be exceeded, require an acoustical study to be prepared to determine appropriate mitigation, and incorporate such mitigation into the project design [*Program PS-P-27 has been met through preparation of the Noise and Vibration Report*].

**PS-P-28: Noise Reduction through Project Design.** Promote the use of berms, landscaping, setbacks, or architectural design for noise abatement, in addition to conventional wall barriers, to enhance aesthetics and minimize barriers to pedestrian travel. When site and architectural design features cannot sufficiently reduce adverse noise levels, or cannot economically be provided, require the provision of noise barriers, noise berms, or barriers and berms in combination. Development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from roadways, rail lines, the airport, or stationary sources exceeding, or estimated to exceed levels shall require traffic calming, site planning, buffering, sound insulation, or other methods to reduce noise exposure in interior spaces to the levels specified in Table 6.4 [*Program PS-P-28 has been met through preparation of the Noise and Vibration Report and project design*].

**PS-P-29: Acoustical Studies.** When proposed projects include potentially significant noise generators, require acoustical studies to be prepared by an expert, including specific recommendations for mitigation when (1) the project is located near noise sensitive land uses or land that is planned for noise sensitive land uses or (2) the proposed noise source would violate provisions of the General Plan or City noise ordinance.

- For purposes of consistency, require that acoustical studies incorporate the following methods:

- Assume 3 dBA attenuation with doubling of distance for the natural attenuation of noise emanating from roadways (with the exception of freeways, where a 4.5 dBA attenuation with doubling of distance may be assumed).
- Use the design capacity of roadways as outlined in the Circulation Element and the posted speed limit to quantify the design noise levels adjacent to master planned transportation routes for mitigation purposes.

*[Program PS-P-29 has been satisfied through the project-specific Noise and Vibration Impact Analysis prepared October 2022 by LSA (LSA 2022) and included as Appendix I].*

### **Mitigation/Monitoring Required**

The following mitigation measure from the City's General Plan EIR is applicable to the Proposed Project:

**NOI-1:** The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels.

- Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers).
- The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. 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.
- Vibration monitoring shall be conducted 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.

*Status: Satisfied through the project-specific Noise and Vibration Impact Analysis prepared October 2022 by LSA (LSA 2022) and included as Appendix I which determined that while pile driving is not proposed within 50 feet of a historic structure, as a condition of approval, construction of the proposed Project would not use large bulldozers or loaded heavy trucks within 30 feet of surrounding residential uses. Based on information from the manufacturer Caterpillar, a large bulldozer is a D9 and larger (53 tons or more). With the operation of smaller bulldozers within 35 feet of surrounding structures, vibration levels are expected to be less than 0.04 in/sec RMS.*

5.14 POPULATION AND HOUSING	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The City’s General Plan EIR evaluated impacts related to displacing existing people or housing on page 4.10-30. The General Plan EIR determined that the General Plan would permit changes in some areas including encouraging mixed uses and transitioning older mobile homes to higher-density residential uses. Because any displacement would occur on an incremental project-by-project basis and the General Plan envisions the creation of a range of new housing types throughout the planning area, program-level impacts related to the displacement of existing residents would be less than significant.

**City of Hemet General Plan Final EIR Programs and Policies**

None.

**Project-Specific Impacts**

**a) Induce substantial unplanned population growth in an area, either directly or indirectly?**

**No New Impact.** This topic was not evaluated in the General Plan EIR. The proposed Project would not directly result in unplanned population growth because it does not propose any residential dwelling units and development of the proposed Project would be consistent with the General Plan land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth.

The proposed Project would construct a new warehouse on a site that is currently vacant with non-native grasses and weeds. The Project site has a General Plan Land Use designation of Business Park. Development of the proposed Project would be consistent with the General Plan land use designation for the site.

The proposed Project includes a tenant that is expected to have a maximum of 550 employees on site. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of Riverside County in December 2022 was 4.5 percent, the City of Hemet was 6.5 percent and the City of San Jacinto was 5.6 percent (State Employment Development Department, December 2022). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing.

In addition, should the proposed Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. Riverside County has a vacancy rate of 10.5 percent. Riverside County has a total of 863,784 housing units, 90,392 of which are unoccupied (State Department of Finance 2022). Therefore, impacts related to unplanned population growth from the proposed Project would be less than significant.

The portion of Whittier Avenue on the west side of the development being developed as part of the proposed Project would only serve the Project site and would not result in further development in the area. In addition, indirect growth related to the expansion of infrastructure, such as water, sewer, or street systems would not occur, because the proposed Project would not install new or expand existing infrastructure systems. Therefore, the proposed Project would not result in inducement of population growth, either directly or indirectly, and no new impacts in comparison to those identified in the Final EIR would occur.

**b) Displace substantial numbers of existing people housing, necessitating the construction of replacement housing elsewhere?**

**No New Impact.** This topic was evaluated in the General Plan EIR on page 4.10-30 and was determined to have a less than significant impact. The Project site is currently undeveloped with grasses and non-native plants. The proposed Project would develop the site an 850,640 SF warehouse building. No people or housing would be displaced by implementation of the proposed Project. Thus, the proposed Project would not necessitate the construction of replacement housing elsewhere, and no new impacts in comparison to those identified in the Final EIR would result.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the project that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Plans, Programs or Policies (PPPs)**

None.

**Applicable City of Hemet General Plan Final EIR Programs and Policies**

None.

**Mitigation/Monitoring Required**

None.

5.15 PUBLIC SERVICES	Subsequent or Supplemental EIR			Addendum to EIR	
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The General Plan Final EIR discussed impacts to fire services on page 4.12-13 and determined impacts would be less than significant with implementation of the General Plan policies and programs which ensure that fire protection facilities and services would be funded and constructed as-needed to serve new development.

The General Plan Final EIR discussed impacts to police services on page 4.12-14 and determined impacts would be less than significant with implementation of the General Plan policies and programs which ensure that police facilities and services would be funded and constructed as-needed to serve new development.

The General Plan Final EIR discussed impacts to school services on page 4.12-14 and determined impacts would be less than significant with the payment of school development fees (pursuant to SB 50), and with the implementation of the General Plan policies and programs.

The General Plan Final EIR discussed impacts to park services on page 4.12-15 and determined impacts would be less than significant with implementation of the General Plan policies and programs.

The General Plan Final EIR discussed impacts to library services on page 4.12-16 and determined impacts would be less than significant with implementation of the General Plan policies and programs.

**City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**PS-7.3: Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.

**PS -7.5: Fire Protection Adequacy.** Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.

**PS-8.1: Police Services.** Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels. Maintain sufficient and adequate facilities, personnel, and services to meet the community’s needs

**PS-8.3: Development Impacts** Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and ongoing demand for police services.

**CSI-9.4: Funding.** Maintain, expand, and develop public and quasi-public facilities by identifying and soliciting funding from additional sources to supplement cultural, community, and library facilities and services.

**CSI-9.5: Impact Fees.** Continue to use City-collected, library-specific impact fees for the development, expansion, or rehabilitation of existing library facilities.

**RC-1.2: Park Standard.** Require adequate open space in new development for both passive and active recreation. Achieve and maintain a standard of 5 acres of parkland per 1,000 residents in the City.

**RC-1.3: Park Distribution.** Develop, upgrade, and rehabilitate parks in a manner to ensure neighborhood needs are met by neighborhood parks, community needs by community parks, and citywide needs by regional parks

**RC-2.1: Development Standards.** Require developers of new residential developments to provide on-site recreational amenities commensurate with the size of the project or contribute in-lieu fees for the development of facilities in accordance with the nexus standard.

**RC-2.3: Quimby Act.** Continue to implement the Quimby Act to provide park dedication and in-lieu fees for community recreational facilities.

### **Programs**

**PS-P-16: Fire Department Master Plan.** Prepare and maintain a fire department master plan assessed annually and updated every five years. The plan should assess fire prevention and suppression services, evaluating the adequacy of facilities and equipment, the status and adequacy of mutual aid agreements, fire education programs, and personnel staffing and program needs. Prepare five-year projections of equipment, facility, and staffing needs based on anticipated growth, incident rates, and voter-approved performance standards. Develop programs to fund fire department needs and execute operations proposals based on the updated master plan.

**PS-P-24: Police Department Master Plan.** Prepare and maintain a police department master plan assessed annually and updated at least every five years. The plan should assess crime prevention and law enforcement services, evaluating the adequacy of facilities and equipment, the status and adequacy of mutual aid agreements, neighborhood and business watch programs, and personnel staffing and program needs. Prepare five-year projections of equipment, facility, and staffing needs based on anticipated growth, incident rates, and voter-approved performance standards. Develop programs to fund Police Department needs through local funds, special districts or from outside grants and execute operations proposals based on the adopted master plan.

**RC-P-1: Park and Recreation Master Plan.** Update the City's Park and Recreation Master Plan by:

- Identifying potential sites for additional parkland, assessing demand for parkland and facilities concurrent with demographic trends, and prioritizing potential parkland acquisitions, expansions, and improvements within a 5-year park improvement program;
- Establishing park standards to promote a hierarchy of parks with at least four levels and determining the allocation of those parks by number, size, and location;
- Prioritizing new park sites to underserved areas of the City;
- Establishing trail standards to promote the use and integration of a hierarchy of trail systems;

- Requiring developers of new residential developments to provide on-site recreational or open space amenities or contribute fees to pay for the provision of recreational facilities;
- Establishing financing mechanisms to increase the amount and quality of parkland inventory and considering the inclusion of revenue-generating activities at City parks and facilities;
- Pursuing agreements with the Hemet Unified School District, Valley-Wide Recreation and Park District, and the Metropolitan Water District of Southern California, as appropriate, to address joint-use issues and the expansion of park facilities in the City;
- Incorporating, where feasible, the use of the Salt Creek Channel and other drainage channels and easements for recreational and open space uses;
- Conducting annual assessments to ensure that facilities are maintained, renovated, and upgraded regularly;
- Establishing a program to serve the recreational needs of City residents; and
- Identifying an administration and management system for parks, trails, and other recreational amenities.

**RC-P-2: Quimby Fees.** Review Quimby Act fees on an annual basis to ensure that the in-lieu fees are based on the current assessed valuation of land within the City.

**RC-P-5: Park Development Fees.** Review the development fee structure periodically and adjust as needed to ensure the adequate provision of local and regional parks and trails.

### **Project-Specific Impacts**

#### **a) Fire Protection and Emergency Services**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.12-13 and was determined to have a less than significant impact. Hemet Fire Department (HFD) provides fire protection to the City, including to the Project site. HFD is the primary provider of fire suppression, pre-hospital emergency medical care, disaster preparedness coordination, hazard mitigation, and fire prevention services in the City of Hemet.

The closest fire station to the site is Fire Station No. 2 is located 1.6 miles from the site at 895 West Stetson Avenue. In addition, Fire Station No. 4 is located 1.7 miles from the site at 1035 South Cawston Avenue. The proposed Project would develop the site with an industrial warehouse building. Implementation of the proposed Project would be required to adhere to the California Fire Code, as included in the City's Municipal Code Chapter 15.24. As part of the proposed Project permitting process, Project plans would be reviewed by HFD to ensure that the proposed Project meets fire protection requirements.

The proposed Project would develop the site with warehouse uses that is consistent with the General Plan Land Use and Zoning designation. Workers are anticipated to already live within the region. Thus, no residents or habitable structures would be introduced to the site. The warehouse uses are not anticipated to result in an increase in calls for fire department services. Also, implementation of the proposed Project would be required to adhere to the California Fire Code, as included in the Development Code and ensured through the Project permitting process. Policy PS-7.3 of the General Plan requires development projects to pay for their proportional share of new fire and emergency service demand to enable construction of new fire service facilities. Therefore, the proposed Project would not result in the need for new or expanded fire service facilities, and no new impacts in comparison to those identified in the Final EIR related to fire protection services would occur.

**b) Police Protection**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.12-14 and was determined to have a less than significant impact. The Hemet Police Department (HPD) provides policing services throughout the City of Hemet. Hemet Police Department is located at 450 East Latham Street, which is approximately 2.60 miles from the Project site. HPD is comprised of 91 sworn police officers, and 68 volunteers (City of Hemet 2022). Based on the California DOF population data for the City, as of December 2022, Hemet had a population of 89,646 persons. Based on this, as of 2022, the City had approximately 0.99 sworn officers per 1,000 residents.

The proposed Project would result in a maximum of 550 employees. However, employees are anticipated to come from the City and region. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the warehouses may generate a typical range of police service calls such as burglaries, thefts, and employee disturbances. The proposed Project would include security lighting and other security measures. The additional need for law enforcement services from the proposed Project would not result in the need for new or physically altered police facilities, since existing police personnel would be adequate to maintain existing response times. Policy PS-8.3 of the General Plan requires development projects to pay their proportional share of the cost of providing additional police protection and services, including development of new facilities. Therefore, the proposed Project would result in no new impact in comparison to those identified in the Final EIR related to police protection.

**c) School Services**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.12-14 through 4.12-15 and was determined to have a less than significant impact. The proposed Project consists of construction and operation of a warehouse that would not directly generate students. As described previously, the proposed Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region and substantial in-migration of employees that could generate new students is not anticipated to occur. Thus, the proposed Project would not generate the need for new or physically altered school facilities and impacts would be less than significant.

Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The proposed Project would be required to contribute fees to the Hemet Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. Therefore, the proposed Project would result in no new impacts in comparison to those identified in the Final EIR related to school services.

**d) Parks**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.12-15 through 4.12-16 and was determined to have a less than significant impact. The proposed Project would construct and operate a new warehouse building on a site that is currently vacant with grasses and non-native plants. The proposed Project would not construct any residential facilities, nor create an additional need for housing. Additionally, the employees needed to operate the Project are anticipated to come from the unemployed labor force in the region. The proposed Project would not generate an increase in use of the existing neighborhood or regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The proposed Project does not include or require the construction or expansion of recreational facilities which could negatively impact the environment. In addition, no offsite parks or

recreational improvements are proposed or required as part of the proposed Project. Therefore, the proposed Project would result in no new impacts in comparison to those identified in the Final EIR related to parks.

**e) Other Public Facilities**

**No New Impact.** As previously discussed, development of the proposed Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. As described previously, the employees needed to operate the proposed Project are anticipated to come from the Project region and commute to the Project site. Substantial in-migration of employees that could generate substantial usage of other public facilities is not anticipated to occur. Therefore, the proposed Project would result in no new impacts in comparison to those identified in the Final EIR related to other public facilities.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding population and housing. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the YFCSP.

**Applicable City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**PS-7.3: Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services [*The proposed Project shall pay development impact fees as applicable and required by the City prior to issuance of building permits*].

**PS-8.1: Police Services.** Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs [*Policy PS-8.1 has been met through the police services analysis on Page 187 herein*].

**PS-8.3: Development Impacts** Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and ongoing demand for police services [*The proposed Project shall pay development impact fees as applicable and required by the City prior to issuance of building permits*].

**Mitigation/Monitoring Required**

None.

5.16 RECREATION	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The City’s General Plan EIR discussed impacts related to recreation on pages 4.12-15 to 4.12-16. Implementation of the General Plan would result in more people living in the planning area, which would increase the demand for new and existing parks and recreation services, as well as contribute to the deterioration of existing facilities. General Plan policies and programs maintain existing levels of service for park and recreation facilities for both existing and new residents, including maintenance to prevent deterioration of existing parks.

**City of Hemet General Plan Final EIR Programs and Policies**

**RC-P-1: Park and Recreation Master Plan.** Update the City’s Park and Recreation Master Plan by:

- Identifying potential sites for additional parkland, assessing demand for parkland and facilities concurrent with demographic trends, and prioritizing potential parkland acquisitions, expansions, and improvements within a 5-year park improvement program;
- Establishing park standards to promote a hierarchy of parks with at least four levels and determining the allocation of those parks by number, size, and location;
- Prioritizing new park sites to underserved areas of the City;
- Establishing trail standards to promote the use and integration of a hierarchy of trail systems;
- Requiring developers of new residential developments to provide on-site recreational or open space amenities or contribute fees to pay for the provision of recreational facilities;
- Establishing financing mechanisms to increase the amount and quality of parkland inventory and considering the inclusion of revenue-generating activities at City parks and facilities;
- Pursuing agreements with the Hemet Unified School District, Valley-Wide Recreation and Park District, and the Metropolitan Water District of Southern California, as appropriate, to address joint-use issues and the expansion of park facilities in the City

**Project-Specific Impacts**

**a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?**

**No New Impact.** As previously discussed, the proposed Project does not propose any recreational facilities, and would not cause an increase in residential population. Additionally, the employees needed to operate the proposed Project are anticipated to come from the unemployed labor force in the region. Thus, there would be no increase in residents which would cause any increase in demand for existing parks or other recreational facilities, and the proposed Project would not cause nor accelerate physical deterioration of these facilities. Therefore, the proposed Project would result in no new impacts in comparison to those identified in the Final EIR related to physical deterioration of park or recreational facilities.

**b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No New Impact.** As discussed previously, the proposed Project does not propose or necessitate the construction or expansion of recreational facilities. As discussed above, the proposed Project does not propose any residential facilities, and would not cause an increase in residential population as the employees needed to operate the proposed Project are anticipated to come from the unemployed labor force in the region. As such, there would be no increase in residents which would cause any increase in demand for construction or expansion of new recreational facilities. Therefore, the proposed Project would have no new impacts in comparison to those identified in the Final EIR related to expansion of recreational facilities.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the project that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030

**Plans, Programs, or Policies (PPPs)**

None.

**Applicable City of Hemet General Plan Final EIR Programs and Policies**

None.

**Mitigation/Monitoring Required**

None.

5.17 TRANSPORTATION	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The General Plan Final EIR discussed impacts related to transportation and traffic on pages 4.13-1 through 4.13-18. The FEIR determined that implementation of the General Plan would cause significant and unavoidable impacts to two intersections that would have an unacceptable LOS level of E or F in 2030. The intersection of Sanderson Avenue at Devonshire Avenue would operate at LOS E during the morning peak hour, and LOS F during the afternoon peak hour. The intersection of Sanderson Avenue at Florida Avenue would operate at LOS F during both morning and afternoon peak hours. The General Plan contains policies to reduce traffic and circulation impacts. Policy C-1.6 requires consideration of restriping, access restrictions, or removal of parking where buildout of the Circulation Master Plan is constrained. Policy C-1.17 requires traffic analysis that considers both interim and buildout conditions for projects under the General Plan. Policy C-1.3 requires projects to meet the City’s LOS standard, and Policy C-1.15 requires that projects implementing the General Plan construct improvements as identified in the General Plan and provide fair-share funding to mitigate traffic impacts. Program C-P-11 requires binding mitigation measures for projects that would violate General Plan LOS standards and cause a significant intersection LOS impact or increase the volume to capacity ratio of an intersection with a deficient LOS by more than 0.01. The General Plan Final EIR determined that all other traffic and circulation impacts associated with implementation of the General Plan would be less than significant by adherence to and/or compliance with programs and policies.

**City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**C-1.3 Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

**C-1.6 Roadway Capacity.** Identify roadways that cannot be widened to their full master-planned width because existing development or other physical constraints prohibit acquisition of full right-of-way and consider parking restrictions, access management, roadway restriping, and intersection improvements as potential methods of increasing roadway capacity.

**C-1.15 New Development.** Approval of new development projects shall:

- require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
- require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;
- require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;
- require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;.
- limit lot development to reverse frontage and/or side-one lots on all arterials.

**C-1.17 Traffic Analyses.** Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.

**C-1.18 Future Roadways.** Future roadways and intersections must meet roadway classification design specifications and performance criteria.

**C-1.19 Street Standard Compliance.** Require compliance with established street standards for public, private, and rural streets, including traffic calming facilities, where appropriate.

**C-3.4 Emergency and Service Vehicle Right-of-Way.** Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.

**C-4.15 Transit-oriented Development Design Features.** Require new development to incorporate transit oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

- requiring bus turnouts and shaded bus stops where appropriate;
- requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;
- encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities

**C-5.3 Bike-Friendly Development.** Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects.

**C-5.4 Roadway Sharing.** Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all new roadway projects including the provision of sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles.

**C-5.5 Regional Bikeway Interconnectivity.** Require that existing and proposed bikeways within the City connect with those in neighboring jurisdictions and the Riverside County Trails and Bikeway System Master Plan, whenever practicable.

**C-6.1 Railway-Pedestrian Safety.** Limit pedestrian access onto the railway line from street crossings and require that discretionary development projects consider and include vandal-resistant fencing or barriers to limit pedestrian access to the extent feasible.

**PS-7.4 Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.

### **Programs**

**C-P-10: Railway Issues.** Monitor changes in railway usage. Evaluate railroad street crossing features if freight demand substantially increases within the developed portions of the City, or when Metrolink service is provided.

**C-P-11: Development Review.** Prepare and publish guidelines for the preparation of traffic impact analyses. For projects that increase volume to capacity by .01 or more on affected intersections or roadway segments experiencing unacceptable level of service conditions without the proposed project, traffic impact analyses must propose binding mitigation strategies to be incorporated within the project. Traffic impact analyses must also consider impacts related to traffic increases at rail crossings and propose binding mitigation strategies.

**PS-P-18: Emergency Plans and Procedures.** Regularly evaluate the City's emergency preparedness plans and procedures to provide for adequate police, fire, and protection services in event of an emergency. Ensure compliance with the requirements and provisions of the State Emergency Management System. Conduct exercises to perfect and test emergency preparedness procedures.

### **Project-Specific Impacts**

This section was prepared using the following report:

Traffic Impact Analysis prepared May 2023 by EPD Solutions (EPD 2023a) and included as Appendix K

Vehicle Miles Traveled (VMT) Screening Memo prepared March 2023 by EPD Solutions (EPD 2023b) and included as Appendix L

Whittier Avenue General Plan Amendment Traffic Impact Analysis June 2023 by EPD Solutions (EPD 2023c) and included as Appendix M

#### **a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.13-15 through 4.13-16 and was determined to be significant and unavoidable.

### **Traffic Threshold**

As described in the City Hemet General Plan Circulation Element, LOS D is the lowest acceptable Level of Service (LOS) for peak hour intersection and major arterial volumes in the City. Automobile delay, as described solely by LOS or similar measure of traffic congestion, is no longer considered a significant impact under CEQA, except in locations specifically identified in the Guidelines. (Pub. Resources Code, § 21099(b)(2).) CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. However, for purposes of this analysis, a LOS analysis was prepared using a threshold of LOS D to describe the proposed Project's effect on the adjacent roadway and Project consistency with the General Plan Circulation Element LOS D requirement.

The proposed Project involves the construction of an 850,640 SF warehouse. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. A Traffic Impact Analysis was prepared by EPD Solutions, Inc. for the proposed Project and is included as Appendix K. A VMT Screening Memo was prepared by EPD Solutions, Inc. and is included as Appendix L. Trip generation rates for the proposed Project were calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The City of Hemet’s General Plan assumed the buildout of 1,094,102 SF of business park uses on the Project site. As shown on Table T-1, when compared to the General Plan buildout of the site, the proposed Project would generate approximately a net negative of 11,800 daily trips, with 1,373 less trips in the AM peak hour and 1,195 less trips produced in the PM peak hour.

**Table T-1: Project Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<b>Trip Rates</b>									
Bussiness Park <sup>1</sup>	TSF	12.440	1.148	0.203	1.350	0.317	0.903	1.220	
TUMF Fulfillment Center Rates <sup>2</sup>	TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165	
<b>General Plan Lane Use Trip Generation</b>									
Bussiness Park <sup>1</sup>	1,094.102	TSF	13,611	1,255	222	1,477	347	988	1,335
<b>Proposed Project Trip Generation</b>									
Kirby St Industrial <sup>2</sup>	850.640	TSF	1,811	80	24	104	39	101	140
<b>Vehicle Mix<sup>2</sup></b>	<b>% AM</b>	<b>% PM</b>							
Passenger Vehicles	84.40%	87.30%	1,555	67	20	87	34	88	122
2-Axle Trucks	1.10%	1.10%	20	1	0	1	1	1	2
3-Axle Trucks	2.20%	2.20%	40	2	1	3	1	2	3
4-Axle Trucks	3.30%	3.30%	60	3	1	4	1	4	5
5+-Axle Trucks	9.00%	6.10%	136	7	2	9	2	6	8
	100.00%	100.00%	1,811	80	24	104	39	101	140
<b>Net Trip Generation</b>			<b>-11,800</b>	<b>-1,175</b>	<b>-198</b>	<b>-1,373</b>	<b>-308</b>	<b>-887</b>	<b>-1,195</b>

TSF = Thousand Square Feet

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, 2021. Land Use Code 770 -Business Park.

<sup>2</sup> Trip rates and truck percentages from Exhibit 6 of the *TUMF High-Cube Warehouse Trip Generation Study*, January 29, 2019. 2, 3 and 4 axle trucks were split as follows: 16.7% 2-axle, 33.3% 3-axle, and 50% 4-axle.

Source: Appendix L

A level of service (LOS) analysis was conducted to evaluate existing conditions (2023) intersections, Project completion before the construction of Whittier Avenue, Project completion after construction of Whittier Avenue, cumulative conditions before the construction of Whittier Avenue, and cumulative conditions after the construction of Whittier Avenue.<sup>7</sup> In interim conditions, trucks would access the Project site from Kirby Street. Trucks would access the site from Whittier Avenue upon full Project buildout and construction of

<sup>7</sup> The same LOS results would occur if Whittier Avenue or Olympia Way is constructed as part of the Project.

Whittier Avenue. Study area intersections were evaluated during the AM and PM peak hours which are defined as the hour with the highest traffic volumes during the 7 am to 9 am and 4 pm to 6 pm peak commute periods.

Project Completion 2024 Before the Construction of Whittier Avenue AM and PM Peak Hour LOS

Project Completion (2024) conditions before the construction of Whittier Avenue volumes were calculated by adding the project trips to existing conditions and adding a two percent ambient growth rate to existing traffic volumes. LOS at the study area intersections were determined using the HCM methodology. The HCM intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled approaches to the intersections. Table T-2 shows the Project Completion without Whittier Avenue AM and PM peak hour levels of service at study intersections. As shown in Table T-2, all intersections would operate at a satisfactory LOS during both AM and PM peak hours.

**Table T-2: Project Completion without Whittier Avenue AM and PM Peak Hour Level of Service**

	Intersection	Jurisdiction	Traffic Control	AM Peak		PM Peak		Threshold of Significance
				Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1.	Sanderson Ave/SR-74	CalTrans/Cityof Hemet	Signal	36.0	D	49.0	D	D
2.	Sanderson Ave/Acacia Ave	Cityof Hemet	Signal	23.0	C	31.8	C	D
3.	Sanderson Ave/Whittier Ave	Cityof Hemet	TWSC	-	-	-	-	D
4.	Project Dwy-1/Whittier Ave	Cityof Hemet	AWSC	-	-	-	-	D
5.	Kirby St/SR-74	CalTrans/Cityof Hemet	Signal	17.2	B	25.2	C	D
6.	Kirby St/Acacia Ave	Cityof Hemet	Signal	22.5	C	30.5	C	D
7.	Kirby St/Project Dwy-2	Cityof Hemet	TWSC	15.5	C	29.3	D	D
8.	Kirby St/Project Dwy-3	Cityof Hemet	TWSC	9.4	A	10.8	B	D
9.	Kirby St/Johnston Ave	Cityof Hemet	AWSC	16.5	C	14.0	B	D
10.	Kirby St/Stetson Ave	Cityof Hemet	Signal	41.4	D	37.3	D	D
11.	Sanderson Ave/Stetson Ave	Cityof Hemet	Signal	47.0	D	47.2	D	D
12.	Project Dwy-4/Whittier Ave	Cityof Hemet	TWSC	-	-	-	-	D

 =Unsatisfactory Level of Service

AWSC = All-Way Stop Control

TWSC = Two-Way Stop Control

<sup>1</sup>Delay in Seconds

<sup>2</sup>Level of Service

Table T-3 below shows the cumulative conditions post construction of Whittier Avenue during both the AM and PM peak hours. As shown in Table T-3, all intersections would operate at a satisfactory LOS during both AM and PM peak hours except for Sandersen Avenue and SR-74.

**Table T-3: Project Completion Post Construction of Whittier Avenue AM and PM Peak Hour Level of Service**

	Intersection	Jurisdiction	Traffic Control	AM Peak		PM Peak		Threshold of Significance
				Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1.	Sanderson Ave/SR-74	CalTrans/Cityof Hemet	Signal	35.0	C	47.3	D	D
2.	Sanderson Ave/Acacia Ave	Cityof Hemet	Signal	23.0	C	31.7	C	D
3.	Sanderson Ave/Whittier Ave	Cityof Hemet	TWSC	12.6	B	13.7	B	D
4.	Project Dwy-1/Whittier Ave	Cityof Hemet	AWSC	7.0	A	7.0	A	D
5.	Kirby St/SR-74	CalTrans/Cityof Hemet	Signal	17.2	B	23.8	C	D
6.	Kirby St/Acacia Ave	Cityof Hemet	Signal	23.8	C	30.7	C	D
7.	Kirby St/Project Dwy-2	Cityof Hemet	TWSC	14.9	B	23.9	C	D
8.	Kirby St/Project Dwy-3	Cityof Hemet	TWSC	9.4	A	10.8	B	D
9.	Kirby St/Johnston Ave	Cityof Hemet	AWSC	16.5	C	14.0	B	D
10.	Kirby St/Stetson Ave	Cityof Hemet	Signal	37.8	D	36.7	D	D
11.	Sanderson Ave/Stetson Ave	Cityof Hemet	Signal	47.1	D	45.9	D	D
12.	Project Dwy-4/Whittier Ave	Cityof Hemet	TWSC	8.5	A	8.5	A	D

■ =Unsatisfactory Level of Service

AWSC = All-Way Stop Control

TWSC = Two-Way Stop Control

<sup>1</sup>Delay in Seconds

<sup>2</sup>Level of Service

A total of 30 cumulative projects were analyzed which includes 16 residential and 14 industrial/commercial development projects provided by the City of Hemet. The trip generation for each cumulative project was calculated using trip rates from the 11<sup>th</sup> edition ITE Trip Generation Manual. The cumulative scenarios analyzed include cumulative conditions before the construction of Whittier Avenue and post construction of Whittier Avenue. As shown in Table T-4, cumulative conditions before the construction of Whittier Avenue would not exceed thresholds with the exception of Sanderson Avenue and SR-74 (Florida Avenue). As discussed in the City’s General Plan EIR, the Riverside County Congestion Management Program (CMP) requires review of traffic data to determine if any segments are operating at LOS F. Florida Avenue is part of the CMP and the portion of Florida Avenue from Sanderson Avenue to Hemet Street is exempt from CMP LOS requirements because of its LOS F operating conditions in 1991. Table T-4 and T-5 below indicate that Sanderson and SR-74 (Florida Avenue) would operate at LOS E during the PM peak hour in both scenarios. However, the segment is within the CMP and is exempt from CMP LOS requirements. Therefore, cumulative impacts would be consistent with the Hemet General Plan EIR findings and would not require additional mitigation.

**Table T-4: Cumulative Conditions Before the Construction of Whittier Avenue AM and PM Peak Hour LOS**

	Intersection	Jurisdiction	Traffic Control	AM Peak		PM Peak		Threshold of Significance
				Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1.	Sanderson Ave/SR-74	CalTrans/Cityof Hemet	Signal	40.8	D	69.5	E	D
2.	Sanderson Ave/Acacia Ave	Cityof Hemet	Signal	23.2	C	33.7	C	D
3.	Sanderson Ave/Whittier Ave	Cityof Hemet	TWSC	-	-	-	-	D
4.	Project Dwy-1/Whittier Ave	Cityof Hemet	AWSC	-	-	-	-	D
5.	Kirby St/SR-74	CalTrans/Cityof Hemet	Signal	17.5	B	29.6	C	D
6.	Kirby St/Acacia Ave	Cityof Hemet	Signal	22.6	C	30.8	C	D
7.	Kirby St/Project Dwy-2	Cityof Hemet	TWSC	16.2	B	33.4	D	D
8.	Kirby St/Project Dwy-3	Cityof Hemet	TWSC	9.4	A	11.0	B	D
9.	Kirby St/Johnston Ave	Cityof Hemet	AWSC	18.0	C	15.2	C	D
10.	Kirby St/Stetson Ave	Cityof Hemet	Signal	52.6	D	49.1	D	D
11.	Sanderson Ave/Stetson Ave	Cityof Hemet	Signal	50.7	D	52.3	D	D
12.	Project Dwy-4/Whittier Ave	Cityof Hemet	TWSC	-	-	-	-	D

■ =Unsatisfactory Level of Service

AWSC = All-Way Stop Control

TWSC = Two-Way Stop Control

<sup>1</sup>Delay in Seconds

<sup>2</sup>Level of Service

Source: Appendix K

**Table T-5: Cumulative Conditions Post Construction of Whittier Avenue AM and PM Peak Hour LOS**

	Intersection	Jurisdiction	Traffic Control	AM Peak		PM Peak		Threshold of Significance
				Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1.	Sanderson Ave/SR-74	CalTrans/Cityof Hemet	Signal	38.1	D	68.8	E	D
2.	Sanderson Ave/Acacia Ave	Cityof Hemet	Signal	23.2	C	33.5	C	D
3.	Sanderson Ave/Whittier Ave	Cityof Hemet	TWSC	13.1	B	14.4	B	D
4.	Project Dwy-1/Whittier Ave	Cityof Hemet	AWSC	7.0	A	7.0	A	D
5.	Kirby St/SR-74	CalTrans/Cityof Hemet	Signal	17.6	B	28.2	C	D
6.	Kirby St/Acacia Ave	Cityof Hemet	Signal	22.3	C	28.9	C	D
7.	Kirby St/Project Dwy-2	Cityof Hemet	TWSC	15.5	C	26.4	D	D
8.	Kirby St/Project Dwy-3	Cityof Hemet	TWSC	9.4	A	11.0	B	D
9.	Kirby St/Johnston Ave	Cityof Hemet	AWSC	18.0	C	15.2	C	D
10.	Kirby St/Stetson Ave	Cityof Hemet	Signal	50.3	D	46.7	D	D
11.	Sanderson Ave/Stetson Ave	Cityof Hemet	Signal	50.5	D	50.7	D	D
12.	Project Dwy-4/Whittier Ave	Cityof Hemet	TWSC	8.5	A	8.5	A	D

■ =Unsatisfactory Level of Service

AWSC = All-Way Stop Control

TWSC = Two-Way Stop Control

<sup>1</sup>Delay in Seconds

<sup>2</sup>Level of Service

Source: Appendix K

**Whittier Avenue Segment Removal General Plan Amendment Analysis**

An analysis of the proposed General Plan Amendment (GPA) for the removal of the extension of Whittier Avenue segment from the City of Hemet General Plan Roadway Circulation Master Plan was conducted to determine the potential changes in traffic with the realignment of Whittier Avenue (Appendix M). In order to evaluate the potential changes in traffic with the realignment of Whittier Avenue to north of Olympia

Way, the traffic analysis analyzed traffic volumes forecasts for the Horizon Year (2045) with Whittier Avenue and the Horizon Year (2045) without Whittier Avenue. Table T-6 shows the roadway volumes and levels of service with Whittier Avenue and Table T-7 shows the roadway volumes and level of service without Whittier Avenue.

**Table T-6: 2045 Roadway Volumes and Level of Service with Whittier Avenue Segment**

Roadway	Limits	Classification	# of Lanes	LOS C Capacity <sup>1</sup>	Volume	V/C Ratio	LOS
Warren Rd	SR-74 and Stetson Ave	Arterial	6	43,100	21,071	0.489	A
Sanderson Ave	Acacia Ave and Stetson Ave	Major	4	27,300	31,505	1.154	F
Kirby St	Acacia Ave and Stetson Ave	Secondary	4	20,700	18,820	0.909	E
SR-74	Warren Ave and Acacia Ave	Arterial	6	43,100	27,665	0.642	B
Acacia Ave	SR-74 and Kirby St	Secondary	4	20,700	4,067	0.196	A
Stetson Ave	Warren Rd and RR Tracks	Collector	2	10,400	18,117	1.742	F
Stetson Ave	RR Tracks and Sanderson Ave	Arterial	6	43,100	15,829	0.367	A
Stetson Ave	Sanderson Ave and Kirby St	Major	4	27,300	24,575	0.900	E

<sup>1</sup> Roadway Capacities from County of Riverside General Plan Circulation Element, Figure C-3.

Source: Appendix M

**Table T-7: 2045 Roadway Volumes and Level of Service without Whittier Avenue Segment**

Roadway	Limits	Classification	# of Lanes	LOS C Capacity <sup>1</sup>	Volume	V/C Ratio	LOS
Warren Rd	SR-74 and Stetson Ave	Arterial	6	43,100	21,089	0.489	A
Sanderson Ave	Acacia Ave and Stetson Ave	Major	4	27,300	32,122	1.177	F
Kirby St	Acacia Ave and Stetson Ave	Secondary	4	20,700	17,646	0.852	D
SR-74	Warren Ave and Acacia Ave	Arterial	6	43,100	27,656	0.642	B
Acacia Ave	SR-74 and Kirby St	Secondary	4	20,700	4,116	0.199	A
Stetson Ave	Warren Rd and RR Tracks	Collector	2	10,400	18,246	1.754	F
Stetson Ave	RR Tracks and Sanderson Ave	Arterial	6	43,100	15,830	0.367	A
Stetson Ave	Sanderson Ave and Kirby St	Major	4	27,300	25,057	0.918	E

<sup>1</sup> Roadway Capacities from County of Riverside General Plan Circulation Element, Figure C-3.

Source: Appendix M

As shown in Table T-6 and T-7 above, four or the eight study area roadway segments would operate at worse than LOS C in the 2045 conditions with and without the Whittier Avenue study segment. However, the City of Hemet General Plan 2030 Section 4.4.1 *Measuring Traffic Flow* states that the City accepts a Level of Service below “D” for roadways and intersections at Florida and Sanderson Avenues, and at Devonshire and Sanderson Avenues, where Level of Service is affected by delays at Florida and Sanderson Avenues. As early as 1992 during a comprehensive General Plan update, the City has recognized that certain segments and intersections would exceed Level of Service “D”. These segments included portions of Florida Avenue, Stetson Avenue, and Sanderson Avenue. Measure C incorporated these problematic roads in the measure language, and portions of Florida, Sanderson and Stetson do not need to comply with Measure C’s standard. The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue; however, Florida Avenue and Sanderson Avenue would still operate below Level of Service “D” with implementation of the General Plan. Thus, the City has determined that any segments that operate below LOS D would not require improvements. Therefore, consistent with the City’s

General Plan, no improvements are recommended on Sanderson Avenue. Thus, the proposed GPA would not result in a LOS impact to the roadway segments and no additional improvements would be required.

### **Alternative Transportation**

Existing transit service in the City is provided by the Riverside Transit Agency (RTA). The closest bus stop is located on Sanderson Avenue approximately 530 feet south of Whittier Avenue for RTA Route 74 and 79. RTA Route 74 (Route: Perris Transit Center to Hemet Valley Mall) and RTA Route 79 (Route: Pujol Ns Main to Hemet Valley Mall) travel along Sanderson Avenue. The proposed Project would include construction of sidewalks along Project frontage on Kirby Street and Whittier Avenue. The proposed Project would not remove or alter any bicycle facilities or transit service access. Therefore, the proposed Project would not result in any new impacts in comparison to those identified in the Final EIR.

### **b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

**No New Impact.** The revised CEQA Guidelines include a new separate discussion for vehicle miles traveled (VMT). Changes to the guidelines apply prospectively only, CEQA generally does not require a VMT analysis to be included in an Addendum to an EIR that was certified prior to the new requirement. (See Guidelines, §§ 15007, 15064.3(c); *A Local and Regional Monitor v City of Los Angeles* (1993) 12 CA4th 1773; *Citizens Against Airport Pollution v. City of San Jose* (“CAAP”) (2014) 227 Cal.App.4th 788. Nonetheless, a VMT analysis has been included for informational purposes. As described by the VMT Screening Memo that was prepared for the proposed Project (Appendix L), Hemet’s Traffic Impact Analysis (TIA) guidelines include criteria for projects that generally would not require further VMT analysis based on project size and type. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

1. The project is located within a Transit Priority Area (TPA).
2. The project is located in a low VMT generating area.
3. The project type has been identified as low project type.
4. The project net daily trips are less than 500 daily vehicle trips.

The applicability of each criterion to the Project is discussed below:

**Screening Criteria 1 - Transit Priority Area Screening:** As per the City’s guidelines, projects located in a Transit Priority Area may be presumed to have a less than significant impact. The Project is not located in a Transit Priority Area, therefore the Project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

**Screening Criteria 2 - Low VMT Area Screening:** The City’s guidelines include a screening threshold for projects located in a low VMT generating area. Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the baseline level for the city. The Project site was evaluated using the WRCOG VMT Tool. The Citywide VMT/Service Population is 24.5 and the VMT/Service Population for the Project zone (TAZ 683) is 45.7. The VMT/Service Population of the Project zone is 86.29% above the jurisdiction VMT. Therefore, the Project would not meet Screening Criteria 2 – Low-VMT Area Screening.

**Screening Criteria 3 - Low Project Type:** As per the City’s guidelines, projects which propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include K-12 schools, local parks, day care centers, gas stations, banks, hair/nail salon, walk-in medical clinics/urgent care, and community institutions such as libraries, fire stations, etc. The Project does not propose a local serving retail land use and therefore would not satisfy the requirements of screening criteria 3.

Screening Criteria 4 – Generating less than 500 daily vehicle trips: As per the City’s guidelines, projects which generate less than 500 daily vehicle trips would have a less than significant impact on VMT. As shown in Table T-1, the Project is forecasted to generate 11,800 less daily vehicle trips which is less than 500 daily vehicle trips. Therefore, the Project would meet Screening Criteria 4.

As discussed above, the proposed Project would not meet Screening Criteria 1, 2 and 3. However, the proposed Project would generate fewer than 500 daily vehicle trips and therefore would satisfy Screening Criteria 4. Thus, VMT impacts from implementation of the proposed Project would be less than significant. Therefore, no new impacts in comparison to those identified in the Final EIR related to consistency with CEQA Guidelines section 15064.3, subdivision (b) would result from the proposed Project.

**c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No New Impact.** This topic was evaluated in the General Plan EIR on page 4.13-16 and was determined to have a less than significant impact. Vehicular access to the Project site would be provided via ingress and egress driveways connecting to Kirby Street and Whittier Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area as well as the proposed Whittier Avenue. Whittier Avenue would be constructed according to General Plan Policy C-1.18 and C-1.19 which requires new roadways to meet roadway classification design standards. The proposed Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. The proposed Project includes internal driveways that would provide trucks and passenger vehicles access to the warehouse buildings and parking. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City’s development standards. For example, the design of the Project streets would be reviewed to ensure fire engine accessibility and a turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant, and no new impacts would occur in comparison to those identified in the Final EIR.

**d) Result in inadequate emergency access?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.13-17 and was determined to have a less than significant impact.

**Construction**

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways and connections to existing infrastructure systems that would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Kirby Street for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City’s permitting process. The construction of the proposed Whittier Avenue would not affect current access to the Project site and development of the road would be consistent with General Plan Policy C-3.4 and PS-7.4. Thus, implementation of the proposed Project through the City’s permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level. Thus, impacts related to inadequate emergency access during construction activities would not occur. No new impact would occur in comparison to those identified in the Final EIR.

**Operation**

As described previously, the proposed Project area would be accessed from three driveways, two on Kirby Street and one on Whittier Avenue. The driveways and on-site circulation constructed by the proposed Project would be evaluated through the City’s permitting procedures to meet the City’s design standards that

provides adequate turning space for passenger cars, trucks, and fire trucks. Consistent with General Plan Policies C-3.4 and PS-7.4, adequate street widths and clearance will be provided to allow passage of emergency vehicles on Whittier Avenue. Because the proposed Project is required to comply with all applicable City codes, as verified by the City during the review process, potential impacts related to inadequate emergency access would be less than significant. Therefore, the proposed Project would result in no new impacts in comparison to those identified in the Final EIR regarding emergency access.

### **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the project that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030

### **Plans, Programs or Policies (PPPs)**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**C-1.3 Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis *[This policy has been satisfied through preparation of the TIA prepared for the proposed Project and included as Appendix L and Appendix M].*

**C-1.15 New Development.** Approval of new development projects shall:

- require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
- require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;
- require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;
- require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;
- limit lot development to reverse frontage and/or side-one lots on all arterials.

*[This policy has been satisfied through preparation of the TIA prepared for the proposed Project and included as Appendix L and Appendix M].*

**C-1.17 Traffic Analyses.** Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal. *[This policy has been satisfied through preparation of the TIA prepared for the proposed Project and included as Appendix L and Appendix M].*

**C-1.18 Future Roadways.** Future roadways and intersections must meet roadway classification design specifications and performance criteria *[This policy has been satisfied through preparation of the TIA prepared for the proposed Project and included as Appendix L and Appendix M].*

**C-3.4 Emergency and Service Vehicle Right-of-Way.** Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles *[This policy has been satisfied through the City's review of the proposed Project plans].*

**C-4.15 Transit-oriented Development Design Features.** Require new development to incorporate transit oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

- requiring bus turnouts and shaded bus stops where appropriate;
- requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;
- encouraging senior citizen and affordable family housing projects to provide transportation services; and requiring new public facilities to incorporate transit facilities

*[This policy has been satisfied through the design of the proposed Project and would construct improved sidewalks along Kirby Street and the proposed Whittier Ave].*

**C-5.3 Bike-Friendly Development.** Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects. *[This policy has been satisfied through the Project's civil improvements which include onsite bike racks].*

**PS-7.4 Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access. *[This policy has been satisfied through the City's review of the proposed Project plans].*

#### **Programs**

None.

#### **Mitigation/Monitoring Required**

None.

5.18 TRIBAL CULTURAL RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources 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:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

Tribal Cultural Resources were not analyzed in the City’s General Plan EIR.

**City of Hemet General Plan Final EIR Programs and Policies**

***Policies***

**HR-2.1 Consultation.** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.

**HR-2.2 Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process.

**HR-2.3: Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the Project site.

**Impacts Associated with the Proposed Project**

a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources 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 Listed or eligible for**

**listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

**No New Impact.** As detailed previously in Section 5.5, Cultural Resources, the Project site does not meet any of the historic resource criteria and does not meet the definition of an historical resource pursuant to CEQA. Therefore, the proposed Project would not result in impacts to historic resources that are listed or eligible for listing. As such, the proposed Project would result in no new impacts in comparison to those identified in the Final EIR related to historic resources that are listed or eligible for listing and have cultural value to a California Native American tribe.

- b) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources 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 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 Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**No New Impact.** Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum; and therefore, is not required for the proposed Project. However, Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes an opportunity to participate in local land use decisions. SB 18 must be conducted prior to the adoption or substantial amendment of a general plan or specific plan and allow a 45-day comment period. Thus, SB 18 was conducted for the GPA. As part of the SB 18 consultation process, letters were sent to 15 tribes. None of the tribes contacted requested to consult with the City.

A Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) was received on February 11, 2022, stating the results of the SLF search were negative for tribal cultural resources or sacred lands within one mile of the Project site. The NAHC provided the contact information for 21 tribes and tribal representatives to be included in outreach efforts. Because AB 52 does not apply to a CEQA Exemption, no letters were sent to the identified tribes and tribal contacts. However, consistent with General Plan Policies HR-2.2 and HR-2.3, a Cultural Resources Monitoring Program (MM CR-2) which requires a qualified archeologist to be retained and in the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist and curated as appropriate, which would reduce the potential of impacts to a less than significant level. In addition, consistent with General Plan Policy HR-2.1, tribal monitoring would occur, as outlined in MM TCR-1 and MM TCR-2. Therefore, the proposed Project would not result in new impacts in comparison to those identified in the Final EIR related to landscape, sacred place, or object with cultural value to a California Native American tribe.

**Conclusion**

With regards to the issue area of Tribal Cultural Resources, the following findings can be made:

1. No peculiar impacts to the Project or its site have been identified.

2. There are no potentially significant off-site and/or cumulative impacts which were not discussed by the General Plan Final EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the General Plan Final EIR.
4. No mitigation measures contained within the General Plan Final EIR would be required because Project specific impacts would be less than significant.

### **Plans, Programs, or Policies (PPPs)**

None.

### **Applicable City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**HR-2.1 Consultation.** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources. *[Implementation of Policy HR-P-11 has been met through SB 18 tribal consultation and implementation of Mitigation Measures CR-1 through CR-3 and TCR-1 and TCR-2. Letters were sent out to 15 tribes and no responses were received].*

**HR-2.2 Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process. *[This policy has been met through implementation of MM CR-1 and CR-2].*

**HR-2.3: Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the Project site *[This policy has been met through implementation of MM CR-1 and CR-2].*

**HR-P-11 Tribal Consultation.** The City shall establish a formal process regarding development projects proposed on previously undeveloped property that involve major earth-disturbing activities, or that are located in areas with previously identified cultural resources. The process will include the following criteria:

- All projects shall be evaluated by a qualified archeologist by conducting a site records search, and if feasible, a Phase I walkover survey, and if necessary, a Phase II survey prior to project approval to identify the potential for the presence of significant cultural resources.
- If significant resources are located on the project site, or a high probability for cultural resources exists, the local band of Indians shall be consulted in the identification of mitigation measures to address impacts consistent with California requirements, including provisions to address inadvertent discoveries.
- During on-site grading activities in areas with cultural resources, or with a high potential for cultural resources, a qualified archeologist shall be on-site to monitor grading operations; tribal monitors shall also be consulted.
- In the event of the discovery of a burial site, human bone or suspected human bone, grading in the immediate area shall be immediately halted, the site protected, and the county coroner and representatives from the local bands of Indians notified.

*[Implementation of Policy HR-P-11 has been met through SB 18 tribal consultation and implementation of Mitigation Measures CR-1 through CR-3 and TCR-1 and TCR-2. Letters were sent out to 15 tribes and no responses were received].*

### **Mitigation/Monitoring Required**

In compliance with the City of Hemet General Plan 2030 Policy HR-2.1, HR-2.2, Policy HR-2.3, and Program HR-P-10, the Project would implement the following pre-construction surveys:

**MM CR-1:** As listed previously in Section 5.5, *Cultural Resources*.

**MM CR-2:** As listed previously in Section 5.5, *Cultural Resources*.

**MM CR-3:** As listed previously in Section 5.5, *Cultural Resources*.

**MM TCR-1.** Pursuant to General Plan Policies HR-2.1, HR-2.2, and HR-2.3 and Programs HR-P-10 and HR-P-11, prior to the issuance of a grading permit, and prior to the commencement of ground disturbing activity, the applicant shall secure an agreement with the Soboba Band of Luiseno Indians for Tribal Monitoring and the Treatment and Disposition of all tribally associated artifacts discovered within the project boundaries. Native American Monitor(s) from the Soboba Band of Luiseno Indians shall conduct monitoring of all initial ground disturbing activities associated with the project. The Native American Monitor(s) shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction.

**MM TCR-2.** Pursuant to General Plan Policies HR-2.1, HR-2.2, and HR-2.3 and Programs HR-P-10 and HR-P-11, in the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a) One or more of the following treatments, in order of preference, shall be employed. Evidence of such shall be provided to the City:
  - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place is defined as avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
  - ii. Onsite reburial of the discovered items. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the Soboba Band of Luiseno Indians. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Soboba Band of Luiseno Indians prior to certification of the environmental document.

5.19 UTILITIES AND SERVICE SYSTEMS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The General Plan Final EIR discussed impacts related to water supply and infrastructure on pages 4.14-21 through 4.14-23 and determined the General Plan buildout would increase demand for potable water and require the construction of new water supply facilities. General Plan policies and programs designed to reduce impacts associated with the construction of new water facilities include Policy 2.3, which requires new developments to install water facilities that meet performance standards set by the applicable water provider. Policy 2.6 requires new developments to install recycled water lines, depending on their proximity to a tertiary water trunk line, according to the water provider's performance standards. Program CSI-P.3 requires that new developments provide for reclaimed water lines, with implementation of a fair share contribution mechanism to provide funding for the incremental extension of reclaimed water trunk lines. The General Plan concluded that these impacts would be less than significant with implementation of the General Plan programs and policies.

The General Plan Final EIR discussed impacts related to wastewater infrastructure on pages 4.14-21 through 4.14-23 and determined impacts would increase demand for wastewater collection and treatment facilities. Policy CSI-3.1 requires new development to install sufficient sewer facilities to meet wastewater collection agency performance standards. Policies CSI-1.2 and CSI-1.3 require that new development demonstrate adequate utility capacity and provide necessary facilities prior to approval. Policy CSI1.5 requires fee structures that allow new development to pay its fair share for infrastructure improvements, including wastewater improvements. Policy CSI-3.1 requires new development to install sewer facilities that meet the

performance standards set by the applicable wastewater collection agency to ensure proper conveyance of collected wastewater. Policy CSI-3.2 requires all future sewer and graywater lines be constructed within rights-of-way to allow access for future maintenance activities. The General Plan EIR concluded that impacts would be less than significant with implementation of the General Plan programs and policies.

The General Plan Final EIR discussed impacts related to storm water infrastructure on pages 4.14-24. Policy CSI-1.5 requires funding structures to ensure new development pays its fair share of infrastructure improvements, including stormwater infrastructure. Policies CSI-4.1 and CSI-4.2 require provision of stormwater infrastructure sufficient to protect existing and new development from flood hazards. Policy CSI-4.4 requires that stormwater plans for new projects incorporate on-site opportunities for groundwater recharge. Program CSI-P.4 requires project applicants to decrease stormwater runoff and increase groundwater recharge by using best management practices, as appropriate. Program CSI-P.5 directs the City to update its master flood control and drainage plan to identify storm drains that need to be upgraded, establish a consistent maintenance schedule for storm drains, and identify features to both accommodate development and support vernal pool areas in West Hemet. The General Plan EIR determined impacts would be less than significant with implementation of the General Plan programs and policies.

The General Plan Final EIR discussed impacts related to solid waste on pages 4.14-30 through 4.14-32. Policy CSI-6.3 directs the City to update its waste handling strategy, would allow the City to continue providing solid waste collection and disposal services after closure of the Lamb Canyon Landfill. Program CSI-P-16 directs the City to procure long-haul trucks and transfer facilities, contract with a private entity for solid waste collection and disposal, or identify additional solid waste collection and disposal solutions prior to the closure of the Lamb Canyon Landfill and determined impacts would be less than significant with implementation of State and local regulations and General Plan programs and policies.

### **City of Hemet General Plan Final EIR Programs and Policies**

#### ***Policies***

**CSI-1.2: Infrastructure Adequacy** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

**CSI-1.3: Provider Notification** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

**CSI-1.4: Fee Structures.** Ensure that fee structures are sufficient for new development and redevelopment to pay their fair share of the cost of infrastructure improvements and public facilities.

**CSI-2.2: Water Supply Assessments.** Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.

**CSI-2.3: Performance Standards.** Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.

**CSI-2.6: Common Area Recycled Water.** Water Require the installation of recycled water lines for all appropriate streetscapes and common areas when within one-half mile of either an existing and/or master planned tertiary water trunk line, as shown on any water district's master plan, as feasible. The facilities shall meet performance standards established by the supplier of reclaimed water to the site.

**CSI-2.7 Ground Water Recharge.** Ensure that adequate aquifer water recharge areas are preserved and

protected through a comprehensive water management strategy.

**CSI-2.8 Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation.

**CSI-3.1: Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.

**CSI-3.2: Location of Sewer and Gray Water Lines.** Require that all future sewer and gray water lines be located within street or alley rights-of-way.

**CSI-4.1: Sufficient Service.** Ensure sufficient levels of storm drainage service are provided to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.

**CSI-4.2: 100-Year Storm Flows.** Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction.

**CSI-4.4: Groundwater Recharge.** Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities.

**CSI-5.4: Solar Energy** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

**CSI-5.4: Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

**CSI-5.6: Building Retrofits** Encourage the retrofitting of existing buildings to use low maintenance, durable building materials, and high-efficiency energy systems and appliances.

**CSI-5.10: Conservation and Clean Energy Programs** Explore the use of grant funds and programs with SCE and non-profit agencies to establish programs for energy conservation (e.g., home weatherization, Energy Star applicants) and transition to the use of clean and renewable energy (e.g., photovoltaic retrofits, solar hot water heaters and pumps).

**CSI-6.2: Recycling Achieve** maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.

**CSI-6.3: Waste Handling Strategy.** Update the City's waste handling strategy, as needed, to address issues of landfill capacity and new state regulations.

**CSI-8.4: Green Building** Through incentives such as expedited review of development projects, promote nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED®) certifications.

**CSI-10.7: Green Leadership** Encourage service providers to provide "green" leadership by incorporating alternative energy products in their facilities and conservation practices in their operations.

**CD-2.26: Landscaping.** Encourage the use of California Friendly landscape materials and other drought tolerant techniques.

**LU-2.9: Sustainable Design** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

**LU-2.12: Use of Recycled Water Systems** Require connections and use of recycled water facilities where possible to irrigate public landscapes and create water elements that will add to community value.

**LU-9.11: Sustainable Infrastructure and Development** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized “conjunctive use” drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity.

**LU-11.5: Sustainable Industries** Recruit “green technology” entrepreneurs and encourage existing businesses to incorporate sustainable business practices in their daily operations.

**OS-6.2 City Incentives** Through incentives such as expedited review of development projects, promote nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED) certifications.

**OS-6.3: Federal, State, Utility Company Incentives** Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.

**OS-6.4: Public Sector Development and Practices** Require Redevelopment Agency–funded projects, public sector projects, and publicly owned institutions and facilities to use systems, methods, and practices that promote energy conservation.

**OS-6.5: Clean Energy** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy resources, where compatible with adjacent land uses.

**OS-8.1: Comprehensive Approach** Coordinate policies and implementation measures of the various elements of the General Plan to ensure a comprehensive approach to reducing greenhouse gas emissions and to establish the basis for a sustainability plan.

### **Programs**

**CSI-P-1: Groundwater Management Plan.** Adopt the multi-agency Groundwater Management Plan to protect and enhance groundwater resources.

**CSI-P-2: Water Supply Assessment.** Ensure that projects proposing 500 dwelling units or more comply with California Water Code Section 10910 (Senate Bill 221), requiring the preparation of a water supply assessment indicating that a long-term water supply (for a 20-year time frame) is available. Written acknowledgement that water will be provided by a community or public water system with an adopted urban water management plan that includes consideration of the project’s water consumption and supply shall constitute compliance with this requirement.

**CSI-P-3: Reclaimed Water Facilities.** During project review of discretionary projects, require that provision be made for reclaimed water lines and hardware. For tentative tract maps, plans should include provision for reclaimed water lines connecting and serving the overall project. Require the use of recycled water to irrigate public landscape areas, where available, and to create public water elements or lakes to add

community design value. In coordination with EMWD, implement a “fair share contribution” mechanism for all discretionary projects so that a reclaimed water network can be achieved Citywide in the future and so that a funding mechanism will be in place to incrementally extend reclaimed water trunk lines to serve new projects.

**CSI-P-4: Project Review for Storm Drainage.** Require project applicants to decrease stormwater runoff and increase groundwater recharge by reducing pavement in development areas and using design practices such as permeable parking bays and parking lots with bermed storage areas for rainwater detention, or using other best management practices, as appropriate.

**CSI-P-5: Master Flood Control and Drainage Plan.** Update the City’s master flood control and drainage plan. As part of this plan, identify storm drains that need to be upgraded and establish a consistent maintenance schedule for storm drains. The plan should incorporate an assessment of drainage facilities and identify 5-year facility needs and best management practices. The plan should also incorporate features to both accommodate development and support vernal pool areas in the west Hemet area.

**CSI-P-8: Energy Standards.** Create standards within the municipal code that encourage green building orientation, design, construction, and operation techniques to be used during the construction and lifespan of developments. During the preliminary process to evaluate the subdivision design and development review of residential and nonresidential project proposals, review projects to ensure that proposed plans incorporate energy-efficient design, building, and materials.

**CSI-P-16: Waste Handling Strategy.** Update the City’s waste handling strategy or contract with a private entity to ensure continued capability to provide waste collection and disposal for the City as landfill options change. This strategy shall describe the City’s collection method, and identify a disposal site for the City’s solid waste. The strategy must identify how the City will procure long-haul trucks and transfer facilities, contract with a private entity for solid waste collection and disposal, or identify additional solid waste collection and disposal solutions prior to the closure of the Lamb Canyon Landfill.

**OS-P-20: Energy Conservation Practices.** In response to the California Green Building Standards Code, encourage Tier 1 standards for new and remodeled construction that achieve the equivalent of Leadership in Energy and Environmental Design (LEED) Silver certification.

**OS-P-21: Techniques to Reduce Energy Use.** Train City staff to assist project applicants in designing energy-efficient projects through site planning techniques, building orientation, building design, and building materials to reduce energy use and promote the use of renewable and alternative energy generation such as fuel cells, solar energy, and other sources.

**OS-P-22: Energy Regulation.** Update zoning and building codes to require new development to comply with the California State Energy Regulation requirements. Enforce all current residential and commercial California Energy Commission energy conservation standards during project review. Permit and encourage the use of passive solar devices and other state-of-the-art energy resources at appropriate locations and subject to development standards. Apply as appropriate the State Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources.

**OS-P-24: Energy Conservation in Public Facilities.** Promote Silver LEED certification and encourage Gold LEED certification or a similar level of green building achievement for all new public facilities, Redevelopment Agency projects, and Housing Division projects, where feasible. Promote the use of high efficiency heating and cooling systems, advanced lighting systems, and passive solar systems in public institutions to reduce energy use. Specify energy-efficient materials and systems, including shade design technologies, for government buildings.

**OS-P-25: New Energy Sources.** Support the development of new energy sources in cooperation with other organizations. Consider the environmental, cultural, aesthetic, archaeological, and social effects of new energy sources. Promote the use of clean air technologies such as fuel cell technologies, renewable energy sources, UV coatings, and alternative, non fossil fuels. Coordinate with Southern California Edison and the Southern California Gas Company to jointly determine what new energy options are appropriate as development proceeds.

**OS-P-26: Minimize Water Demand.** Work with the water districts to promote water conservation and ultimately reduce demand for peak-hour water supply and wastewater capacity. Continue current conservation efforts and actively pursue water storage and source alternatives, including dry-year water transfer options and use and production of reclaimed water.

**OS-P-27: Water Conservation.** Continue to review and update the City's adopted zoning and building codes and require the use of water conservation measures to reduce water consumption. Such measures may include the use of plumbing fixtures that reduce water use. low-flow toilets. drip irrigation systems. and xeriscape landscaping that maximizes use of drought-tolerant plant species. Continue to implement a recycled water ordinance in accordance with the Water Recycling in Landscaping Act. Where feasible, incorporate reclaimed water systems into landscape irrigation plans. Convert existing City of Hemet nondomestic water uses to recycled water use in accordance with Sections 13550-13556 of the State Water Code when feasible. Use reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Hemet Water Department, Lake Hemet Municipal Water District, and Eastern Municipal Water District. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible and environmentally sound. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.

**OS-P-28: Groundwater Resources.** Protect groundwater resources from depletion and sources of pollution. Participate in the development, implementation, and maintenance of a Groundwater Management Plan program to recharge the aquifers underlying the Planning Area. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where groundwater quality would be reduced, where available groundwater aquifers are full, or where rising water tables threaten the stability of existing structures. Work with appropriate agencies to encourage groundwater recharge facilities along flood control channels and creeks.

**OS-P-29: Water Resource Management.** Participate in water resource management planning to facilitate the long-term availability of water resources for Western Riverside County. Create additional water storage where needed, in cooperation with federal, state, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed. Implement, where appropriate, Water Resource Management Guidelines drafted by the subcommittees comprised of Eastern Municipal Water District and other local jurisdictions.

**OS-P-30: Water Conservation Education.** Educate the public about water conservation methods, new technologies, and drought-resistant landscapes. Participate in regional or other agency outreach programs, when available.

### **Project-Specific Impacts**

**a) Require or result in the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.14-21 through 4.14-32 and was determined to be less than significant.

**Water**

Water in the planning area is provided by the City of Hemet, LHMWD, and EMWD. Future water demand was estimated in the General Plan using per capita water demand assumptions from the LHMWD 2005 UWMP. LHMWD's water use per service connection in 2004 was 210 gallons per capita per day (gpcd) (LHMWD 2005: 12). Although LHMWD has set a goal of reducing water consumption to 165 gpcd by 2020, this analysis employs the baseline demand of 210 gpcd. Based on a total 2030 estimated population of 163,748, the planning area would require approximately 40,000-acre feet of water per year by 2030 to accommodate development pursuant to the Draft General Plan.

The Project applicant would develop the Project site, which is currently served by the City of Hemet Water District's (HWD) water infrastructure and would install new water infrastructure at the Project site that would connect to existing 8-inch water lines in Kirby Street. The new onsite water system would convey water supplies to the proposed warehouse and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water consistent with Policy CSI-2.3. Installation of the new water distribution lines would only serve the proposed Project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed Project is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this document. For example, analysis of construction emissions from excavation and installation of the water infrastructure is included in Sections 5.3, *Air Quality* and 5.8, *Greenhouse Gas Emissions*. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant. No new impact would occur in comparison to those identified in the Final EIR.

**Wastewater**

The installation of onsite sewer lines that would connect to the proposed 6-inch sewer line in Kirby Street. The City of Hemet Water District would provide wastewater collection. Wastewater is delivered to the Eastern Municipal Water District (EMWD) Hemet/San Jacinto Water Reclamation Facility.

The construction activities related to installation of the onsite sewer infrastructure that would serve the proposed Project, is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this document. For example, analysis of construction emissions for excavation and installation of the sewer infrastructure is included in Section 5.3, *Air Quality* and 5.8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section 5.13, *Noise*. As the proposed Project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant, and no new impact would occur in comparison to those identified in the Final EIR.

**Stormwater**

As discussed above in Section 5.10, *Hydrology and Water Quality*, due to the appropriate sizing of the onsite drainage features and infiltration basin, as shown in the proposed Project's Water Quality Management Plan and Hydrology Report (Appendices G and H), as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff, and the proposed Project would not require or result in the construction of new, unplanned off-site storm water drainage facilities or expansion of existing off-site facilities. While the Project would include installation of interim storm drain lines in Whittier Avenue or Olympia Way, these lines were planned for by the Sanderson Square Specific Plan and analyzed within the Sanderson Square Specific Plan EIR. Thus, no new impacts would result beyond those identified in the Final EIR.

**Electric Power, Natural Gas, & Telecommunications**

Electric power, natural gas, and telecommunications facilities are in place to serve the proposed Project without the need for construction or relocation of utility facilities. The proposed Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities. Additionally, the proposed Project would connect to the existing Southern California Gas natural gas distribution facilities that are adjacent to the Project site. As such, the proposed Project would not result in the need for construction of other new electricity, natural gas, or telecommunications facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

Therefore, the proposed Project would result in no new impacts related to construction of new or expanded utilities compared to those identified in the Final EIR that could result in significant environmental effects.

**b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.15-22 through 4.15-30 and was determined to be less than significant.

As discussed above, the City of Hemet Water District would supply water to the Project site. The City of Hemet Water District gets its water supplies from imported local groundwater and a small percentage is imported from EMWD (UWMP 2020). Pursuant to SB 610, a water supply assessment is required for a business having more than 500,000 square feet. Thus, a Water Supply Assessment was prepared by Cozad and Fox, Inc. for the Project site and is included as Appendix J.

According to the City of Hemet's 2020 Urban Water Management Plan (City of Hemet UWMP), water supply met water demand for the City of Hemet coverage area through 2020, with a total supply of 3,891 acre-feet per year (AFY) and an actual demand of 3,891 AFY. Supply and demand is forecasted to continue to do so through 2045 (City of Hemet UWMP). In addition, the projected supply of water is expected to equal demand through the year 2045 under a single dry-year scenario and multiple dry-year scenario. (City of Hemet UWMP).

The proposed Project proposes a new warehouse facility with office space which is not a water-intensive use. To further minimize any potential groundwater depletion, the proposed Project would include an on-site underground infiltration system to assist with groundwater recharge. The Project proposes an approximately 850,640 SF warehouse with ancillary office space on approximately 41.86 acres. A Water Supply Assessment was prepared to identify existing water supply entitlements and determine if the water use of the Project is within City projections. The Project site may be supplied with a combination of additional imported water and/or projects and programs that would expand the City's local supplies including groundwater. Based on the 2020 UWMP, the WSA states that the annual demand for the Project site was 108.38 AFY. Based on the land use information provided by the developer and lead agency, the WSA concludes that the Proposed Project would result in an annual demand of 25.81 AFY which is within the limits of estimated demand considered in the 2020 UWMP. Based on the 2020 EMWD UWMP and the assurance that MWD is engaged in identifying solutions to ensure reliable long-term water supply, the WSA concluded that the City of Hemet has the capacity to provide adequate water supplies to the Project site.

The water supply available to the City of Hemet Water District would be sufficient to meet all present and future water supply requirements in the City of Hemet Water District's services area, which include the Project site for at least the next 20 years. Therefore, the supply would meet the demand of the proposed Project during normal, dry, and multiple dry years and new impacts related to water supply would not occur in comparison to those identified in the Final EIR.

**c) 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?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.14-21 through 4.14-23 and was determined to be less than significant.

The Hemet/San Jacinto Water Reclamation Facility (RWRF) is responsible for collecting, treating, and safely disposing of, or recycling wastewater and its residuals. This 255-acre facility, located in western San Jacinto, conducts primary, secondary, and tertiary treatment of wastewater, removing bacteria, viruses, and virtually all suspended solids. The typical daily flow is 7.8 million gallons per day (mgd). The facility's current capacity is 11 mgd, with a planned expansion to 27 mgd (EMWD 2001). Wastewater generation rates included in the City of Hemet General Plan EIR state that non-residential uses generate approximately 3,000 gallons per acre per day. The Project site is 41.86-acres. Thus, it is estimated that the proposed Project would generate approximately 125,580 gallons of wastewater per day. Buildout of the Project site under the General Plan would result in the same amount of wastewater per day. As such, it is anticipated that there would be available capacity to accommodate the demand generated by the proposed Project.

In compliance with General Plan Policy CSI-1.5 the proposed Project would pay development impact fees that allow new development to pay its fair share for infrastructure improvements, including wastewater improvements. In compliance with Policy CSI-3.1 the proposed Project would install sufficient sewer facilities to meet wastewater collection agency performance standards. In compliance with Policies CSI-1.2 and CSI-1.3 the proposed Project would demonstrate adequate utility capacity and provide necessary facilities prior to approval. With implementation of these General Plan Policies, impacts related to wastewater treatment would be less than significant. Therefore, the proposed Project would not require new or expanded wastewater treatment facilities and no new impacts would occur compared to those identified in the Final EIR.

**d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 4.14-30 through 4.14-32 and was determined to be less than significant.

The Lamb Canyon landfill had a total remaining capacity of approximately 9.54 million tons as of January 1, 2009, or approximately 62% of its total permitted capacity. Annually, about 72,000 tons of the City of As discussed in the General Plan EIR, solid waste within the City is equal to approximately 853,000 tons per year. The proposed Project would generate solid waste from construction activities as well as during operation. Solid waste generated near the Project site is generally disposed of at the Lamb Canyon Landfill and Badlands Sanitary Landfill described below.

- Lamb Canyon Landfill is permitted to accept 3,000 tons per day and is permitted to operate through 2032. The Lamb Canyon Landfill has a remaining capacity of 9.541 million tons. As of January 2023, Lamb Canyon Landfill had an average disposal of 1,890 tons per day. Thus, on average, the facility had an additional capacity of 1,110 tons per day (Calrecycle 2023).
- The Badlands Sanitary Landfill is permitted to accept 4,800 tons per day and is permitted to operate through 2026. The Badlands Sanitary Landfill has a remaining capacity of 7,800,000 tons. As of August 2022, Badlands Landfill had an average disposal of 2,656 tons per day. Thus, on average the facility has an additional capacity of 2,144 tons per day (Calrecycle 2023).

The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 square feet. Thus, operation of the proposed Project would generate approximately 2.89 tons of solid waste per day, or 1054.8 tons of solid waste per year. However, at least 75 percent of the solid waste

is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 263.70 tons per year or 5.07 tons per week.

The General Plan buildout of the Project site would result in 1,356.7 tons of solid waste per year which would result in 339 tons per year with compliance to AB 341. Thus, the Proposed Project would result in less solid waste than the General Plan buildout of the Project site assumed in the General Plan EIR.

As described above, Lamb Canyon Landfill is permitted to accept 3,000 tons per day and Badlands Sanitary Landfill is permitted to accept 4,800 tons per day. As of August 2022, Lamb Canyon Landfill had an average disposal of 1,890 tons per day and an average remaining capacity of 1,110 tons per day while Badlands Landfill had an average disposal of 2,656 tons per day and an average remaining capacity of 2,144 tons per day (CalRecycle 2023). Thus, both facilities' average daily remaining capacities would be able to accommodate the addition of 5.07 tons of waste per week produced by operation of the proposed Project which would not exceed the City's estimation for the General Plan buildout. Therefore, the proposed Project would result in no new impacts compared to those identified in the Final EIR.

**e) Comply with federal, state, and local statutes and regulations related to solid waste?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on pages 5.21-4 through 5.21-6 and was determined to be less than significant.

As discussed above, the proposed Project would result in approximately 263.70 tons of solid waste per year. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project would result in less than significant impacts related to conflicts with federal, state, and local management and reduction statutes and regulations pertaining to solid waste. Therefore, the proposed Project would result in no new impacts compared to the Final EIR.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding air quality. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project is undertaken that require major revisions of the previous Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Plans, Programs, or Policies (PPPs)**

None.

**Applicable City of Hemet General Plan Final EIR Programs and Policies*****Policies***

**CSI-1.2: Infrastructure Adequacy** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers *[This policy has been met through site design and coordination with City of Hemet Water Department]*.

**CSI-1.3: Provider Notification** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development *[This policy has been met through preparation of a Water Supply Assessment included as Appendix J]*.

**CSI-2.2: Water Supply Assessments.** Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development. *[This policy has been met through preparation of a Water Supply Assessment included as Appendix J]*.

**CSI-2.3: Performance Standards.** Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits. *[This policy has been met through preparation of a Water Supply Assessment included as Appendix J and through the proposed Project design that has been reviewed by the City]*.

**CSI-2.8 Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation *[This policy has been met through preparation of a site-specific Hydrology Report and WQMP]*.

**CSI-3.1: Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency *[This policy has been met through preparation of Civil plans that have been reviewed by the City]*.

**CSI-3.2: Location of Sewer and Gray Water Lines.** Require that all future sewer and gray water lines be located within street or alley rights-of-way. *[This policy has been met through preparation of Civil plans that have been reviewed by the City]*.

**CSI-4.4: Groundwater Recharge.** Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities *[This policy has been met through preparation of Civil plans that have been reviewed by the City]*.

**CSI-5.4: Solar Energy** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation *[This policy would be implemented through solar installation that would meet the City's minimum requirements per the City's Municipal Code]*.

**CSI-5.4: Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and

other adopted development standards *[Policy CSI-5.5 has been implemented through Project design and adherence to the California Green Building Standards Code and City Development Standards]*.

**CSI-6.2: Recycling** Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.

**CSI-10.7: Green Leadership** Encourage service providers to provide “green” leadership by incorporating alternative energy products in their facilities and conservation practices in their operations *[This policy would be implemented through solar installation that would meet the City’s minimum requirements per the City’s Municipal Code]*.

**CD-2.26: Landscaping.** Encourage the use of California Friendly landscape materials and other drought tolerant techniques *[This policy has been met through proposed Project site design by including drought tolerant ornamental landscaping]*.

**LU-2.9: Sustainable Design** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features *[Policy LU-2.9 has been implemented through Project design and adherence to the California Green Building Standards Code and City development standards]*.

**LU-9.11: Sustainable Infrastructure and Development** Require new infrastructure systems and site development to incorporate sustainable design and best practices including the use of recycled water, alternative and energy conserving techniques, and naturalized “conjunctive use” drainage basins to accommodate drainage, recharge the aquifer, promote water quality, and add aesthetic value as a neighborhood amenity *[This policy would be implemented through solar installation that would meet the City’s minimum requirements per the City’s Municipal Code and preparation of a project-specific Hydrology Report and WQMP]*.

### **Programs**

**CSI-P-2: Water Supply Assessment.** Ensure that projects proposing 500 dwelling units or more comply with California Water Code Section 10910 (Senate Bill 221), requiring the preparation of a water supply assessment indicating that a long-term water supply (for a 20-year time frame) is available. Written acknowledgement that water will be provided by a community or public water system with an adopted urban water management plan that includes consideration of the project’s water consumption and supply shall constitute compliance with this requirement *[This policy has been met through preparation of a Water Supply Assessment included as Appendix J]*.

**CSI-P-4: Project Review for Storm Drainage.** Require project applicants to decrease stormwater runoff and increase groundwater recharge by reducing pavement in development areas and using design practices such as permeable parking bays and parking lots with bermed storage areas for rainwater detention, or using other best management practices, as appropriate *[This policy has been met through preparation of a project-specific Hydrology Report and Water Supply Assessment included as Appendix H and J]*.

**OS-P-21: Techniques to Reduce Energy Use.** Train City staff to assist project applicants in designing energy-efficient projects through site planning techniques, building orientation, building design, and building materials to reduce energy use and promote the use of renewable and alternative energy generation such as fuel cells, solar energy, and other sources *[This policy would be implemented through solar installation that would meet the City’s minimum requirements per the City’s Municipal Code]*.

**OS-P-26: Minimize Water Demand.** Work with the water districts to promote water conservation and ultimately reduce demand for peak-hour water supply and wastewater capacity. Continue current conservation efforts and actively pursue water storage and source alternatives, including dry-year water

transfer options and use and production of reclaimed water *[This policy has been met through preparation of a Water Supply Assessment included as Appendix J].*

**Mitigation/Monitoring Required**

None.

5.20 WILDFIRE	Subsequent or Supplemental EIR			Addendum to EIR	
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Summary of Impacts Identified in the City of Hemet General Plan Final EIR**

The City of Hemet General Plan Final EIR discussed wildfire impacts within the Hazards and Hazardous Materials Section on pages 4.8-23 through 4.8-24. The General Plan includes policies to support implementation of the City’s Emergency Operation Plan. Program PS-P-16 requires the City to inform residents, businesses, and City staff on fire hazard education and fire prevention programs. The General Plan Final EIR concluded that implementation of the General Plan policies and programs in compliance with existing federal, state, and local laws and regulations would result in less than significant impacts.

**City of Hemet General Plan Final EIR Programs and Policies**

None.

**Project-Specific Impacts**

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**No New Impact.** This topic was evaluated in the General Plan Final EIR on page 4.8-23 and was determined to have a less than significant impact.

According to the CAL FIRE Hazard Severity Zone map, the Project site not located within a State Responsibility Area (SRA) or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022). The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Direct access to the Project site would be provided via 30-foot and 40-foot driveways along Kirby Street. The proposed Project is required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City’s Municipal Code, and the Fire Department would

review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Chapter 15.24, California Fire Code and California Fire Code Standards). As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan and no new impacts occur compared to the Final EIR.

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No New Impact.** This topic was not evaluated in the City of Hemet General Plan Final EIR.

As described in the previous response, the Project site is not located within a SRA of VHFHSZ. The Project site is relatively flat with less than five feet of elevation differential across the site. The areas within the proposed Project's vicinity also do not contain hillsides or other factors that could exacerbate wildfire risks. Therefore, the proposed Project would not result in new impacts compared to the findings in the Final EIR related to exposure of people or structures to significant risk involving wildland fires.

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**No New Impact.** This topic was not evaluated in the City of Hemet General Plan Final EIR.

As described in the previous responses, the Project site is not within a SRA of VHFHSZ. The Project site is located within an urbanized area within the City of Hemet. The Project proposes the development of Whittier Avenue on the west side of the Project site which would be constructed consistent with General Plan Policy C-1.1. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards. For example, the design of proposed Project streets would be reviewed to ensure fire engine accessibility and turnaround area is provided to the fire code standards. Impacts related to the development of the proposed Whittier Avenue are analyzed throughout this document, and no new impacts are expected other than those already analyzed in the General Plan EIR document. The proposed Project does not involve any new infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or result in other impacts to the environment. Therefore, the proposed Project would result in no new impacts in beyond those identified in the Final EIR.

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No New Impact.** This topic was not evaluated in the City of Hemet General Plan Final EIR.

As described in the previous responses, the Project site is not within a SRA or VHFHSZ. As discussed in Section 5.10, *Hydrology and Water Quality*, the proposed Project would not result in increased impacts related to flooding or drainage changes. Also as discussed in Section 5.7, *Geology and Soils*, the Project site is relatively flat and is not susceptible to landslides. Likewise, areas adjacent to the Project site are relatively flat urban sites that do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. The proposed Project would not generate slopes and would connect to existing drainage facilities. Therefore, the proposed Project would result in no new impacts compared to the Final EIR related to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

**Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding aesthetics. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the previous Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Final EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review and the Project is within the scope of the City of Hemet General Plan 2030.

**Programs, Plans or Policies (PPPs)**

None.

**Applicable City of Hemet General Plan Final EIR Programs and Policies**

None.

**Mitigation/Monitoring Required**

None are applicable to the Project.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?**

**Impacts Associated with the Proposed Project**

**No New Impact.** As discussed in Section 5.4, *Biological Resources*, The Project site is vacant and covered by grasses and non-native weeds. The GBA identified that the site consists entirely of ruderal habitat. With implementation of BIO MM BIO-1, BIO-2, and BIO-3, impacts related to the California Glossy Snake, burrowing owl, Cooper’s hawk and grasshopper sparrow would be less than significant. Therefore, the proposed Project would result in no new impacts on any species identified as a candidate, sensitive, or special status species The Project site was not found to contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species. No portion of the Project site is within or adjacent to a Critical Habitat unit, or any other sensitive habitats. Therefore, the Project would not result in impact or modification of designated critical habitat, or any other special status habitats. Therefore, the proposed Project would not result in new or more severe impacts compared to the level of impact cited in the General Plan Final EIR.

As discussed in Section 5.5, *Cultural Resources*, there are no historic resources located with the Project site. Pursuant to General Plan Program HR-P-10 monitoring by a registered professional archaeologist is recommended to mitigate potential impacts to unrecorded archaeological features or deposits. Consistent with Program HR-P-10 as discussed on page 4.5-10 of the General Plan Final EIR, archaeological monitoring would be conducted during grading, excavation, and trenching due to the sensitive nature of the site. With implementation of previously identified Policy HR-2.2, Policy HR-2.3, and Program HR-P-10, the Project would result in less than significant impacts. Therefore, the Project would not eliminate important examples of the major periods of California history or prehistory, and impacts would be less than significant with mitigation.

- b) **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)?**

#### **Impacts Associated with the Proposed Project**

**No New Impact.** The Project's potential cumulative impacts were analyzed throughout the General Plan EIR. The proposed Project would not result in any new impacts compared to the City's General Plan EIR. Thus, the Project would not result in new or substantially more severe cumulatively considerable impact under any impact area, including aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, or wildfires. With implementation of existing regulations and the relevant EIR mitigation measures, the Project would not result in any new significant impacts.

- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

#### **Impacts Associated with the Proposed Project**

**No New Impact.** As described throughout Section 5, above, the Project has no new or substantially more severe potentially significant impacts and no new mitigation measures would be required. The implementation of the City's General Plan EIR mitigation measures, City policies, and City guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. There would be no new impacts.

#### **Conclusion**

Based on the foregoing, none of the conditions identified in State CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist. There have not been 1) changes related to development of the Project site that involve new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which development of the Project site is undertaken that require major revisions of the City's General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the RAA2 EIR was certified as completed.

Because none of the conditions identified in State CEQA Guidelines Section 15162 would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts, State CEQA Guidelines 15168 also does not require additional environmental review.

**Plans, Programs, or Policies (PPPs)**

As outlined in Sections 5.1 through 5.20, above.

**Mitigation/Monitoring Required**

As detailed previously, the City's General Plan EIR mitigation measures that are applicable to the Project would be implemented for the Project as intended by the City's General Plan EIR. Upon implementation of applicable EIR mitigation measures, no new impacts nor substantially more adverse impacts would result from the implementation of the Project; therefore, no new or revised mitigation measures are required. No refinements related to the Project are necessary to the City's General Plan EIR mitigation measures and no new mitigation measures are required.

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Whittier Street General Plan Amendment Traffic Impact Analysis, June 2023, Prepared by EPD Solutions, Inc. Appendix M