# NATIONAL TUBE SUPPLY INDUSTRIAL PROJECT
# CEQA Guidelines Section 15183
# Community Plan Exemption Checklist


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# 1 INTRODUCTION

The Project site is an undeveloped vacant 5.76-acre site that is proposed to be developed with a new 89,317 square foot (SF) industrial warehouse, that would eventually be expanded to a 106,597 SF warehouse with the potential expansion area. The Project site has a General Plan land use designation of Business Park (B-P) and is zoned for Heavy Manufacturing (M-2). The proposed Project would be consistent with the existing General Plan and zoning designations. This exemption analysis evaluates whether the potential environmental impacts of the Project have been addressed in the City of Hemet General Plan 2030 Final Environmental Impact Report (GP EIR) (State Clearinghouse Number 2010061088) pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15183 (Exemption Checklist).

## 1.1 OVERVIEW OF CEQA GUIDELINES SECTION 15183

As set forth in California Public Resources Code (PRC) Section 21083.3 and CEQA Guidelines Section 15183, projects that are "consistent with the development density established by the existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site" (PRC Section 21083.3(b) and CEQA Guidelines Section 15183(a)). The CEQA Guidelines further state that "[i]f an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards […] then an additional EIR need not be prepared for the project solely on the basis of that impact" (CEQA Guidelines Section 15183(c))."

Courts have further defined the meaning of term "peculiar" in Wal-Mart Stores, Inc. v. City of Turlock, 138 Cal.App.4th 273 (2006), where the court stated, "The foregoing construction of the terms "peculiar to" and "project-specific" promotes efficiency by reducing delay and needless paperwork and, therefore, is consistent with the purpose underlying the streamlined review of Guidelines section 15183." The court went on to state that "Applying these definitions, a physical change in the environment will be peculiar to the [Project] if that physical change belongs exclusively or especially to the [Project] or if it is characteristic of only the [Project]."

Similarly in Gilroy Citizens for Responsible Planning v. City of Gilroy, 140 Cal.App.4th 911 (2006) the court found that because the project would have significant air quality impacts and because the General Plan EIR concluded the same, there was nothing peculiar about the project. There is nothing peculiar about a project with significant impacts if the EIR already analyzed and determined those projects to be significant.

## 1.2 GENERAL PLAN 2030 ENVIRONMENTAL IMPACT REPORT

The City of Hemet General Plan 2030 (GP) was adopted, and the GP Final EIR was certified by the City of Hemet in 2012. The 2030 GP consists of the following ten elements that together meet State requirements for a general plan: 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 GP 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.

The GP EIR evaluated the potential environmental effects from implementation of the GP, and future development pursuant to the GP is subject to mitigation measures identified in the GP EIR as well as the requirements of the City's Development Code. A project is consistent with the GP if the development density does not exceed what was contemplated and analyzed for the parcel(s) under the GP EIR and complies with

the associated standards applicable to that development density (CEQA Guidelines Section 15183(i)(2)). Development density standards can include the number of dwelling units per acre, the number of people in a given area, floor area ratio (FAR), and other measures of building intensity, building height, size limitations, and use restrictions.

The Project site has a GP land use designation of Business Park (B-P) and is zoned for Heavy Manufacturing (M-2). The GP Land use designation of BP provides for single and multi-tenant light industrial, flex office and office use at a maximum Floor Area Ratio (FAR) of 0.6. The GP states that areas designated as M-2 zone allow for general manufacturing and industrial uses such as manufacturing and processing, research and development, large single-tenant distribution and sales, and warehousing at a maximum FAR of 0.45.

## 1.3 APPLICABILITY OF CEQA GUIDELINES SECTION 15183

As set forth in CEQA Guidelines Section 15183(a), CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. According to CEQA Guidelines Section 15183(b), in approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located,
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

As set forth in CEQA Guidelines Section 15183(c), if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact. Furthermore, according to CEQA Guidelines Section 15183 (d), the additional environmental review exemption applies to projects which meet the following conditions:

1. The project is consistent with:

a. A community plan adopted as part of a general plan;
b. A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development; or
c. A general plan of a local agency; and

2. An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

Additionally, the additional environmental review exemption applies only to the extent that all feasible mitigation measures identified in the applicable general plan are implemented by the public agency with jurisdiction to require such mitigation measures (CEQA Guidelines Section 15183(e)).

The GP EIR analyzed the impacts of buildout of the 2030 GP. As discussed in this analysis, the Project is consistent with the land uses identified for the site in the 2030 GP. As such, the GP EIR adequately anticipated and analyzed the impacts of this Project, identified applicable mitigation measures necessary to reduce impacts of the Project, and the Project implements the applicable mitigation measures. The Project, therefore, qualifies for an exemption from additional environmental review as set forth in CEQA Guidelines Section 15183.

Specifically, the Project qualifies for the exemption because the following findings can be made:

1. **The Project is consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified.** The Project would develop the site with a new warehouse building, which is consistent with the uses analyzed in the GP EIR and allowed by the M-2 designation.
2. **There are no Project specific effects which are peculiar to the Project or its site, and which the GP EIR failed to analyze as significant effects.** The subject property is similar to other properties in the area, including its land use designation and zoning. The property does not support any peculiar environmental features, and the Project would not result in any peculiar effects. In addition, as explained further in the Exemption Checklist below, Project impacts were adequately analyzed by the GP EIR.
3. **There are no potentially significant off-site and/or cumulative impacts which the GP EIR failed to evaluate.** The Project is consistent with the density and land use characteristics of the development considered by the GP EIR and would represent a small part of the growth that was forecasted for build-out of the GP. As explained further in the Exemption Checklist below, the Project would not result in any potentially significant cumulative impacts which were not previously evaluated in the GP EIR.
4. **There is no substantial new information which results in more severe impacts than anticipated by the GP EIR.** The GP EIR identified that future development/proposed buildout under the GP would have significant and unavoidable environmental effects related to agricultural resources, air quality, greenhouse gas emissions, noise, traffic and transportation, public services and energy efficiency. The GP EIR also identified one environmental impact area for which mitigation measures were required to reduce potential environmental impacts to a less than significant level: vibration. As substantiated in the Exemption Checklist below, all impact areas are determined to be less than significant or less than significant with implementation of Uniformly Applied Development Policies or Standards. No new information has been identified under the proposed Project which would result in a determination of a more severe impact than what had been anticipated by the GP EIR.
5. **The Project will undertake feasible mitigation measures specified in the GP EIR.** As explained in the Exemption Checklist below, the Project will comply with applicable mitigation measures specified in the GP EIR. These GP EIR mitigation measures will be undertaken through Project design, compliance with regulations and ordinances, the Project's conditions of approval, and City permit processing.

# 2 ENVIRONMENTAL SETTING

## 2.1 PROJECT LOCATION

The Project site is located within the center of the City of Hemet in the western portion of Riverside County. The site is located southwest of the intersection at Wentworth Drive and South Sanderson Avenue. Regional access to the Project site is provided via State Route 74 (SR-74). Local access to the site is provided via Wentworth Drive, which is accessible from South Sanderson to the east and Cawston Avenue to the west. Specifically, the Project site is located within Section 17, Township 5 South, Range 1 West, within the Hemet United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The Project site and surrounding area is shown in Figure 2-1, *Regional Location* and Figure 2-2, *Local Vicinity*.

## 2.2 EXISTING PROJECT SITE

The Project site encompasses approximately 5.76 acres and comprises two parcels identified as Assessor's Parcel Numbers (APNs) 456-040-028 and -029. The site consists of vacant and undeveloped land that is relatively flat with an elevation ranging from 1,525 feet to 1,535 feet above mean sea level (AMSL). The site has been previously disced and contains non-native grassland and weeds. Within the Project site there is a five-foot power Southern California Edison utility easement running along the southern boundary of the property line consisting of over-head power lines and power poles. The Project site's existing conditions are shown in Figure 2-3, *Aerial View* and Figure 2-4, *Existing Site Photos*.

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

The Project site has a GP land use designation of Business Park (BP) and is zoned as Heavy Manufacturing (M-2). The BP designation provides for single and multi-tenant light industrial, flex office and office use at a maximum Floor Area Ratio (FAR) of 0.6. The M-2 zone allows for general manufacturing and industrial uses such as manufacturing and processing, research and development, large single-tenant distribution and sales, and warehousing at a maximum FAR of 0.45. The existing land use designation is shown in Figure 2-5, *Existing Land Use*, and the existing zoning designation is shown in Figure 2-6*, Existing Zoning*.

The Project is also located within the Hemet-Ryan Airport Land Use Compatibility Plan area Zone C (Extended Approach/Departure Zone) which is overseen by the Riverside County Airport Land Use Commission (ALUC). Zones within the Airport Influence Area set maximum intensity (people/acre), open space requirements, prohibit certain land uses, and other development standards based on the proximity to Hemet-Ryan Airport.

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

The Project site is located within a predominantly developed area. The surrounding land uses are described in Table 2-1.

**Table 2-1. Surrounding Land Use and Zoning Designations**

| | Existing Land Use | GP Land Use Designation | Zoning Designation |
|---|---|---|---|
| **North** | Wentworth Drive followed by commercial uses and a storage facility | Business Park (BP) | NW: General Manufacturing (M-2)<br>NE: Commercial Manufacturing (C-M) |

| | Existing Land Use | GP Land Use Designation | Zoning Designation |
|---|---|---|---|
| **West** | Vacant and undeveloped land followed by industrial uses with trailer parking | Business Park (BP) | General Manufacturing (M-2) |
| **South** | Abandoned railroad line, drainage channel, vacant lots and miscellaneous manufacturing businesses | Business Park (BP) | General Manufacturing (M-2) |
| **East** | South Sanderson Avenue followed by vacant lot, storage facility, and residential neighborhoods | Community Commercial (CC) | NE: Commercial Manufacturing (C-Mt)<br>SE: SP 79-91 (Terra Linda) |

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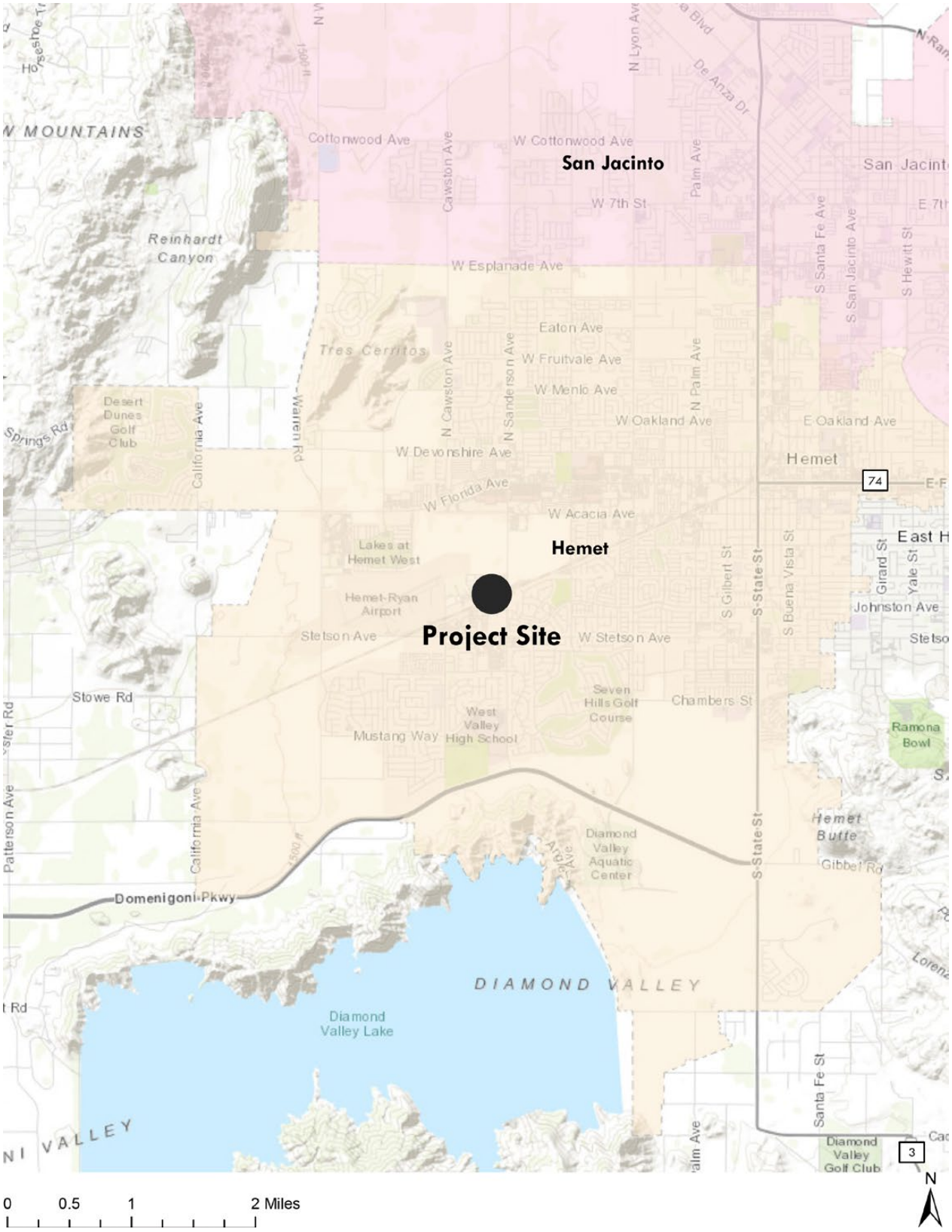
# Regional Location




National Tube Supply
City of Hemet

**Figure 2-1**

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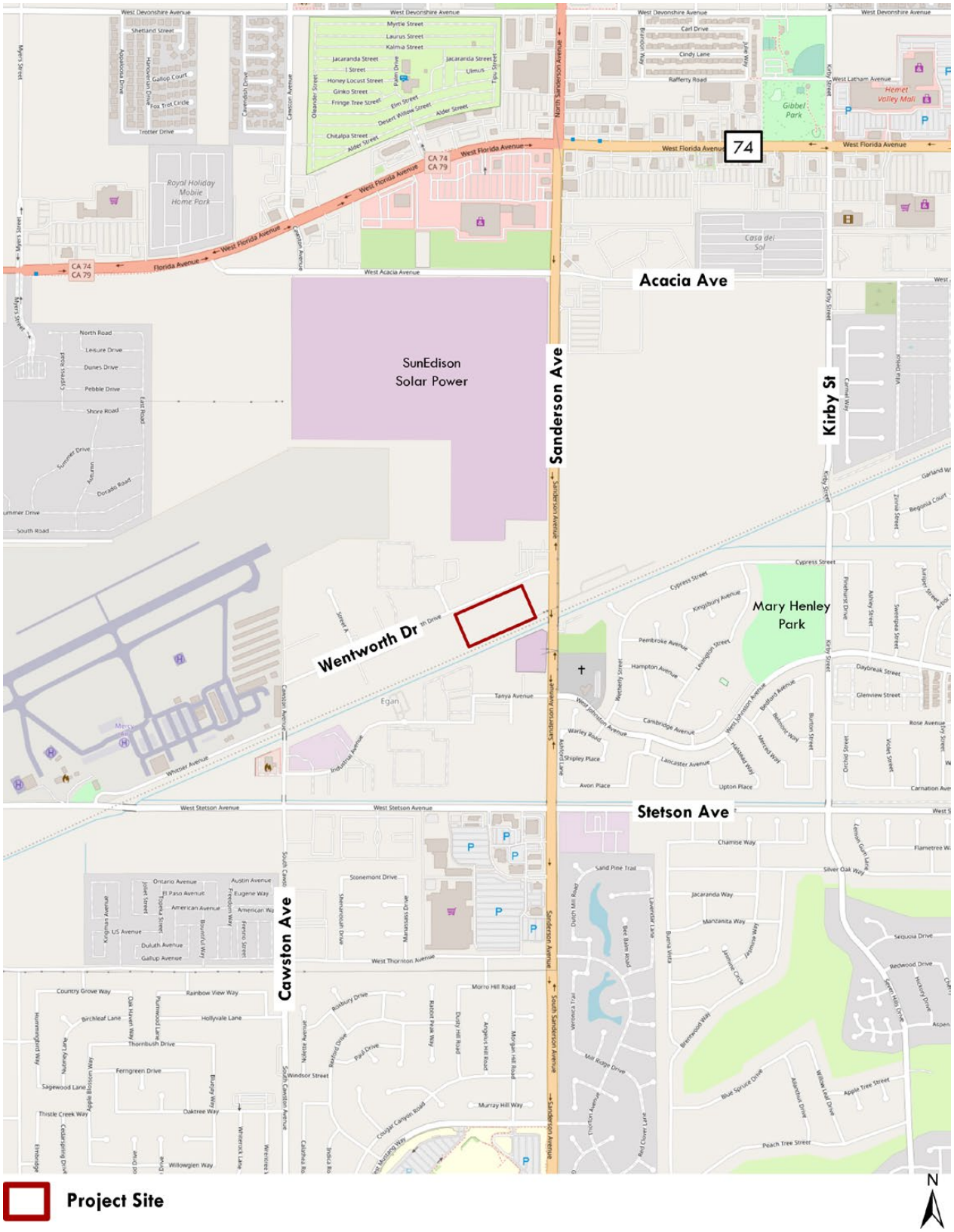
# Local Vicinity

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City of Hemet

**Figure 2-2**

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# Aerial View

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# Existing Site Photos

Northwest corner of the site on Wentworth Dr.


View of the project site from the track on Sanderson Ave.

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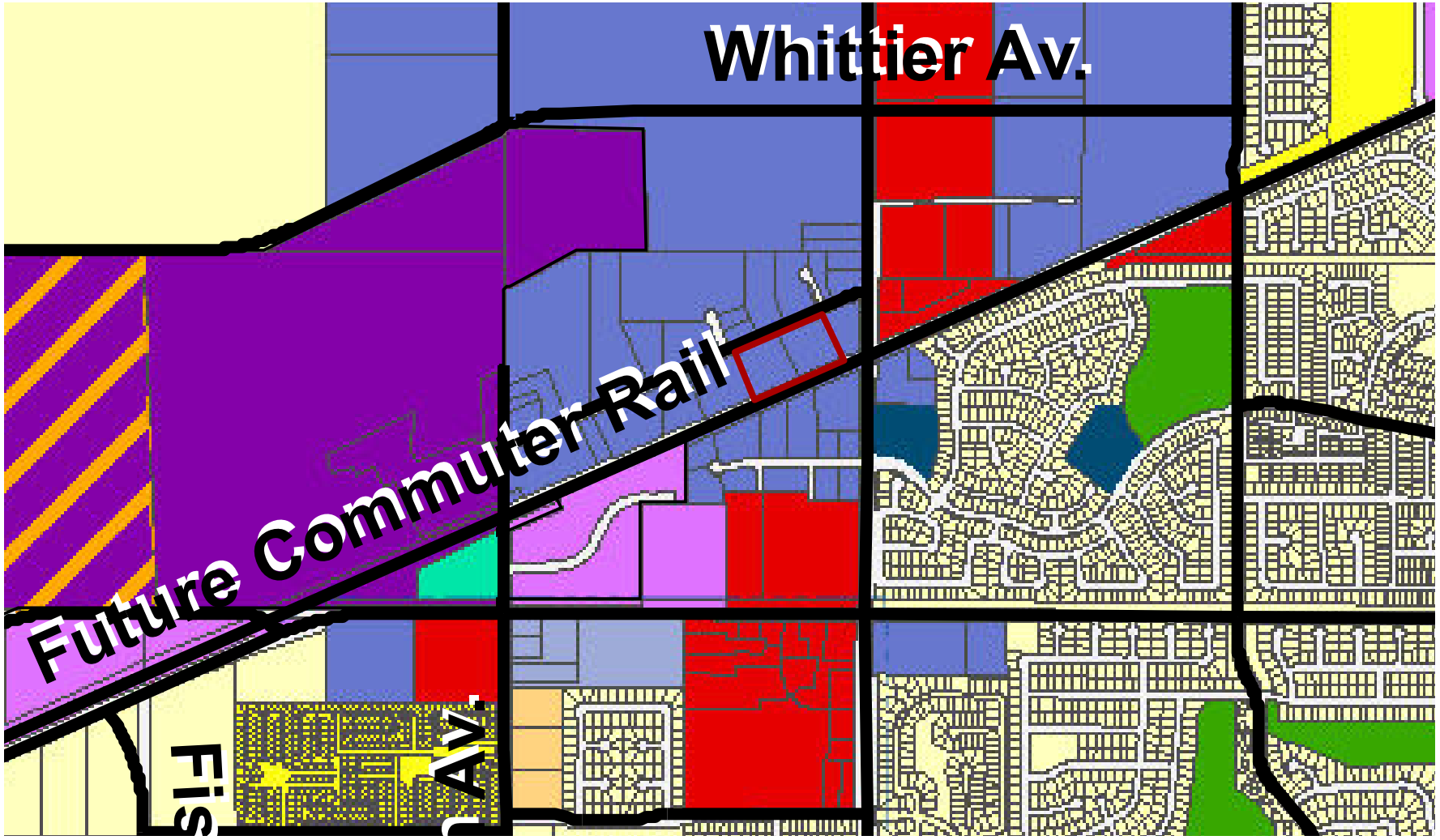
# Existing Land Use




**LEGEND**

- Hemet City Boundary
- Planning Area
- Sphere of Influence
- River/Lake
- Creek/Canal
- Railroad
- Metrolink (General Location)

**Land Use Designations**

- RR — Rural Residential (0.0 - 2.0 du/ac)
- HR — Hillside Residential (0.0 - 0.5 du/ac)
- LDR — Low Density Residential (2.1 - 5.0 du/ac)
- LMDR — Low Medium Density Residential (5.1 - 8.0 du/ac)
- MDR — Medium Density Residential (8.1 - 18.0 du/ac)
- HDR — High Density Residential (18.1 - 30.0 du/ac)
- VHDR — Very High Density Residential (30.1 - 45.0 du/ac)
- NC — Neighborhood Commercial (FAR 0.35)
- CC — Community Commercial (FAR 0.40)
- RC — Regional Commercial (FAR 0.50)
- MU — Mixed Use (Varies)
- ARPT — Airport
- OP — Office Professional (FAR 2.0)
- BP — Business Park (FAR 0.60)
- I — Industrial (FAR 0.45)
- QP/C — Quasi-Public/Cultural
- PF — Public Facilities
- SCH — School
- P — Park/Recreation
- OS — Open Space
- A — Agriculture

**Environmental Management Area**

- Areas subject to MSHCP criteria

**Project Site**

N

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City of Hemet

**Figure 2-5**

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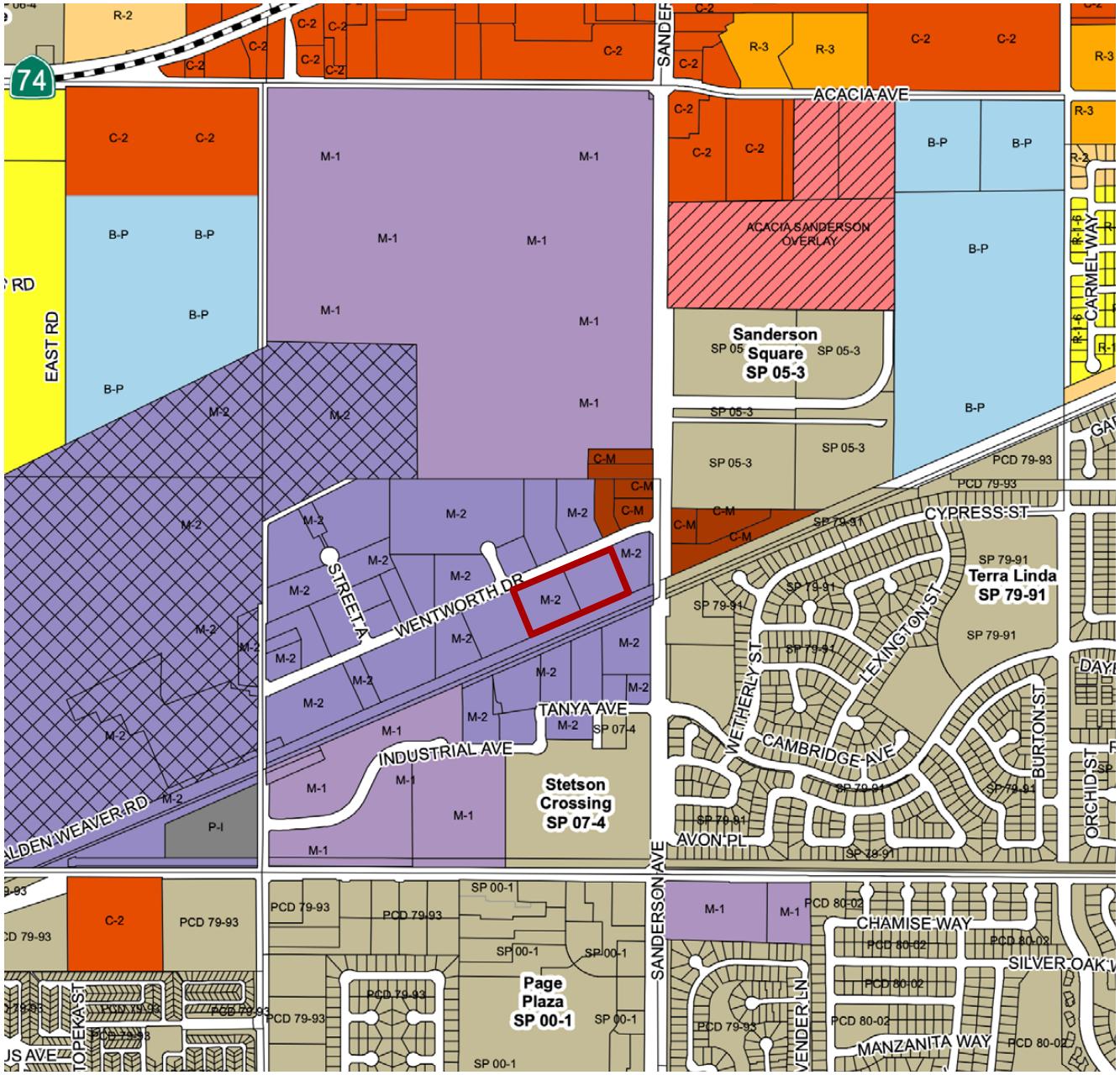
# Existing Zoning




HIGHWAYS
WATERBODIES
SIMPSON PARK
ACACIA SANDERSON OVERLAY
HEMET RYAN AIRPORT

**Zoning**

- A-1 - LIGHT AGRICULTURE (1 Acre Minimum Lot Size)
- A-2 - HEAVY AGRICULTURE (5 Acre Minimum Lot Size)
- R-R - RURAL RESIDENTIAL (20,000 Sq Ft Minimum Lot Size)
- R-1 - SINGLE FAMILY RESIDENTIAL (Lot Size Varies)
- SLR - SMALL LOT RESIDENTIAL
- R-2 - LOW DENSITY MULTIPLE FAMILY RESIDENTIAL (Maximum 8 DU / Acre)
- R-3 - MULTIPLE FAMILY RESIDENTIAL (Maximum 30 DU / Acre)
- R-4 - HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL (Maximum 45 DU / Acre)
- TR-20 - INDEPENDENT MOBILE HOME SUBDIVISION
- O-P - OFFICE PROFESSIONAL
- C-1 - NEIGHBORHOOD COMMERCIAL
- C-2 - GENERAL COMMERCIAL
- C-M - COMMERCIAL MANUFACTURING
- B-P - BUSINESS PARK
- M-1 - LIMITED MANUFACTURING
- M-2 - GENERAL MANUFACTURING
- OS-R - OPEN SPACE RECREATION
- OS-G - OPEN SPACE GENERAL
- P-I - PUBLIC INSTITUTIONAL
- S-1 - RELIGIOUS INSTITUTIONS
- PCD / PUD / SP - SPECIFIC PLAN (See Map for Name / Number)
- SP-R - SPECIFIC PLAN REQUIRED
- MU - SPECIFIC PLAN REQUIRED MIXED USE

**Project Site**

N

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**Figure 2-6**

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# 3 PROJECT DESCRIPTION

## 3.1 PROJECT OVERVIEW

The proposed Project would merge the two existing parcels (APNs 456-040-028 and -029) and develop the 5.76-acre site with an 89,317 square-foot (SF) industrial warehouse building. The building would support warehousing and office uses. The proposed Project includes an option for the future expansion of the building by 17,280 SF of warehousing area, which would increase the total building area to 106,597 SF. The analysis in this checklist assumes the development of 106,597 SF for the purpose of identifying environmental impacts. Additional improvements to the site would include landscaping, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. No offsite improvements are proposed as part of the Project. Figure 3-1, *Conceptual Site Plan,* illustrates the proposed site plan.

## 3.2 PROJECT FEATURES

**Architecture and Building Summary**

The proposed building would have a total building area of 89,317 SF, consisting of 80,280 SF of warehouse space, 4,703 SF of ground floor office space, and 4,334 SF of mezzanine office space. The building would be single-story, with a height of 45 feet and 6 inches. The proposed FAR is 0.36. The building is proposed to be setback a minimum of 52 feet and 10 inches from the northern property line, 178 feet from the western property line, 95 feet from the eastern property line, and 83 feet from the southern property line.

The proposed Project includes an option for future expansion of the building by 17,280 SF of warehousing area, which would be expanded 96 feet from the west length of the building. This would increase the proposed Project's total building area to 106,597 SF, the FAR to 0.43. The building's setback to the west property line would be reduced from 178 to 82 feet. The building height would remain the same.

As shown in Figure 3-2, *Elevations*, the proposed Project use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along Wentworth Drive. The building would be mostly white with shades of grey, highlights of blue, and some wood finishes. The future expansion area would include the same finish materials, accenting, and lighting consistent with the rest of the proposed building.

**Parking and Loading Dock Summary**

The Project would provide a total of 125 stalls for auto parking as shown in Table 3-1.

**Table 3-1. Project Parking**

| Parking Type | Stalls Provided |
|---|---|
| Standard Auto Stalls | 89 |
| ADA Standard Stalls | 4 |
| ADA Van Stalls | 1 |
| EV/Clean Air Stalls | 25 |
| EV/Charging Station Stalls | 6 |
| **Vehicle Total** | **125** |

Standard parking stalls would be located along the east and west Project boundary as well as along the east and west length of the warehouse building. ADA vehicle stalls would be located at the front of the warehouse building facing Wentworth Drive.

Additionally, the Project would include four overhead grade level loading dock doors located along the north and south lengths of the building. No truck parking is proposed.

At the time for the future expansion of the warehousing area, 18 standard parking stalls currently proposed along the west length of the building would be pushed further west to accommodate the added SF while still maintaining fire lane and onsite circulation standard widths.

**Landscaping, Fencing, and Lighting**

The Project would include 15,600 SF of landscaping, as shown in Figure 3-3, *Landscape Plan*. The proposed landscaping would extend around the west, east, and north lengths of the building, along parking areas, and adjacent to Wentworth Drive. Landscaping would screen the proposed building, parking, and loading areas from off-site viewpoints. No landscaping is proposed along the south end of the Project site as it faces vacant lots and an existing utility easement where no offsite viewpoints are available. The proposed landscaping would include 24-inch box trees, 5-gallon shrubs, grass, hardscaping, and accent groundcovers. The proposed Project would meet the requirements for landscaping cover under the M-2 zoning designation per the City of Hemet Municipal Code Chapter 90.10.045 and would dedicate approximately 11.2 percent of the Project site to landscaping cover.

An 8-foot-high wrought iron fence is proposed around the entire perimeter of the Project site, except for where driveways are proposed. As with the auto parking stalls, landscaping currently proposed would be pushed further west with implementation of the future building expansion.

Light emanating from the proposed Project would be consistent with Development Code Section 90-1046, requiring that light be shielded and directed downward and away from adjoining properties and public rights-of-way. The proposed Project would include wall mounted exterior lighting on the north, south, east, and west lengths of the warehouse building. Additionally, exterior lighting would be provided via pole mounted lighting around the entire perimeter of the Project site, adjacent to the wrought iron fence and proposed landscaping. Pole mounted lights are also proposed to the west of the warehouse building adjacent to the internal drive aisle. No streetlights are proposed along the sidewalk on Wentworth Drive. Lighting would remain consistent even with the addition of the future expansion area.

The proposed Project would include a monument sign with electrical conduits located east of the centermost driveway, as described below, and would not exceed eight feet in height. The proposed signage would comply with Chapter 90-1251 of the City of Hemet Municipal Code which provides requirements for permanent signs within manufacturing zones.

**Access and Circulation**

Access to the proposed Project would be provided via three driveways on Wentworth Drive. The westernmost and easternmost driveways would be 40-feet-wide and provide truck access to the site. The center driveway would be 30-feet wide and limited to passenger vehicles. Each driveway would be operated using an 8-foot-high vehicular rolling gate. Onsite circulation would be provided via a 30-foot-wide internal drive aisle that would double as a fire lane around the entire exterior of the building.

Truck traffic from the proposed Project would utilize the City of Hemet designated truck routes which includes SR-74, SR-79, Sanderson Avenue, State Street, and Florida Avenue as shown in Figure 3-4 *Truck Circulation*.

**Infrastructure Improvements**

*Water and Sewer Improvements*

The Project would install a 2-inch domestic water line and a 12-inch fire water line onsite that would connect to the existing 12-inch water line in Wentworth Drive. Additionally, the Project would install a 6-inch on-site sewer line which would connect to the existing 8-inch sewer line in Wentworth Drive.

*Drainage Improvements*

The proposed Project would install a series of storm drain lines around the building including a 12-inch, 18-inch, and 24-inch storm drain which would collect stormwater and convey it to two proposed underground infiltration basins. One of the infiltration basins would be 10-feet in width and 175-feet in length and would be located in the northwest portion of the site, adjacent to Wentworth Drive underneath the drive aisle. The second infiltration basin would be located in the northeast portion of the site and would be 10-feet in width and 150-feet in length. The northwest basins would be built with a capacity to hold 26,673 cubic feet of stormwater and the northeast basin with a capacity of 23,214 cf. The proposed infiltration basins would also be designed with emergency spillways that would connect to an existing offsite drain in Wentworth Drive, north of the Project site.

*Sidewalk Improvements*

The Project would also install new curb and gutter as well as a 5-foot-wide sidewalk along Wentworth Drive, outside of the 8-foot-high wrought iron fence proposed around the entire perimeter of the Project site.

## 3.3 CONSTRUCTION AND PHASING

The proposed Project would develop the 5.76-acre site in two phases. The initial phase would develop the entire site with an 89,317 SF industrial warehouse and associated onsite and offsite infrastructure. The building would support warehousing and office uses. The proposed Project includes an option for the future expansion of the building by 17,280 SF of warehousing area, which would increase the total building area to 106,597 SF. The analysis in this checklist, including air quality, greenhouse gas, energy and noise modeling studies and the VMT screening memo, conservatively assumes the development of the entire site with the higher 106,597 SF for purposes of identifying environmental impacts.

Construction activities would begin the first quarter of 2024. The expected length of construction for the Project would be approximately 14 months and would include site preparation, grading, building construction, paving, and architectural coatings. Grading work of soils is expected to result in approximately 9,300 cubic yards (CY) of cut and 7,050 CY of fill soils for a net export of 2,250 CY of soil. Future construction associated with the building expansion would occur, however, timing of construction is unknown. Therefore, the analysis of the Project impacts conservatively assumes full buildout of the proposed Project and future expansion during the opening year of 2025.

Construction activities would occur within the hours allowable by the Hemet Municipal Code Section 14.46, which states that construction shall occur only between the hours of 6:00 AM and 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May. Construction on Saturdays is permitted between the hours of 7:00 AM and 6:00 PM. No construction shall occur on Sundays. Table 3-2 summarizes the estimated construction schedule for the proposed Project.

**Table 3-2: Construction Schedule**

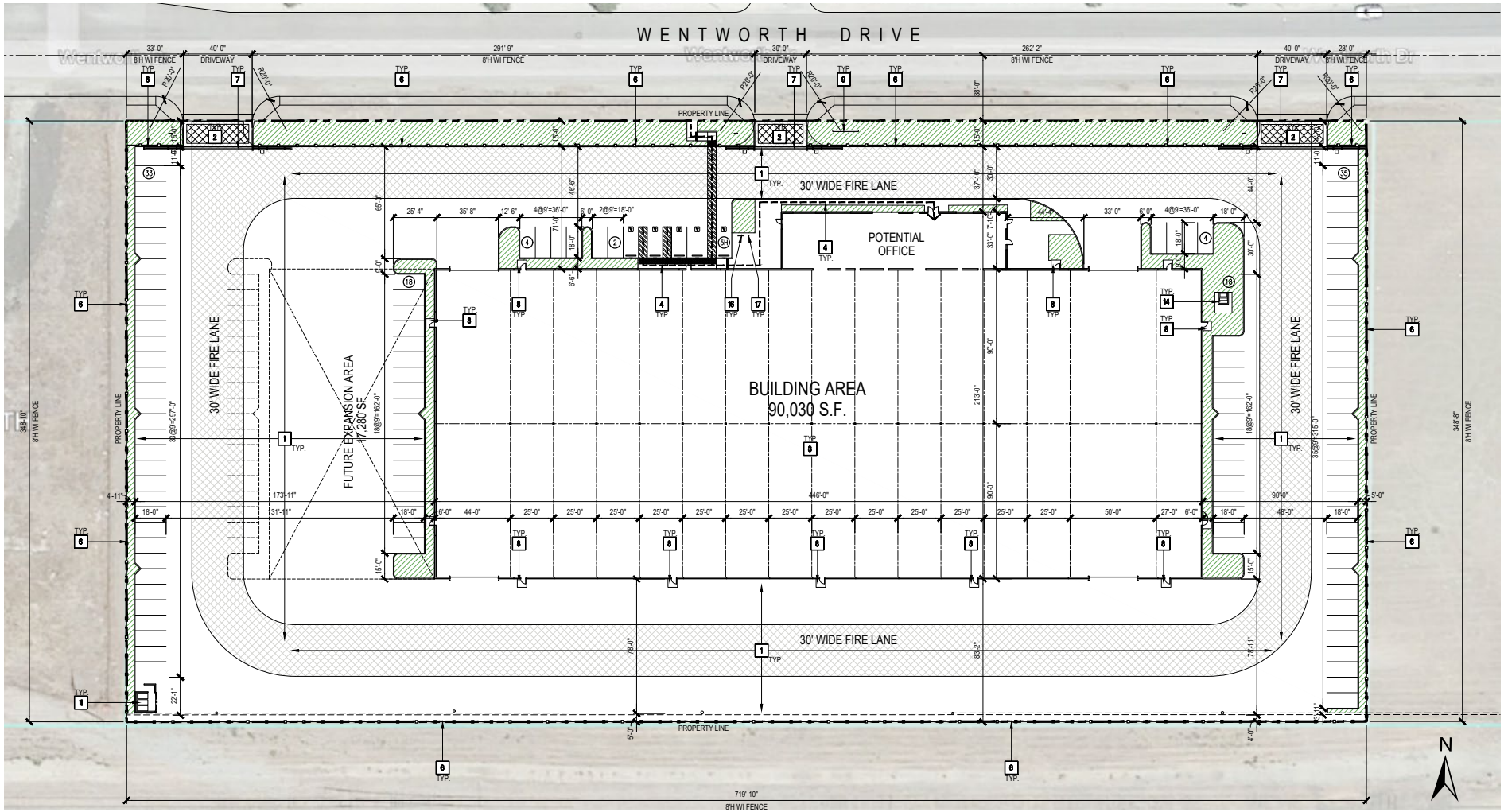
| Construction Phase | Number of Workdays |
|---|---|
| Site Preparation | 10 |
| Grading | 20 |
| Building Construction | 230 |

| Construction Phase | Number of Workdays |
|---|---|
| Paving | 20 |
| Architectural Coating | 20 |

## 3.4 OPERATIONAL CHARACTERISTICS

The proposed Project would be operated for industrial warehouse purposes and would function as a built-to-suit distribution center with associated administrative offices. Typical operational characteristics would include employees traveling to and from the site, delivery of materials and supplies to the site, truck loading and unloading, and distribution. Operation of the proposed Project is assumed to be 24 hours a day, 7 days a week. The proposed Project would generate a total of approximately 20 employees working in 2 shifts, with 10 employees per shift. No cold storage or backup generator is proposed for the Project. The Project would however include six fire pumps. The future building area would not have an effect on the operational characteristics of the proposed Project; the segment would be utilized for added storage within the building.

# Conceptual Site Plan




## LEGEND

- STANDARD PARKING STALL 9' X 18'
- CLEAN AIR, VANPOOL / EV 9' X18'
- ADA PARKING VAN 12' X 18' OR STANDARD 9' X 18' WITH 5' CLR AISLE
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL. MAX 5% SLOPE AND MAX 2% CROSS SLOPE WITH 48" MIN. CLEAR, UNLESS NOTED OTHERWISE WITH ADA ACCESSIBLE RAMP
- LANDSCAPE, SEE LANDSCAPE DRAWINGS

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City of Hemet

**Figure 3-1**

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# Elevations

NORTH ELEVATION

WEST ELEVATION

EAST ELEVATION

SOUTH ELEVATION

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City of Hemet

**Figure 3-2**

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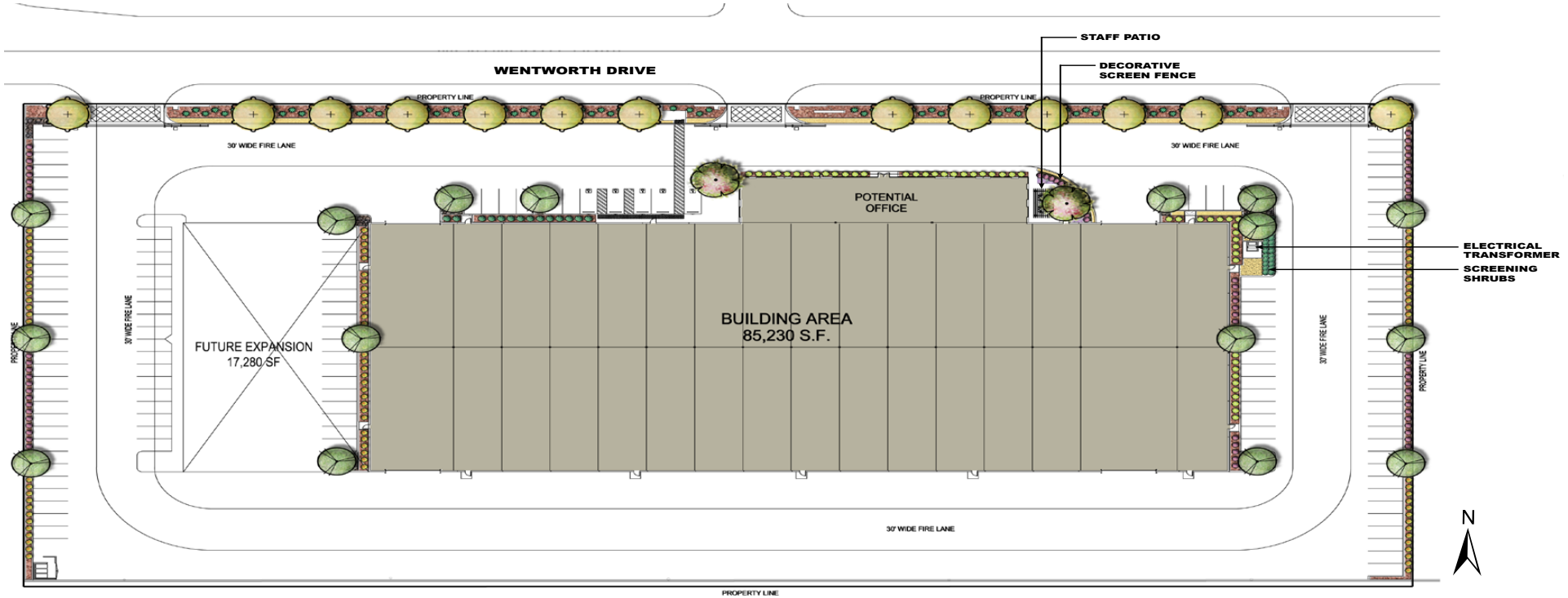
# Landscaping Plan




**PLANT LEGEND**

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE |
|---|---|---|---|
| **TREES** | | | |
| | PARKINSONIA X 'DESERT MUSEUM' | DESERT MUSEUM PALO VERDE | 24" BOX |
| | ULMUS PARVIFLORIA | LACEBARK ELM | 24" BOX |
| | ROBINIA X AMBIGUA 'IDAHOENSIS' | IDAHO LOCUST | 24" BOX |
| **SHRUBS / PERENNIALS** | | | |
| | CALLIANDRA 'SIERRA STARR' | FAIRY DUSTER | 5 GAL |
| | AGAVE AMERICANA | CENTURY PLANT | 5 GAL |
| | MYRSINE AFRICANA | CAPE MYRTLE PLANT | 5 GAL |
| | SENNA ARTEMISOIDES | SILVER SENNA | 5 GAL |
| **GRASSES** | | | |
| | MUHLENBERGIA CAPILLARIS 'LENCA' | REGAL MIST PINK MUHLY GRASS | 3 GAL |
| **GROUND COVERS** | | | |
| | TEUCRIUM CHAMAEDRYS 'PROSTRATUM' | PROSTRATE GERMANDER | 1 GAL |

**HARDSCAPE LEGEND**

| SYMBOL | NAME | QNTY | SIZE |
|---|---|---|---|
| | CALIFORNIA GOLD DECOMPOSED GRANITE | 2,700 SQ FT | 1/4" MINUS |
| | BLACK INDIGO ROCK GRAVEL | 2,000 SQ FT | 3/4" |
| | APACHE PINK ROCK GRAVEL | 10,600 SQ FT | 3/4" |

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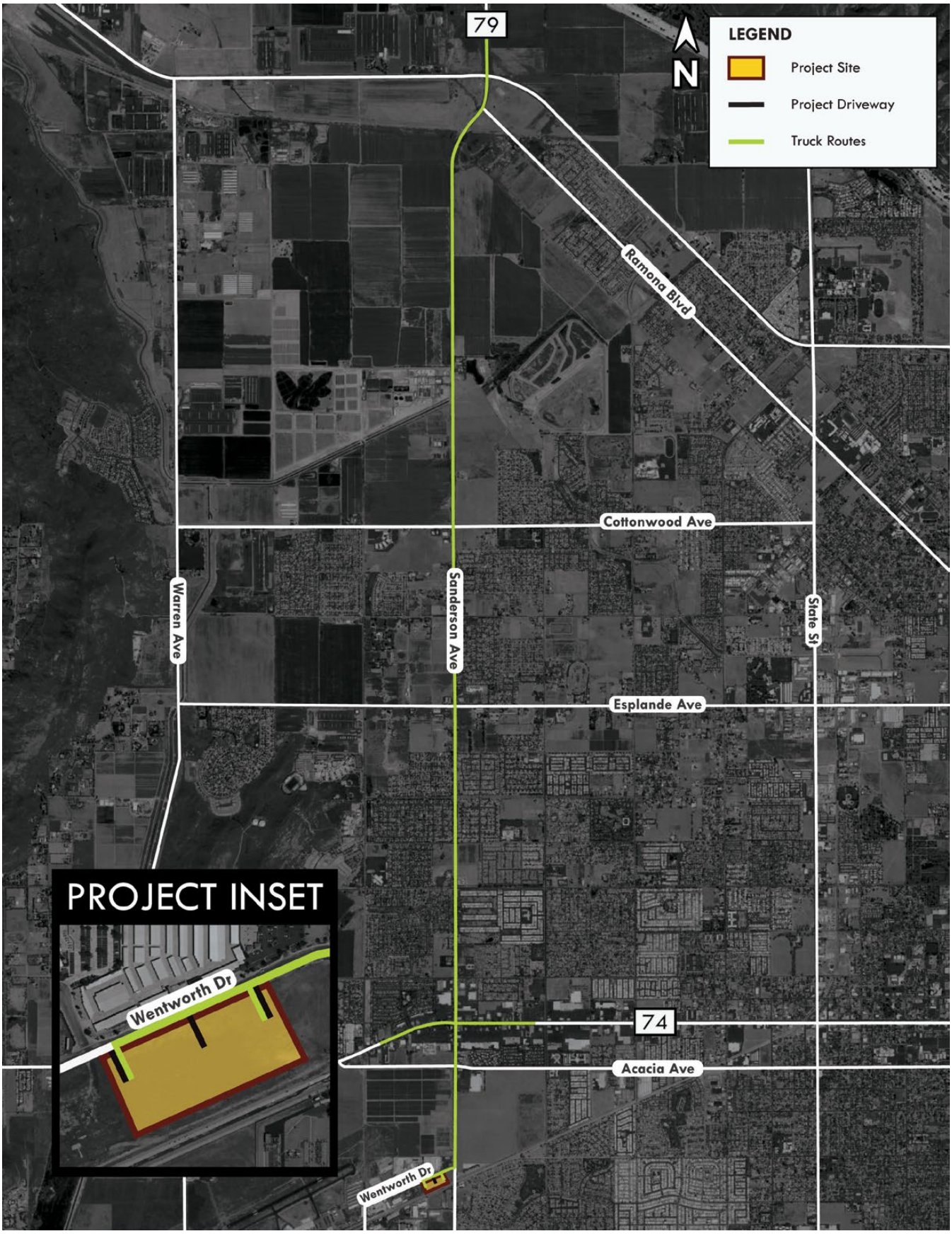
# Truck Circulation




National Tube Supply
City of Hemet

**Figure 3-4**

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## 3.5 PRIOR ENVIRONMENTAL DOCUMENT(S) FOR ANALYZING CEQA GUIDELINES SECTION 15183

*City of Hemet General Plan 2030 Environmental Impact Report, certified January 12, 2012. State Clearinghouse Number 2010061088.*

## 3.6 LOCATION OF PRIOR ENVIRONMENTAL DOCUMENT(S) ANALYZING THE EFFECTS OF INFILL PROJECTS

*Hemet Planning Department, 445 E Florida Avenue, Hemet, CA 92543; also accessible online on the City's website: https://www.hemetca.gov/444/Final-Environmental-Impact-Report*

## 3.7 DISCRETIONARY APPROVALS

In accordance with CEQA Guidelines Sections 15050 and 15367, the City of Hemet (City) is the designated Lead Agency for the Project and has principal authority and jurisdiction for CEQA actions and Project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed Project and/or mitigation. Trustee Agencies are state agencies that have jurisdiction by law over natural resources affected by a proposed Project. There are no Responsible Agencies or Trustee Agencies, or any other public agencies, whose approval is required for approving this Project.

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

**City of Hemet**

- Minor Site Development Review;
- Lot Merger;
- Approval of 15183 CEQA Streamlining Document; and
- Approvals and permits necessary to execute the proposed Project, including but not limited to, grading permit, building permit, etc.

# 4 ENVIRONMENTAL CHECKLIST

## 4.1 CHECKLIST FORM

| |
|---|
| **Project Title:** National Tube Supply Industrial Project |
| **Lead Agency Name and Address:** City of Hemet, 446 East Florida Avenue, Hemet, CA 92543 |
| **Contact Person and Phone Number:** Monique Alaniz-Flejter, Community Development Director, (951) 765-2370 |
| **Project Location:** The Project is located southwest of the intersection at Wentworth Drive and South Sanderson Avenue. (APNs) 456-040-028 and -029. |
| **Project Sponsor's Name and Address:** National Tube Supply, 925 Central Avenue, University Park, IL 60484 |
| **GP Land Use Designation:** Business Park (B-P) |
| **Zoning:** Heavy Manufacturing (M-2) |
| **Project Description:** The Project proposes to merge two existing parcels (APNs 456-040-028 and -029) and to develop a new 89,317 SF industrial warehouse building on the 5.76-acre site. The building would have a height of 45 feet and 6 inches and a FAR of 0.36. The Project would include landscaping, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. No offsite improvements are proposed as part of the Project. The proposed Project would also include an option for future expansion of the building by 17,280 SF of warehousing area on the west length of the building. |
| **Surrounding Land Uses and Setting:** The Project site is located within a predominantly developed area, including Wentworth Drive, commercial uses, and storage facilities to the north; vacant and undeveloped land followed by industrial uses with trailer parking to the west; the rail line, drainage channel, vacant lots and miscellaneous manufacturing businesses to the south; and South Sanderson Avenue followed by vacant lot, storage facility, and residential neighborhoods to the east. |
| **Other Public Agencies Whose Approval is Required:** Not Applicable. |
| **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.?**<br><br>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, such as this Community Plan Exemption Checklist (CEQA Guidelines Section15183). 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.

| | | | | | |
|---|---|---|---|---|---|
| ☐ | Aesthetics | ☐ | Agriculture and Forestry Resources | ☐ | Air Quality |
| ☐ | Biological Resources | ☐ | Cultural Resources | ☐ | Energy |
| ☐ | Geology and Soils | ☐ | Greenhouse Gas Emissions | ☐ | Hazards and Hazardous Materials |
| ☐ | Hydrology and Water Quality | ☐ | Land Use and Planning | ☐ | Mineral Resources |
| ☐ | Noise | ☐ | Population and Housing | ☐ | Public Services |
| ☐ | Recreation | ☐ | Transportation | ☐ | Tribal Cultural Resources |
| ☐ | Utilities and Service Systems | ☐ | Wildfire | ☐ | Mandatory Findings of Significance |

## 4.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

| | |
|---|---|
| ☒ | I find that the proposed Project WOULD NOT result in: 1) a peculiar impact that was not identified as a significant impact under the prior EIR; 2) a significant impact that was not analyzed as significant in the prior EIR; 3) a potentially significant offsite impact or cumulative impact not discussed in the prior EIR; or 4) a more severe impact due to substantial new information that was not known at the time the prior EIR. NO FURTHER ACTION is required and a Notice of Determination (Section 15094) will be filed indicating that the Project IS ELIGIBLE for an EXEMPTION under CEQA Guidelines Section 15183. |
| ☐ | I find that the proposed Project would result in: 1) a peculiar impact that was not identified as a significant impact under the prior EIR; 2) a significant impact that was not analyzed as significant in the prior EIR; 3) a potentially significant offsite impact or cumulative impact not discussed in the prior EIR; or 4) a more severe impact due to substantial new information that was not known at the time the prior EIR. I find that FURTHER ENVIRONMENTAL REVIEW is necessary to analyze those effects that are subject to CEQA, and therefore, this Project is NOT ELIGIBLE for an EXEMPTION under CEQA Guidelines Section 15183. |

Signature Date

Printed Name Title

## 4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

This Exemption Checklist provides an analysis of potential environmental impacts resulting from the Project. Following the format of CEQA Guidelines Appendix G Checklist, environmental effects are evaluated to determine if the Project would result in a potentially significant impact triggering additional review under CEQA Guidelines Section 15183.

- Items checked "Peculiar Impact that is not Substantially Mitigated" indicates that the Project could result in a peculiar impact, including a physical change that belongs exclusively or especially to the Project or that is a distinctive characteristic of the Project, or the Project site and that peculiar impact is not substantially mitigated by the imposition of uniformly applied development policies or standards. (CEQA Guidelines Section 15183(b)(1)(f)).
- Items checked "Impact not Analyzed as Significant Effect in GP EIR" indicates that the Project could result in a significant effect that was not analyzed as significant in the GP EIR. Such a Project impact is not significant if it can be substantially mitigated by the imposition of uniformly applied development policies or standards. (CEQA Guidelines Section 15183(b)(2),(c),(f)).
- Items checked "Potentially Significant Offsite or Cumulative Impact Not Discussed in GP EIR" indicates the Project could result in a significant offsite or cumulative impact that was not discussed in the GP EIR. Such an offsite or cumulative Project impact is not significant if it can be substantially mitigated by the imposition of uniformly applied development policies or standards. (CEQA Guidelines Section 15183(b)(3),(c),(f)).
- Items checked "Adverse Impact More Severe Based on Substantial New Information" indicates that there is new information that leads to a determination that the Project impact is more severe than discussed in the GP EIR. Such an impact is not more severe if it can be substantially mitigated by the imposition of uniformly applied development policies or standards. (CEQA Guidelines Section 15183(b)(4)(c)(f)).
- Items checked "No New Impact" indicates that potential impacts from the Project have been adequately analyzed in the GP EIR.

A project does not qualify for a General Plan Exemption if it is determined that it would result in one or more of the following: 1) a peculiar impact that was not identified as a significant impact under the GP EIR, 2) a significant impact was not analyzed as significant in the GP EIR, 3) a potentially significant offsite impact or cumulative impact not discussed in the GP EIR, or 4) a more severe impact due to substantial new information that was not known at the time the GP EIR was certified. However, if a project having any of the foregoing impacts can be substantially mitigated through the imposition of uniformly applied development policies or standards, then an additional EIR does not need to be prepared based solely on that impact. Uniformly applied development policies or standards that are applicable to the proposed Project are included within this analysis.

A summary of the City's analysis of each potential environmental effect related to the proposed Project is provided in the checklist below for each subject area.

# 5 ENVIRONMENTAL ANALYSIS

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

## 5.1 AESTHETICS

| Except as provided in Public Resources Code Section 21099, would the Project: | **Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies** | **Significant Impact not Analyzed as Significant in the Prior EIR** | **Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR** | **Adverse Impact More Severe based on Substantial New Information** | **No New Impact** |
|---|---|---|---|---|---|
| a) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway | ☐ | ☐ | ☐ | ☐ | ☒ |
| c) 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts related to aesthetics on pages 4.1-1 through 4.1-8. The GP EIR determined that buildout of the GP would not result in a substantial adverse effect on a scenic vista or alter scenic resources within a state scenic highway. However, the GP EIR describes that buildout and implementation of the GP would result in new urban development that could create substantial new sources of light and glare, and alter the current visual character within and surrounding the planning area. The GP 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 GP EIR concluded that impacts related to aesthetics would be less than significant through the implementation of GP programs and policies as well as the provisions of the City of Hemet Development Code.

**Project-Specific Impacts**

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.1-1) 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 5.76-acre Project site is currently vacant and undeveloped land located in an urbanized area in the city of Hemet surrounded by a mix of industrial, commercial, and residential land uses. The City of Hemet GP Open Space and Conservation Element identifies the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains as scenic resources. These scenic resources provide a scenic background from public vista points throughout the city where unobstructed expansive views of these resources are available for pedestrians and motorists. Many of these vista points are located within public rights-of-way, including Wentworth Drive, adjacent to the Project site. Landmarks visible from Wentworth Drive include San Bernardino National Forest and Mountains, Domenigoni Mountains, San Gabriel Mountains, Lakeview Mountains, and San Jacinto Mountains. Hillsides such as Tres Cerritos and Santa Rosa are also visible from roadways adjacent to the site. However, development to the north of Wentworth Drive has substantially reduced the expansive views of these scenic resources from vantage points on the public right of way.

Implementation of the proposed Project would develop a new industrial warehousing building totaling 89,317 SF and measuring a maximum height of 45 feet and six inches. The Project includes an option for the future expansion of the building by 17,280 SF of warehousing space, which would be expanded from the east of the warehousing area. This would increase the proposed Project's total building area to 106,597 SF, the FAR to 0.43, and an additional 18 parking stalls. The new warehouse building would be set back from the adjacent streets, with a setback of over 52 feet along Wentworth Drive. Consistency with existing City development standards such as building setbacks and maximum height requirements, as shown in Table AES-1 below, would help protect and maximize vista points and expansive views from Wentworth Drive. Therefore, at full buildout the proposed Project would not substantially encroach upon views of the neighboring mountains or any other scenic resource for pedestrians and motorists from vista points along Wentworth Drive or other nearby public rights of way. As the proposed Project would not impact any scenic vistas or protected viewsheds, and the proposed Project is consistent with surrounding uses and the city development standards, impacts would be less than significant consistent with the GP EIR impact determination. Therefore, no new impacts would occur.

As the proposed Project would not impact any scenic vistas beyond what was analyzed regarding future development projects under the GP EIR, and the Project is consistent with surrounding uses and the city development standards, impacts would be less than significant consistent with the GP EIR impact determination. Therefore, 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 GP EIR (Impact 4.1-2) 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. According to the California Department of Transportation (Caltrans), the Project site is not located within a state scenic highway corridor. Additionally, there are no officially designated State scenic highways near the Project site, the closest one being route 243 which turns into State Route (SR) 74 east of Hemet approximately 10 miles from the Project site. The Project site is not visible from SR 74; therefore, neither the proposed Project, nor the proposed future expansion would damage scenic resources, including trees, rock outcroppings, and historic buildings within a State Scenic Highway. As such, no impacts to state scenic highways would occur from implementation of the proposed Project and the proposed Project would have fewer impacts compared to the GP EIR impact determination of less than significant. Therefore, 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 GP EIR (Impact 4.1-2) and was determined to have a less than significant impact.

The proposed Project is in an urbanized area of the city of Hemet. As described previously in Section 2, *Environmental Setting*, the Project site has an existing GP land use designation of B-P and zoning designation of M-2. The proposed Project has been designed in accordance with the development standards listed in Section 90-1045 of the Hemet Development Code. The Project would be consistent with the applicable development standards of the M-2 zone, as shown in Table AES-1. Therefore, the proposed Project would not conflict with an applicable zoning regulation related to scenic quality.

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

| Development Feature | M-2 Zoning Requirement | Proposed Project Consistency |
|---|---|---|
| Setbacks:<br>Front<br>Side – Street Side<br>Side – Interior<br>Rear – Not adjacent | <br>15 ft.<br>10 ft.<br>0 ft.<br>0 ft. | **Consistent.** The building would be set back a minimum of 52 feet and 10 inches from the northern property line along Wentworth Drive, 178 feet from the western property line, 95 feet from the eastern property line, and 83 feet from the southern property line. Under phase 2 the setback from the western property line would be reduced to 82 feet. |
| Floor Area Ratio (FAR) | 0.45 | **Consistent.** The proposed Project would result in a FAR of 0.36 under phase 1 and an FAR of 0.43 under phase 2. |
| Lot Coverage | 60 percent | **Consistent.** The proposed Project would result in a lot coverage of 34 percent. |
| Maximum Height | 60 ft. | **Consistent.** The proposed warehouse building would have a maximum height of 45 feet and six inches. |
| Net Lot Area (minimum) | 10,000 SF | **Consistent.** Lot area is 125,507 SF. |
| Parking | One parking space per 1000 SF of Warehouse area. One parking space per 250 SF of office space. (106 required for proposed Project) | **Consistent.** The proposed Project would provide a total of 125 standard parking stalls. |

Source: Table 90-1045, City of Hemet Municipal Code

The proposed Project would include the future expansion of the building by 17,280 SF of warehousing space, which would be expanded from the east of the warehousing area. This would increase the proposed Project's total building area to 106,597 SF, the FAR to 0.43, and an additional 18 parking stalls. The future expansion would still be consistent with the max FAR of 0.45 for the M-2 zoning designation and parking requirements of one parking stall per 1,000 SF of warehouse space. Additionally, the total building height would not change and would still conform with the max building height standard for the M-2 zoning designation. The building setbacks and landscaping would remain the same as the proposed Project pre-expansion.

When compared to Table AES-1, the proposed Project, with and without the future expansion would be consistent with site development standards. Impacts would be less than significant, consistent with the GP EIR impact determination. Therefore, no new impacts would occur.

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 GP EIR (Impact 4.1-3) and was determined to have a less than significant impact.

As described above, the Project site is currently undeveloped and vacant. Additionally, the Project site is surrounded by existing sources of nighttime lighting that includes illumination from vehicle headlights along Wentworth Drive, 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 motorists, pedestrians, and residential land uses.

The proposed Project would develop an industrial warehouse building which would include onsite lighting and installation of new lighting sources for security around and within the proposed warehouse, which could result in an increase in onsite lighting. However, the proposed Project would be required to comply with lighting standards detailed in Program CD-P-20 of the GP 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. Additionally, the Project would be required to meet the requirements of the City's Development Code. Light emanating from the proposed Project is required by Development Code Section 90.1046 to be shielded and directed downward and away from adjoining properties and public rights-of-way. The proposed Project would also be consistent with landscaping standards within the City's Development Code to prevent light from spilling or emitting into adjacent properties and streetways. With compliance with the City's Development Code 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 nearby buildings, Hemet-Ryan Airport, and vehicle windows reflecting light. However, there are no substantial buildings or structures to the east, west, and south of the Project site that presently generate substantial glare since most of the buildings are one or two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

As described in section 3.0 *Project Description* and as shown in Figure 3-2 *Elevations*, the proposed building would be constructed using painted concrete, mostly white with shades of grey, highlights of blue, and some wood finishes. No windows would be located on the northern facing side of the building, the east and west side of the building would have minimal windows, and the south facing side of the building would have the largest number of windows. Materials for the proposed windows would include blue-tempered glass and blue-tempered spandrel glass. Thus, the proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Development Code requirements, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. Therefore, 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. The future expansion area would be consistent with proposed building accenting, finish materials, and lighting as described above. With compliance with the City's Development Code, impacts related to light and glare would be less than significant consistent with the GP EIR impact determination. Therefore, no new impacts would occur.

**Conclusion**

With regards to the issue area of Aesthetics, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required for the proposed Project because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **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.
- **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.

*GP Goals and Policies*

- **Policy 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.

*GP EIR Mitigation Measures*

- None.

## 5.2 AGRICULTURE AND FORESTRY RESOURCES

| | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project: | | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☐ | ☒ |

| | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts related to agricultural resources on pages 4.2-1 through 4.2-20. The GP EIR determined that buildout of the GP would result in the conversion of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to nonagricultural land use. GP compliance with existing regulatory requirements and GP policies would minimize adverse impacts on agriculture and forestry resources. However, the policies and programs contained within the GP would not prevent these conflicts, and additional conversion might still occur. No feasible mitigation is available to reduce this impact to a less-than-significant level and would remain significant and unavoidable. No mitigation measures related to agricultural, or forest resources were provided.

Furthermore, the GP EIR discussed that the buildout of the GP would result in the designation of 564 acres of Williamson Act contract land to nonagricultural. The GP EIR determined that impacts to agricultural zoning and Williamson Act contracts would be less than significant with compliance to and/or adherence to State and local regulations, and goal and policies in the GP 2035. Finally, there are no forest lands, timberlands, or timberland zoned Timberland Production in the City of Hemet Planning area.

**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 GP EIR (Impact 4.2-1) and was determined to have a significant and unavoidable impact.

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 as Farmland of Local Importance by the California Department of Conservation's California Important Farmland Finder Map. Per Section 21060.1 of the CEQA Guidelines, Farmland of Local Importance is excluded from the definition of Agricultural land. The Project site is surrounded by Urban and Built-Up Land and small patches of Farmland of Local Importance. 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. Therefore, the proposed Project, including the future expansion area, would result in no impacts on the conversion of Prime, Statewide, or Unique farmland to non-agricultural use and impacts would be fewer compared to that of the GP EIR impact determination of significant and unavoidable. Thus, 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 GP EIR (Impact 4.2-2) and was determined to have a less than significant impact.

As identified above, the Project site has a land use designation of BP and a zoning designation of M-2. No agriculture zoning exists on or adjacent to the Project site and the site is not subject to a Williamson Act contract. Therefore, the proposed Project, including the future expansion area, would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract and would result in fewer impacts compared to the GP EIR impact determination of less than significant. Thus, 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 or discussed in the GP EIR as there is no forest lands, timberland, or timberland zoned Timberland Production in the planning area (GP EIR 4.2-7).

The Project site consists of disturbed land that is vacant and undeveloped. No forest land exists on or adjacent to the Project site. The Project site is not zoned for forest land, timberland, or timberland production, rather it is zoned M-2. Therefore, development of the Project, including the future expansion area, would result in no impacts related to conflicts with existing forest land or timberland zoning, consistent with the GP EIR impact determination. Thus, no new impact would occur.

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

**No New Impact.** As discussed above, this topic was not evaluated or discussed in the GP EIR as there is no forest lands, timberland, or timberland zoned Timberland Production in the planning area (GP EIR 4.2-7).

The Project site consists of disturbed land that is vacant and undeveloped. 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 Project would result in no new impacts related to loss or conversion of forest land to non-forest use, consistent with the GP EIR impact determination. No impact 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 forest land was not evaluated in the GP EIR as there is no forest land in the City of Hemet planning area.

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 an excluded category of Agricultural land according to CEQA Guidelines Section 21060.1. Additionally, the proposed Project would not convert farmland to a nonagricultural use or convert forest land to a non-forest use. Therefore, no impacts would occur, and the Project would not involve other changes in the existing environment which, due to its location or nature, could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact would occur, and the Project would result in impacts related to conversion

of agricultural or forest land to non-agricultural or non-forest use consistent with the GP EIR impact determination. No new impacts would occur.

**Conclusion**

With regards to the issue area of Agricultural/Forestry 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- None.

*Applicable GP Goals and Policies*

- **Policy 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.

*Applicable GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.3 AIR QUALITY

| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project: | **Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies** | **Significant Impact not Analyzed as Significant in the Prior EIR** | **Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR** | **Adverse Impact More Severe based on Substantial New Information** | **No New Impact** |
|---|---|---|---|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☐ | ☐ | ☒ |
| d) Result in other emissions (such as those leading to odors) affecting a substantial number of people? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The City of Hemet GP EIR discussed air quality impacts on pages 4.3-1 through 4.3 - 25. The GP includes policies to reduce air emission from new uses, but development under the GP would still result in emissions that exceed South Coast Air Quality Management District (SCAQMD) standards. The GP EIR discussed that implementation of the GP 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 GP EIR concluded that buildout pursuant to the GP would conflict with the SCAQMD AQMP and impacts would be significant and unavoidable.

The GP EIR determined that the GP 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 4.3-1a, 4.3-1b, 4.3-1c, 4.3-1d, and 4.3-1e.

The GP EIR had concluded that implementation of the GP 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 GP EIR concluded that buildout pursuant to the GP 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 GP EIR concluded that adherence to SCAQMD rules and regulations, GP 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 GP EIR discussed that implementation of the GP 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.

**Project-Specific Impacts**

This section was prepared using the following report and was conservatively modeled considering the future expansion area of the proposed warehouse:

> *EPD Solutions, Inc. 2023. Air Quality, Energy, and Greenhouse Gas Impact Analysis for the National Tube Supply Warehouse, August 23, 2023. Appendix A.*

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

**No New Impact.** This topic was evaluated in the GP 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 (SCAB) and is under the jurisdiction of the SCAQMD. The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the SCAB. In preparation of the AQMP, SCAQMD and SCAG use regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources. For purposes of analyzing consistency with the AQMP, if a proposed project would result in growth that is substantially greater than what was anticipated, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans (Consistency Criterion 1). 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 (Consistency Criterion 2).

Furthermore, the SCAB is in a non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SCAB has a maintenance status for federal $PM_{10}$ standards. Any development in the SCAB, 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 site has a GP land use designation of BP and a zoning designation of M-2. The proposed Project would develop the 5.76-acre site with a warehousing building totaling 89,317 SF, with a 17,280 SF area for future expansion. The proposed building, post future expansion, would result in a total FAR of 0.43 and a lot coverage of 34 percent, which is within the maximum allowable coverage of 60 percent and FAR of 0.45 in the M-2 zoning designation. Additionally, the GP and GP EIR assumed that the Project site would be developed with uses pursuant to the BP land use designation at a maximum FAR of 0.6. Thus, implementation of the Project would not exceed the growth assumptions for the Project site as it is consistent with the GP land use and zoning. As a result, the proposed Project would be consistent with Consistency Criterion No. 1.

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 less than significant, and the proposed Project would result in fewer impacts related to conflict with implementation of an air quality plan compared to the GP EIR impact determination of significant and unavoidable. 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 GP EIR one pages 4.3-5 through 4.3-and was determined to result in a significant and unavoidable impact.

The SCAB is in non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SCAB is designated as a maintenance area for federal $PM_{10}$ standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology. SCAQMD states that if an individual project results in air emissions of criteria pollutants (Volatile Organic Compounds, Carbon Oxide, Nitrogen Oxide, Sulfur Oxide, Particulate Matter$_{10}$, and Particulate Matter$_{2.5}$) 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 Project region is in non-attainment under an applicable federal or state ambient air quality standard. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

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

| Air Pollutant | Maximum Daily Emissions (pounds/day) | |
|---|---|---|
| | Construction | Operation |
| VOCs | 75 | 55 |
| NOx | 100 | 55 |
| CO | 550 | 550 |
| $SO_2$ | 150 | 150 |
| $PM_{10}$ | 150 | 150 |
| $PM_{2.5}$ | 55 | 55 |

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (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. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

GP EIR MM 4.3-1a) and MM 4.3-1b) states that it is mandatory for all construction projects to comply with SCAQMD Rules, including Rules 403 and 1113, for controlling fugitive dust, $PM_{10}$, and $PM_{2.5}$ 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 exiting a 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.

The proposed Project's compliance with Rules 403, as included in GP EIR MM 4.3-1a), and Rule 1113 included as GP EIR MM 4.3-1b) was accounted for in the construction emissions modeling. As shown in Table AQ-2 below, the California Emissions Estimator Model (CalEEMod. Version 2022.1.1.16) results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. As shown in Table AQ-2, the Project results in less than significant regional air quality impacts during Project construction. As described above, since the proposed Project does not exceed the SCAQMD's recommended daily thresholds for construction emissions, then it would also not result in a cumulatively considerable net increase of any criteria pollutant. In addition, the proposed Project would be required to implement

Mitigation Measure 4.3-1b) to reduce exhaust emissions from construction, which would further reduce emissions from construction equipment. Therefore, the proposed Project would not result in any new adverse impacts or substantially increase the severity of any previously identified impacts. The proposed Project impacts would be less than significant, and impacts would be fewer compared to the GP EIR impact determination of significant and unavoidable. Therefore, no new impacts would occur.

**Table AQ-2: Project Construction Emissions and Regional Thresholds**

| Construction Activity | Maximum Daily Regional Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| 2024 | | | | | | |
| Site Prep | 4.6 | 42.6 | 36.8 | 0.1 | 8.1 | 4.8 |
| Grading | 2.6 | 24.3 | 22.1 | 0.0 | 4.1 | 2.3 |
| Building Construction | 1.5 | 13.1 | 18.2 | 0.0 | 1.3 | 0.7 |
| Maximum Daily Emissions | 4.6 | 42.6 | 36.8 | 0.1 | 8.1 | 4.8 |
| 2025 | | | | | | |
| Building Construction | 1.4 | 12.2 | 17.0 | 0.0 | 1.2 | 0.6 |
| Paving | 1.3 | 7.5 | 11.1 | 0.0 | 0.5 | 0.4 |
| Architectural Coating | 51.9 | 1.2 | 1.6 | 0.0 | 0.0 | 0.0 |
| Maximum Daily Emissions | 51.9 | 12.2 | 17.0 | 0.0 | 1.2 | 0.6 |
| **Maximum Daily Emission 2024-2025** | **51.9** | **42.6** | **36.8** | **0.1** | **8.1** | **4.8** |
| SCAQMD Significance Thresholds | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (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, $NO_x$, $SO_x$, $PM_{10}$, and $PM_{2.5}$. Operational related emissions are expected from the following primary sources: area source, energy source, stationary source, off-road source, and mobile source emissions. Implementation of the proposed Project would result in 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.

Operational emissions associated with the proposed Project were modeled using CalEEMod. Version 2022.1.1.16 land use emission model and compared to the SCAQMD operational emissions thresholds. Emissions associated with the operation of the proposed Project are presented in Table AQ-3. As shown, the proposed Project would result in long-term regional emissions below the SCAQMD's applicable thresholds. As described above, since the proposed Project does not exceed the SCAQMD's recommended daily thresholds for operational emissions, then it would also not result in a cumulatively considerable net increase of any criteria pollutant. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS and would not result in a cumulatively considerable net increase of any criteria pollutant. Impacts would be less than significant and would be fewer than the GP EIR impact determination of significant and unavoidable. No new impacts would occur.

**Table AQ-3: Project Operational Emissions and Regional Thresholds**

| Operational Activity | Maximum Daily Regional Emissions (pounds/day) | | | | | |
|---|---|---|---|---|---|---|
| | ROG | NOx | CO | Sox | PM10 | PM2.5 |
| Mobile | 0.2 | 3.7 | 2.2 | 0.0 | 1.3 | 0.4 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Area | 3.4 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 |
| Energy | 0.0 | 0.6 | 0.5 | 0.0 | 0.0 | 0.0 |
| Off-Road | 0.0 | 5.3 | 52.8 | 0.0 | 0.0 | 0.0 |
| Stationary | 0.4 | 1.1 | 1.0 | 0.0 | 0.1 | 0.1 |
| **Total Project Operational Emissions** | **4.0** | **10.7** | **61.2** | **0.0** | **1.4** | **0.5** |
| SCAQMD Significance Thresholds | *55* | *55* | *550* | 150 | 150 | *55* |
| Threshold Exceeded? | **No** | **No** | **No** | **No** | **No** | **No** |

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

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

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

The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized Nox, CO, $PM_{10}$, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a Localized Significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of Nox, CO, $PM_{10}$, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the Basin.

SCAQMD provides screening look up tables for projects that disturb less than or equal to 5 acres in size in a day. These tables were created to easily determine if the daily emissions of $NO_x$, CO, $PM_{10}$, and $PM_{2.5}$ from a project could result in a significant impact to the local air quality (Appendix A). The thresholds are determined by:

- Source receptor area (SRA), the geographic area within the SCAQMD that can act as both a source of emissions and a receptor of emission impacts (project is located within SRA 28, Hemet/San Jacinto Valley),
- Size of grading disturbance (construction)/size of the project (operation),
- Distance to the nearest sensitive receptor

As described in Appendix A, the Project site is located in SRA 28 (Hemet/San Jacinto Valley). Additionally, Sensitive receptors can include residences, hospitals, schools, playgrounds, childcare centers, athletic facilities. Distance to the nearest sensitive receptor also determines the emission thresholds. The sensitive receptors closest to the Project include residential homes north of the Project boundary, approximately 200 meters (or 656 feet). Therefore, the thresholds for 200 meters were used (Appendix A). Lastly, the phase with the most ground disturbance for the proposed Project would be the site preparation phase, which would grade 3.5 acres per day. The thresholds for 3.5 acres were interpolated using the thresholds for 2 acres and 5 acres (Appendix A).

***Localized Construction Air Quality Analysis***

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 GP MM 4.3-1a), 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 shown in Table AQ-4, Project construction-source emissions would not exceed SCAQMD LSTs, and impacts would be less than significant, consistent with the GP EIR impact determination. No new impacts would occur.

**Table AQ-4: Project Localized Significance Summary of Construction Emissions (lbs/day)**

| Construction Activity | Maximum Daily Regional Emissions (pounds/day) | | | |
|---|---|---|---|---|
| | $NO_x$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| 2024 | | | | |
| Site Prep | 42.5 | 35.3 | 7.9 | 4.8 |
| Grading | 23.1 | 20.6 | 3.6 | 2.2 |
| Building Construction | 24.3 | 28.5 | 1.1 | 1.0 |
| Maximum Daily Emissions | 24.3 | 28.5 | 3.6 | 2.2 |
| 2025 | | | | |
| Building Construction | 11.3 | 14.1 | 0.5 | 0.4 |
| Paving | 7.5 | 10.0 | 0.3 | 0.3 |
| Architectural Coating | 1.2 | 1.5 | 0.0 | 0.0 |
| Maximum Daily Emissions | 11.3 | 14.1 | 0.5 | 0.4 |
| Maximum Daily Emission 2024-2025 | 24.3 | 28.5 | 3.6 | 2.2 |
| SCAQMD Significance Thresholds | 596.5 | 7,473 | 85.5 | 27 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** |

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

***Localized Operational Air Quality Analysis***

Operation of the proposed Project would include mobile source emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from landscaping maintenance and periodic architectural coating. Energy source emissions would occur from natural gas and electricity consumption. Additionally, the proposed Project would include off-road and stationary emissions. As demonstrated in Table AQ-5, emissions would not exceed SCAQMD LSTs for operations, and impacts would be less than significant, consistent with the GP EIR impact determination. No new impacts would occur.

**Table AQ-5: Project Localized Significance Summary of Operation Emissions (lbs/day)**

| Operational Activity | Maximum Daily Regional Emissions (pounds/day) | | | |
|---|---|---|---|---|
| | $NO_x$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| Mobile | 0.5 | 0.6 | 0.0 | 0.0 |
| Area | 0.04 | 4.7 | 0.0 | 0.0 |
| Energy | 0.6 | 0.5 | 0.0 | 0.0 |
| Off Road | 4.4 | 6.2 | 0.2 | 0.2 |
| Stationary | 0.3 | 0.3 | 0.0 | 0.0 |
| Total | 5.8 | 12.2 | 0.3 | 0.3 |
| SCAQMD Significance Thresholds | 672 | 8,547 | 23 | 8 |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** |

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

*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 GP EIR on page 4.3-24 and was determined to have a less than significant impact. 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 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, consistent with the GP EIR impact determination, and no new impacts would occur.

**Conclusion**

With regards to the issue area of Air Quality, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No new mitigation measures would be required because Project specific impacts would be less than significant. GP Mitigation Measure 4.3-1(a, b, and e) would be required.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

All projects are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

- **Rule 402 – Nuisance.** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 – Fugitive Dust.** SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and $PM_{10}$ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

- **Rule 481 – Spray Coating.** This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

  - The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
  - Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
  - An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

- **Rule 1108 - Volatile Organic Compounds.** This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.
- **Rule 1113 – Architectural Coatings.** No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

*Applicable GP Goals and Policies*

- **Policy 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.
- **Policy 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.
- **Policy OS-7.1: Development Design and Practices.** Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.
- **Policy OS-7.9 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 receptor s to poor air quality nodes through smart land use decisions.

- **Policy OS-7.10 Sensitive Receptors.** Locate sensitive receptors (i.e., residences, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.
- **Policy OS-7.11 Fugitive Dust.** Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stockpiles through development standards and compliance with CEQA regulations.
- **Policy OS-7.12 Best Management Practices.** Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

*GP 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 is in use.
  - The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited.
  - Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.
  - Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors

to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both 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 offsite.
- 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

| Would the Project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New 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 Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☐ | ☒ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts to biological resources on pages 4.4-1 through 4.4-31. The GP EIR describes that development in accordance with the proposed GP land use designations would allow for the conversion of undeveloped land to new urban uses, or the redevelopment of existing developed areas. Impacts to

special-status species or habitat loss, such as wetlands, vernal spring, etc., could result from construction and development activities. However, the GP EIR describes that compliance with regulatory requirements would reduce potential impacts to special-status species, and with implementation of Policy OS-1.1 through OS-1.6 potential impacts to special-status species and related habitats would be analyzed and avoided, minimized, and mitigated for each project.

The GP EIR also describes that several open space areas, including the San Jacinto River, Santa Rosa Hills, Lakeview Mountains, and areas surrounding Diamond Valley Lake allow for wildlife movement in the absence of defined corridors or protected open space. In addition, many canyons, streambeds, and drainages in the southeastern and northwestern portions of the planning area connect these large open space areas, creating numerous wildlife linkages. However, the GP includes policies that would avoid or minimize impacts to wildlife movement. In addition, the proposed GP includes policies that would identify, minimize, avoid, and or compensate impacts to jurisdictional waters by requiring the protection and preservation of such resources.

The City is a participant in several broader plans and programs to protect biological resources, including the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). Therefore, implementation of the GP would not result in a conflict with any local policies or ordinances to protect biological resources, since implementation of the GP would create several policies and programs to require preservation of habitat, vernal pool hydration, maintaining open space and wildlife movement corridors, and integrate biological resource planning into evaluation of projects. The GP EIR describes that with implementation of the GP policies, impacts would be less than significant.

**Project-Specific Impacts**

This section is based on the following report:

> *General Biological Assessment and Western Riverside County MSCHP Consistency Analysis. Hernandez Environmental Services. January 2023. 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 GP EIR (Impact 4.4-1) and determined that implementation of the GP would have a less than significant impact.

The GP EIR noted that, pursuant to GP 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 GP EIR, a General Biological Assessment was prepared by Hernandez Environmental Services in January 2023, included as Appendix B, that included a field survey, MSHCP consistency analysis, and a literature review. The General Biological Assessment describes that the Project site is vacant and consists of disturbed and undeveloped areas dominated by ruderal vegetation. Additionally, the field survey did not identify or detect any special-status plant or animal species on the Project site during the reconnaissance surveys. According to the California Natural Diversity Database (CNDDB), U.S. Fish and Wildlife Service (USFWS), and California Native Plant Society (CNPS) Rare Plant Inventory, 54 sensitive plant species and 58 sensitive wildlife species have the potential to occur on or within the vicinity of the Project site, using a five-mile search radius. These include those species listed or candidates for listing by the USFWS, California Department of Fish and Wildlife (CDFW) and CNPS. All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

Sensitive Plant and Animal Species

According to the CNDDB and the California Native Plant Society (CNPS), a total of 18 species are listed as state and/or federally Threatened, Endangered, Candidate, Rare, or as 1B.1 in the CNPS Rare Plant

Inventory or have been recorded within a five-mile radius of the of the Project site (Appendix B). According to the CNDDB, a total of 13 special-status wildlife species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. These species are listed in Table BIO-1.

Based on habitat requirements for special-status species and the availability and quality of on-site habitats, it was determined that the Project site does not have the potential to support state and/or federally Threatened, Endangered, Candidate, Rare, or rank 1B.1 species. Therefore, the General Biological Assessment for the Project site determined that no special-status plant or animal species are expected to occur on the site due to lack of suitable habitat. Additionally, the Project site is located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) pursuant to Section 6.1.3 of the MSHCP. The Project site is within the survey areas for the following narrow endemic plant species: Munz's onion, San Diego ambrosia, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis. However, as described above, no suitable habitat for these narrow endemic species occurs on the Project site and the NEPSSA requirements are not applicable to the proposed Project.

**Table BIO-1: Potentially Occurring Plant and Animal Species**

| **Species Name (Plants)** | **Presence** |
|---|---|
| Chaparral sand-verbena | Not Present |
| Munz's onion | Not Present |
| San Diego ambrosia | Not Present |
| Rainbow manzanita | Not Present |
| Jaeger's milk-vetch | Not Present |
| San Jacinto Valley crownscale | Not Present |
| Parish's brittlescale | Not Present |
| Nevin's barberry | Not Present |
| Thread-leaved brodiaea | Not Present |
| Smooth tarplant | Not Present |
| Parry's spineflower | Not Present |
| Mojave tarplant | Not Present |
| Slender-horned spineflower | Not Present |
| San Diego button-celery | Not Present |
| Coulter's goldfields | Not Present |
| Spreading navarretia | Not Present |
| California Orcutt grass | Not Present |
| Bottle liverwort | Not Present |
| **Species Name (Animal)** | **Presence** |
| Tricolored Blackbird | Not Present |
| Burrowing Owl | Not present |

| | |
|---|---|
| Crotch bumble bee | Not Present |
| Vernal pool fairy shrimp | Not Present |
| San Diego fairy shrimp | Not Present |
| Swainson's hawk | Not Present |
| Western yellow-billed cuckoo | Not Present |
| Stephen's kangaroo rat | Not Present |
| San Bernardino kangaroo rat | Not Present |
| Quino checkerspot butterfly | Not Present |
| Bald eagle | Not present |
| Coastal California gnatcatcher | Not present |
| Riverside fairy shrimp | Not Present |
| Least Bell's vireo | Not Present |

Source: General Biological Assessment and Western Riverside County MSCHP Consistency Analysis (Appendix B)

Special Status Plant Communities

According to the General Biological Assessment (Appendix B), no special-status plant communities were observed onsite during the field investigation on January 4, 2023, or have the potential to occur within the Project vicinity.

Therefore, the Project would not result in impact or modification of designated critical habitat, or any other special status habitats and the proposed Project would be consistent with the GP EIR impact determination. No new impacts on any species identified as a candidate, sensitive, or special status species would occur.

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.** This topic was evaluated in the GP EIR (Impacts 4.4-2) and determined that implementation of the GP would have a less than significant 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 such as CDFW or USFW, 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 heavily disturbed and undeveloped areas. The Project site does not include any streams, drainages, jurisdictional waters, riparian habitat, or any other sensitive natural community identified in local or regional plans, policies, or regulations (Appendix B). Therefore, impacts would be less than significant, consistent with the GP EIR impact determination, and the proposed Project would result in no new impacts on riparian habitat or other sensitive natural community.

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 GP 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 heavily disturbed and undeveloped habitat areas. The Project site does not include wetlands as determined by the General Biological Assessment (Appendix B). Therefore, impacts would be less than significant on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means, consistent with the GP EIR impact determination of less than significant, and the Project would result in no new impacts.

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 GP EIR (Impacts 4.4-4) and was determined to result in a less than significant impact.

As discussed above, the Project site consists of heavily disturbed and undeveloped habitat areas, mainly consisting of ruderal vegetation. The Project site is also surrounded by storage facilities, commercial development, and busy roads. It was determined in the General Biological Assessment that the Project site does not contain established native resident or migratory wildlife corridors and is not used as a native wildlife nursery site. However, the Project site contains shrubs that have the potential to support nesting songbirds during the nesting bird season of February 1 through September 15. Thus, as stated in the General Biological Assessment, it is recommended that vegetation removal be conducted outside of the nesting bird season for migratory birds from February 1 to September 15 in order to be consistent with the Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10), Section 3503 of the California Fish and Game Code that is implemented through the City's permitting process, and GP policy OS-1.1, since ground vegetation may be used by nesting birds. Impacts would be less than significant, consistent with the GP EIR impact determination of less than significant. Therefore, the proposed Project would result in no new impacts to migratory fish or wildlife species or native wildlife nursery sites with consistency to the MBTA and GP policy OS-1.1.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.4-5) and was determined to have a less than significant impact.

The City of Hemet Ordinance No. 1358. Article IV details the required care and maintenance of street trees. Additionally, 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. However, the Project site does not contain any trees; thus, proposed Project activities are not expected to conflict with local policies or ordinances protecting biological resources (Appendix B). Implementation of the proposed Project would not conflict with local polices or ordinances and no impacts would occur, resulting in less than significant impacts consistent with the GP EIR impact determination of less than significant. Therefore, no new impact would occur.

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 GP EIR (Impact 4.4-6) and was determined to have a less than significant impact.

The Project site is located within the San Jacinto Valley Area Plan of the Western Riverside County MSHCP. However, the Project site is not located within a MSHCP Criteria Cell or Cell Group or adjacent to a Western Riverside County MSHCP Conservation Area; therefore, the Project site is not required to address Section 6.1.4 of the Western Riverside County MSHCP. Additionally, the Project site is not located within the Western Riverside County MSHCP additional survey areas for amphibians, mammals, or any special linkage areas or the MSHCP Criteria Area Plant Species Survey Area (CAPSSA) pursuant to Section 6.3.2 of the Western Riverside County MSHCP.

Since the Project site is located within the Western Riverside County MSHCP additional survey area for burrowing owls, a habitat assessment was conducted for the Project site during the General Biological Assessment. It was determined that no suitable habitat was present for burrowing owls due to the lack of small mammal burrows and manmade structures that could be utilized as burrows, such as earthen berms, cement, asphalt, rock, or wood debris piles. However, because the Project site is located within the Western Riverside County MSHCP burrowing owl survey area, a 30-day preconstruction survey is required by the MSHCP and recommended in the General Biological Assessment, prior to the commencement of Project activities (e.g. vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding Project activities, consistent with GP Program OS-P-17. Specifically, MSHCP requirements state that if burrowing owl are found to have colonized the Project site prior to the initiation of construction activities, the Project applicant would immediately be required to inform the Resource Conservation Agency (RCA) and the Wildlife Agencies and would be required to prepare a Burrowing Owl Protection and Relocation Plan for approval by the RCA and the Wildlife Agencies prior to initiating ground disturbance. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey would again be required by the Project applicant to ensure burrowing owl has not colonized the site since it was last disturbed. Therefore, the Project applicant, as a condition of approval, would be required to conduct pre-construction burrowing owl surveys as ensured by operational law and GP OS-P-17.

The MSHCP Consistency Analysis, included as Appendix B to this document, found that the proposed Project is consistent with Sections 6.1.2, 6.1.3, 6.1.4, and 6.3.2 of the MSHCP. With consistency to the MSHCP burrowing owl pre-construction survey (Program OS-P-17) impacts would be less than significant, consistent with the GP EIR impact determination of less than significant. Therefore, no new impacts to habitat conservation plans would occur.

**Conclusion**

With regards to the issue area of Biological 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **GP 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).
- **GP 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.

*GP Goals and Policies*

- **Policy OS-1.1 Development Proposals.** Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practice related to particular resources.
- **Policy OS-1.4: Resource Protection in Development Design.** Require appropriate resource protection measures to be incorporated within specific plans and subsequent development proposals. Such requirements may include the preparation of a vegetation management program that addresses landscape maintenance, fuel modification zones, management of passive open space areas, provision of corridor connections for wildlife movement, conservation of water courses, rehabilitation of biological resources displaced in the planning process, and use of project design, engineering, and construction practices that minimize impacts on sensitive species, MSHCP conservation areas, and designated critical habitats.
- **Policy OS-1.6: Habitat Conservation Plans.** Coordinate with Riverside County and other relevant agencies to implement the Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, and any other applicable habitat plan.
- **Policy OS-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.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.5 CULTURAL RESOURCES

| Would the Project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ☐ | ☐ | ☒ |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts to cultural resources on pages 4.5-1 through 4.5-11.

Historic

The GP EIR describes that there are numerous significant or potentially significant cultural resources that have been identified throughout the City of Hemet, at the State and local level. However, GP programs would ensure that potential historic features are assessed for their significance in advance of future development. Impacts to potentially significant historic resources can then be identified and mitigated. With implementation of GP programs, impacts to historic resources would be less than significant and no mitigation is required.

Archeological Resources

The GP EIR describes that archaeological resources can be found below ground, and intact deposits could be present below the level of historic and modern disturbance. However, required compliance with GP programs and policies would ensure that the discovery of archeological resources is considered during future development. If cultural resources are discovered during buildout of the GP, GP policies and programs would require careful maintenance and protection of those resources by future projects. For example, Program HR-P-9 would provide an inventory of known archaeological sites that can be reviewed prior to the development phase so that appropriate mitigation can be implemented if archaeological resources are known to be present. Program HR-P-10 requires that appropriate archaeological surveys and documentation of findings be completed prior to project approval. Program HR-P-11 directs the City to develop a formal process for consulting with local Indian tribes regarding inadvertent discovery of cultural resources during site excavation. Adherence to these policies and programs would reduce this impact to a less than-significant level and no mitigation would be required.

Human Remains

The GP EIR describes that the Hemet and the surrounding area are known to have been heavily used by Native American groups. While some burial grounds (generally from the historic era) are known, it is possible that ground disturbing activities in the planning area could encounter prehistoric or historic human remains. However, the GP and along with CA law recognizes the need to protect interred human remains and

associated items from destruction. The GP provides policies and programs that would address the discovery of human remains. Policy HR-2.1 requires consultation with appropriate Indian tribes upon discovery of human remains. Program HR-P-11 implements Policy HR-2.1 by directing the City to develop a formal process to consult with local Indian tribes regarding the inadvertent discovery of cultural resources during site excavation. This consultation process would reduce impacts to the discovery of human remains by describing the necessary actions to be taken should human remains be discovered during Project construction. Thus, impacts are considered less than significant, and no mitigation is required.

**Project-Specific Impacts**

This section is based on the following reports:

- *Cultural Resources Study. BFSA Environmental Services. March 21, 2023. Appendix C.*
- *Paleontological Assessment. BFSA Environmental Services. March 15,2023. Appendix D.*

*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 GP EIR (Impact 4.5-1) 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.

Consistent with GP Program HR-P-10, a Phase I Cultural Resources Assessment, as well as an Archaeological Records Search, was completed for the proposed Project (Appendix C), by BFSA Environmental Services. The Cultural Resources Assessment included a field survey, records search, and review of previous searches. The records search identified seven resources within a one-mile radius, six of which are historic and one of which is prehistoric. The records search also identified a total of 23 cultural resources studies which have been conducted within one mile of the proposed Project. Of the previous records studies reviewed for the Cultural Resources Assessment, none identified any potential resources within the Project site. The survey, which took place on March 3, 2023, did not result in the identification of any prehistoric or historic resources within the subject property. Therefore, the proposed Project would not result in a new impact related to an adverse change in the significance of a historic resource. Impacts would be less than significant consistent with the GP EIR determination of less than significant.

*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 GP EIR (Impact 4.5-2) and was determined to be less than significant.

The proposed Project includes site preparation, grading, and other ground disturbance activities. As previously stated, pursuant to GP Program HR-P-10, an archaeological survey and report was prepared for the Project site. The Archaeological Records Search, included within Appendix C, did not result in the

identification of any prehistoric or historic resources within the subject property. In addition to the records search, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) on March 3, 2023 (Appendix C). The NAHC responded on March 13, 2023, stating the SLF search was negative for previously known tribal cultural resources or sacred lands within 1-mile of the proposed Project site. The Project site has been previously disced and is heavily disturbed, having been cultivated for agricultural purposes. The site has never contained any structures (Appendix C).

Construction of the proposed Project would involve ground disturbance activities that may uncover and cause a change in the significance of an archeological resource not identified above. However, the property does not contain any natural sources of water or bedrock outcroppings often associated with prehistoric sites in the area. As such, there is limited to no potential for any archeological resources to be present or disturbed from implementation of the proposed Project. In addition, in the event that archeological resources are inadvertently discovered during Project implementation, the proposed Project would comply with GP Policy HR-2.3 Evaluation. Resources found prior to or during site development would be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures applied before resumption of development activities. Given that no archaeological sites, features, or artifacts were identified during the survey, no impacts to cultural resources are anticipated to occur from implementation of the proposed Project with compliance to GP goals and policies, consistent with the GP EIR impact determination of less than significant. Therefore, the Project would result in no new impact.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.5-3) and was determined to be less than significant.

The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate vicinity of the Project site. Nevertheless, 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, the proposed Project's impacts to human remains would be less than significant consistent with the GP EIR impact determination of less than significant. Therefore, the proposed Project would result in no new impact related to disturbance of human remains. Impacts would be less than significant.

**Conclusion**

With regards to the issue area of cultural/paleontological 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **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. As described above, this measure has been fulfilled.
- **GP 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.

*GP Goals and Policies*

- **Policy HR-2.1 Consultation.** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.
- **Policy HR-2.2 Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process.
- **Policy HR-2.3 Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures 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.

*GP EIR Mitigation Measures*

- None.

## 5.6 ENERGY

| Would the Project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The energy infrastructure and energy efficiency were described in Section 4.14, *Public Utilities and Energy Efficiency*, of the GP 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 GP EIR describes that implementation of the GP would increase local demand for electricity, natural gas, and other energy sources. However, despite the overall increase in demand for energy, the GP EIR emphasizes energy efficient design of future land uses and energy efficiency, which would minimize wasteful, inefficient energy consumption while promoting use of renewable energy resources (e.g., solar) and recycled non-renewable resources. Additionally, the GP EIR stated that SCE would need to consider the future generation of electricity. Therefore, the GP EIR concluded that GP policies and programs would promote the efficient use of energy and impacts would be less than significant.

The GP EIR also evaluates energy efficiency in Section 4.7, *Greenhouse Gas Emissions*. The GP 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.

**Project-Specific Impacts**

This section was prepared using the following report and was modeled considering the future expansion area of the proposed warehouse:

> *EPD Solutions, Inc. 2023. Air Quality, Energy, and Greenhouse Gas Impact Analysis for the National Tube Supply Warehouse, August 23, 2023. 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 GP EIR describes that the additional demand from buildout of the GP would be accommodated by the existing service providers and that the efficient design of future land uses and energy efficiency would minimize wasteful, inefficient energy consumption. The Project is consistent with the GP buildout assumptions as well as GP policies, programs, and mitigation measures minimize wasteful or inefficient energy consumption. 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 14-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: Energy Consumption Estimates During Construction**

| Construction Source | Gallons of Diesel Fuel | Gallons of Gasoline Fuel |
|---|---|---|
| Construction Vehicles | 5,361 | 10,168 |
| Off-road Construction Equipment | 33,690 | 0 |
| **Total** | **39,051** | **10,168** |

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

As indicated in Table E-1, the Project would consume approximately 39,051.0 gallons of diesel fuel and approximately 10,168 gallons of gasoline during construction. As such, Project construction would have a negligible effect on local and regional energy supplies.

Construction of the proposed Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the state. 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, consistent with the GP EIR impact determination of less than significant, and no new impacts would occur.

**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 buildings, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development and no operational activities or land uses would occur on the site 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. 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.

As detailed in Table E-2, operation of the proposed Project is estimated to result in the annual use of approximately 56,870 gallons of diesel fuel, approximately 7,182 gallons of gasoline fuel, approximately 2,048,782 thousand British thermal units (BTU) of natural gas, and approximately 536,806 kilowatt-hours (kWh) of electricity.

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

| Operational Source | Energy Usage | |
|---|---|---|
| **Electricity (Kilowatt-Hours)** | | |
| Project | 536,806 | |
| **Natural Gas (Thousands British Thermal Units)** | | |
| Project | 2,048,782 | |
| **Petroleum (gasoline) Consumption** | | |
| | Annual VMT | Gallons of Gasoline Fuel |
| Project | 160,485 | 7,182 |
| **Petroleum (diesel) Consumption** | | |
| | Annual VMT | Gallons of diesel Fuel |
| Project | 386,722 | 56,870 |

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

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. As described above, the GP EIR determined that GP policies and programs would promote efficient use of energy. The proposed Project would be consistent with the GP plan policies and programs, including those regarding energy efficiency, as specified throughout this document and as shown on Table LU-2 *General Plan Consistency*. Furthermore, 17 percent of the Project's roof is solar ready and thus, would not conflict with or obstruct 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. 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, consistent with the GP EIR impact determination of less than significant. As such, no new impacts would occur.

*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 Vehicle Miles Traveled (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 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 GP EIR impact determination. Therefore, no new impacts would occur.

**Conclusion**

With regards to the issue area of Energy, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **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.
- **GP 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.

*GP Goals and Policies*

- **Policy 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.

*GP EIR Mitigation Measures*

- None.

## 5.7 GEOLOGY AND SOILS

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | ☐ | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☐ | ☐ | ☒ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ☐ | ☒ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☐ | ☐ | ☒ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☐ | ☒ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

Geology and Soils

The GP EIR discussed impacts related to geology and soils on pages 4.6-1 through 4.6-17. The GP EIR stated that ground surface rupture has historically occurred in southern California, and known faults in the Hemet planning area, including several faults associated with the San Jacinto fault system within Alquist-Priolo Earthquake Fault Zones, have the potential to produce surface rupture during earthquake events. The GP EIR discussed that adoption and buildout of the GP would result in future land uses in areas subject to surface rupture and strong ground shaking during future earthquake events; however, implementation of GP policies and programs require compliance with existing state and local regulations, which would reduce impacts to a less than significant level. The GP 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 GP EIR discussed that implementation of the GP would result in development in areas prone to soil liquefaction and ground failure; however, implementation of GP policies and programs would reduce impacts to a less than significant level.

The GP EIR discussed that buildout pursuant to the GP would result in development in areas susceptible to earthquake-induced landslides; however, implementation of GP 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 GP would result in ground disturbance and could result in erosion; however, the GP includes a variety of policies and programs which would reduce impacts related to soil erosion to a less than significant level. The GP EIR discussed that adoption and implementation of the GP would result in future development in areas susceptible to soil hazards, including landslide, debris flows, expansive soils, and collapsible soils. However, implementation of GP 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 GP EIR discussed that buildout of the GP 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 GP EIR discussed impacts related to paleontological resources on pages 4.6-17 through 4.6-18. The GP EIR describes that the Hemet planning area includes both areas where older Pleistocene sediments are present in the subsurface, and areas where these sediments are exposed at the ground surface. Older Pleistocene alluvial deposits have high potential to contain significant paleontological resources, and so are considered to have high paleontological sensitivity. The GP EIR describes that ground disturbance associated with future land uses consistent with the GP could result in the discovery of paleontological resources. However, implementation of GP policies and programs would reduce the potential for substantial adverse effects related to loss these resources to less than significant.

**Project-Specific Impacts**

This section is based on the following reports:

- *Paleontological Assessment. BFSA Environmental Services. March 15,2023. Appendix D.*
- *Geotechnical Engineering Investigation. NorCal Engineering. September 2, 2022. Appendix E.*

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 GP EIR (Impact 4.6-1) and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the GP.

As stated in the GP EIR, there are a number of potentially active and active fault systems located within the Valley region of Riverside County that may impact the City of Hemet. The Project site is situated in an area of high regional seismicity with the San Jacinto fault (Anza) located about 5 kilometers (3.1 miles) from the site. 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.

According to the Geotechnical Engineering Investigation performed by NorCal Engineering on September 2, 2022 (Appendix E), and the Alquist-Priolo Earthquake Fault Zone Map the proposed development lies outside of any Alquist Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered unlikely. Additionally, the proposed Project would not result in habitable structures on the Project site that would expose residents to risks. 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). With compliance to the Alquist-Priolo Earthquake Fault Zoning Act, California Seismic Hazards Mapping Act, California Building Standards Code, and Hemet Municipal Code the proposed Project would result in less than significant impacts, consistent with the GP EIR impact determination. Therefore, the proposed Project would result in no new impacts related to rupture of a known fault.

*ii. Strong seismic ground shaking?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.6-2) and was determined to have a less than significant impact with incorporation regulatory requirements, and programs and policies of the GP.

The Project site is located in a seismically active region, as is all of southern California. Thus, the Project site has the potential to be subject to seismically related strong ground shaking. The amount of motion expected at a building site can vary from no motion 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 kilometers (3.1 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 Alquist-Priolo Earthquake Fault Zoning Act, California Seismic

Hazards Mapping Act, California Building Standards Code, and Hemet Municipal Code would reduce hazards from strong seismic ground shaking to a less than significant level, consistent with the GP EIR impact determination. Therefore, the Project would result in no new impacts on people or structures due to strong seismic ground shaking.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.6-3) and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the GP.

Liquefaction occurs when soils are transformed from a solid state into a liquefied state due to increased pressure. Liquefaction is most likely to occur when soils of higher porosity (i.e., clay) become saturated and subjected to seismic activity. Areas where the groundwater table is within approximately 50 feet below ground surface are also more susceptible to liquefaction. Additionally, seismic settlement (otherwise known as subsidence) occurs when loose to medium dense granular soils densify during seismic events. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes. As described earlier, the proposed Project is expected to experience ground shaking and earthquake activity that is typical of the Southern California area. The Geotechnical Investigation prepared for the site found that based on review of the *County of Riverside- Liquefaction Zone Map (September 2019),* the site is situated in an area of moderate liquefaction susceptibility (Appendix E). However, review of nearby monitoring wells in the Geotechnical Investigation indicates that the potential for liquefaction at the site is very low due to the dense subsurface soils and depth of groundwater in excess of 150 feet.

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 City's plan check and permitting process. Thus, potential impacts related to liquefaction, settlement, and subsidence would be less than significant, consistent with the GP EIR impact determination. Therefore, the proposed Project would result in no new impacts on people or structures due to ground failure or liquefaction.

*iv. Landslides?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.6-4) and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the GP.

Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project site is not located near any slopes or hillsides. There are no known landslides near the site, nor is the site in the path of any known or potential landslides, as stated in the Geotechnical Investigation (Appendix E). Additionally, the Project site is not within a state-designated seismic hazard zone or area with more than 15 percent slope. Therefore, the proposed Project would not expose people or structures to slope instability or seismically induced landslides and impacts would be less than significant, consistent with the GP EIR impact determination. As such, the proposed Project would result in no new impacts related to landslides.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.6-5) and was determined to have a less than significant impact.

During construction activities such as ground disturbance, soil would be exposed and there would be an increase in potential for soil erosion compared to existing conditions. The proposed Project is subject to the

National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP), and associated Best Management Practices (BMPs). BMPs may include a combination of mitigative construction methods to reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. Thus, implementation of the proposed Project would not result in soil erosion.

Operation of the proposed Project would introduce buildings, parking areas, landscaped areas, walkways etc. to the currently undeveloped site, which would increase the impervious surfaces of the site. 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. The proposed drainage infrastructure would slow down the rate of runoff, and the infiltration basins would retain stormwater, which would also limit the potential for erosion or siltation. With compliance with City Municipal Code, Regional Water Quality Control Board (RWQCB) SWPPP requirements, and installation of BMPs, which would be ensured by the City's project review by the Department of Building and Safety, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project also includes the installation of 15,600 SF of landscaping located where impervious surfaces are not present. With this landscaping, areas of loose topsoil that could be eroded by wind or water would not exist upon operation of the proposed Project. Therefore, with implementation and compliance to the SWPPP for construction activities and the WQMP for operational activities, the Project would result in less than significant impacts to soil erosion, consistent with the GP EIR impact determination. As such, no new impacts in soil erosion or the loss of topsoil.

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 GP EIR (Impact 4.6-6) and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the GP.

As described above, the Project site does not contain nor is adjacent to any significant slope or hillside area. The Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the 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 described previously, high groundwater does not exist in the Project vicinity, as groundwater was not encountered during investigation and is therefore in excess of 150 feet in depth. Therefore, the Project site is not susceptible to liquefaction or collapse. Similarly, the site is not susceptible to lateral spreading (Appendix E). The proposed Project would also comply with the mandatory CBC requirements.

The proposed Project is located within the San Jacinto basin. 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 Investigation, the risk for subsidence at the Project site is low, as shrinkage would approximately be less than 5 to 15 percent due to excavation and recompaction (Appendix E). In addition, the proposed Project would comply with GP Program PS-P-2 that would require the proposed Project to implement the recommendations included in the Geotechnical Engineering Report

Overall, compliance with the requirements of the CBC 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. Therefore, the Project would result in no new impacts.

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 GP EIR (Impact 4.6-6) and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the GP.

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 fill and natural sandy silt with no appreciable clay content. As such, site soils are not considered to be at risk of expansion (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 the proposed Project structures would withstand the effects of related to ground movement, including expansive soils. Thus, impacts related to expansive soils would not occur and impacts would be less than significant, consistent with the GP EIR impact determination. As such, no new impacts would occur from the implementation of the proposed Project.

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 GP EIR (Section 4.6-7) and was determined to have a less than significant impact with incorporation of regulatory requirements, and goals and policies of the GP.

The proposed Project would not install a septic system as implementation of the proposed Project would install on-site sewer lines to connect to the existing sewer line on Wentworth Drive, served by the EMWD municipal sewer collection and treatment system. Therefore, impacts related to these facilities would be less than significant, consistent with the GP EIR impact determination. As such, no new impacts would occur.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.6-9) and was determined to have a less than significant impact.

The proposed Project includes site preparation, grading, and other ground disturbance activities. Thus, Pursuant to HR-P-10 a Paleontological Resources Assessment was prepared for the proposed Project (Appendix D). The Paleontological Resource Assessment included a locality records search, literature review, and a field pedestrian survey. The records search indicates that no known fossil localities are present within the Project boundaries or within one mile of the Project site. The records search found that the closest-known fossil localities are approximately 1.5 miles west of the project and are associated with improvements to the concrete-lined San Diego Canal and consist of the remains of Pleistocene vertebrates (Appendix D). Fossils were recovered from 10 places at the locality from as little as a few feet below the surface, in an area mapped as young alluvial valley deposits. Geologically, the Project site is mapped as potentially fossiliferous Pleistocene old alluvial deposits that underlie the Holocene deposits at the project at an unknown depth. Holocene alluvium is generally considered to be geologically too young to contain significant nonrenewable paleontological resources (i.e., fossils) and therefore has low paleontological sensitivity. Pleistocene deposits, however, are considered to have high paleontological resource sensitivity. Due to the existence of Pleistocene old alluvial fan deposits near the Project site and the presence of previously recorded fossil specimens less than five miles from the site, it is possible that there are fossils underlying the Project site. Thus, consistent with Policy HR-2.3 the proposed Project would require resources found prior to or during site development be evaluated by a qualified paleontologist and would require appropriate

mitigation measures be implemented before resumption of development activities when resources are found. Consistency and implementation of the GP policies and programs would reduce potential impacts to a less than significant level. Therefore, the Project would result in less than significant impacts to paleontological resource or site or unique geologic feature, consistent with the GP EIR impact determination. As such, no new impacts would occur.

**Conclusion**

With regards to the issue area of Geology and Soils, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **Riverside County Code: Building Code.** The Project will be designed and constructed in accordance with the City of Hemet Code, which adopts the California Building Code (CBC) and California Residential Code (CRC), which are based on the International Building Code (IBC). New construction, alteration, or rehabilitation shall comply with applicable ordinances set forth by the County and/or by the most recent County building and seismic codes in effect at the time of Project design. In accordance with Section 1803.2 of the 2016 CBC a geotechnical investigation is required that must evaluate soil classification, site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as necessary, determined by the Cities Building Official. The geotechnical investigation must be prepared by registered professionals (i.e., California Professional Civil Engineer and as necessary a Professional Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the Project.
- **GP Regulatory Requirement: National Pollutant Discharge Elimination System (NPDES).** The Project will be constructed in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities, Order No 2009- 0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ), NPDES No. CAS000002 (or the latest approved Construction General Permit). Compliance requires filing a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs); an annual fee; and a signed certification statement.
- **GP Regulatory Requirement: 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; and
    - Implement BMPs and site-specific runoff controls and treatments.

- **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.
- **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.

*GP Goals and Policies*

- **Policy 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.
- **Goal HR-2** Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.
- **Policy HR-2.2** Monitoring. Require monitoring of new developments where resources or potential resources have been identified in the review process.
- **Policy HR-2.3** Evaluation. Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.8 GREENHOUSE GAS EMISSIONS

| Would the Project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed greenhouse gas emissions (GHGs) on pages 4.7-1 through 4.7-26. The GP EIR discussed that future developments pursuant to the GP would result in an increased generation of GHG emissions. The GP EIR discussed that total communitywide emission in 2020 would be 1,971,363 Metric Tons of carbon dioxide (CO2e) per year and mobile sources and water use would be the primary sources of GHG emissions associated with buildout of the GP. Although GP 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 GP would be significant and unavoidable.

**Project-Specific Impacts**

This section was prepared using the following report and was modeled considering the future expansion area of the proposed warehouse:

> *EPD Solutions, Inc. 2023. Air Quality, Energy, and Greenhouse Gas Impact Analysis for the National Tube Supply Warehouse, August 23, 2023. Appendix A.*

**GHG Thresholds**

**SCAQMD:** SCAQMD does not have approved thresholds; however, SCAQMD does have draft thresholds that provide a tiered approach to evaluate GHG impacts. The current interim SCAQMD thresholds consist of the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Residential and Commercial land use: 3,000 MTCO2e per year
    - Industrial land use: 10,000 MTCO2e per year
    - Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e

per year; or mixed use: 3,000 MTCO2e per year

- Tier 4 has the following options:
  - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

In addition, SCAQMD methodology for a project's construction emissions are to average them over 30-years and then add them to the project's operational emissions to determine if the project would exceed the screening values listed above (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 GP EIR on pages 4.7-18 through 4.7-20 and determined impacts would be significant and unavoidable.

Construction

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., electricity usage for lighting). The calculations presented below include construction emissions in terms of annual $CO_2e$ 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 $CO_2$, $CH_4$, and $N_2O$. Furthermore, $CH_4$ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Operation

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 and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity and water by the proposed use.

The SCAQMD does not have an adopted threshold of significance for construction related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD then requires the construction GHG emissions to be amortized over the life of the project, defined by the SCAQMD as 30 years, added to the operational emissions, and compared to the applicable interim GHG significance threshold tier. As shown in Table GHG-1, it is estimated that the Project would generate approximately 357 MT CO2e during construction, an additional 125 MT CO2e during the future expansion of the proposed Project, and 483 MT CO2e total emissions during construction. When annualized over the 30-year life of the Project, annual emissions would be 16.0 MT CO2e. In addition, the Project would implement GP EIR Mitigation Measure 4.7-1 which would reduce construction GHG emissions. Therefore, based on SCAQMD requirement to simply disclose annual GHG construction emissions, impacts

related to GHG construction emissions would be less than significant, resulting in fewer impacts compared to the GP EIR impact determination of significant and unavoidable. As such, no new impacts would occur.

**Table GHG-1: Project Construction GHG Emissions**

| Activity | Annual GHG Emissions ($MTCO_2e$) |
|---|---|
| 2024 | 357 |
| 2025 | 125 |
| Total Emissions | 483 |
| Total Emissions Amortized Over 30 Years | 16 |

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

The estimated operational GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-2. Additionally, in accordance with SCAQMD recommendation, the proposed Project's amortized construction related GHG emissions are added to the operational emissions estimate in order to determine the Project's total annual GHG emissions. As shown in Table GHG-2 below, the proposed Project's net GHG emissions would be 1,075 $MTCO_2e$ per year, which is below the threshold of 3,000 MT $CO_2e$ per year. Therefore, based upon SCAQMD's screening threshold, impacts related to operational GHG emissions would be less than significant, resulting in fewer impacts compared to the GP EIR impact determination of significant and unavoidable. As such, no new impacts would occur.

**Table GHG-2: Project Total GHG Emissions**

| Activity | Annual GHG Emissions ($MTCO_2e$) |
|---|---|
| Project Operational Emissions | |
| Mobile | 627 |
| Area | 2 |
| Energy | 194 |
| Water | 61 |
| Waste | 31 |
| Off-Road | 138 |
| Stationary | 5 |
| Total Project Gross Operation Emissions | 1,059 |
| Project Construction Emissions | 16 |
| Total Emissions | 1,075 |
| Significance Threshold | 3,000 |
| **Threshold Exceeded?** | **No** |

Source: Air Quality, Health Risk, 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 GP EIR on pages 4.7-21 through 4.4-24 and was determined to have significant and unavoidable impact.

*2022 Scoping Plan*

The 2022 Scoping Plan Update is a statewide plan that aims to reduce GHG emissions and sets the reduction target for GHG emissions across the state. The following analysis describes the relevant targets and measures of the 2022 Scoping Plan Update and analyzes whether the proposed Project would be consistent with the GHG reduction targets and measures and would not conflict with the achievement of them.

Executive Order (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 (Appendix A). 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, as described in Appendix A. 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 and impacts would be less than significant, resulting in fewer impacts compared to the GP EIR impact determination of significant and unavoidable. As such, no new impacts would occur.

*Subregional WRCOG Climate Action Implementation Plan*

The City of Hemet adopted the Subregional Western Riverside Council of Governments (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 (Appendix A). As such, the proposed Project would be consistent with applicable CAP measures and impacts would be less than significant, resulting in fewer impacts compared to the GP EIR impact determination of significant and unavoidable.

*2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*

The SCAG RTP/SCS contains transportation goals, policies, and strategies that would greatly support the 2022 Scoping Plan's goals for GHG reduction emissions, helping to achieve statewide emissions reduction targets. The following discussion analyzes whether the proposed Project would comply with SCAG's ability to implement the regional strategies outlined in the RTP/SCS and would not conflict with the achievement of them.

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 GP 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 GP's, 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 (Appendix A).

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 GP 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 GP 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 significant, resulting in fewer impacts compared to the GP EIR impact determination of significant and unavoidable.

**Conclusion**

With regards to the issue area of Greenhouse Gas Emissions, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No new mitigation measures would be required because Project specific impacts would be less than significant. GP Mitigation Measure 4.7-1would be required.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- None.

*GP Goals and Policies*

- **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-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-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-6.5: 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-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-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-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-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 CEQA Guidelines (Section 15183.5). The CAP will be adopted in a public process following environmental review (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 (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 CO2e/SP/yr by 2020 and 4.9 MT CO2e/SP/yr by 2030 (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 (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 (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 (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 (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.

*GP 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

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☐ | ☐ | ☒ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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 or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | ☐ | ☒ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☐ | ☒ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed Hazards and Hazardous Materials impacts on pages 4.8-1 through 4.8-24. The GP EIR determined that substantial hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during construction and long-term operation of development pursuant to the GP would be less than significant with compliance with existing state and federal regulations.

The GP EIR determined that adoption and implementation of the GP 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, however, programs and existing regulations would be required to be implemented, and the GP was determined to result in a less than significant impact and no mitigation was required. The GP EIR also determined that the GP would create additional traffic and future land uses requiring evacuation in case of an emergency; however, GP policies and programs would ensure conformance with countywide emergency-response programs and continued cooperation with emergency-response service providers. Additionally, increased population located in proximity to wildlands and VHFHSZs due to implementation of the GP would increase the risk from potential wildland fires, however, GP policies and programs would reduce the potential for exposure of people or structures to wildland fires. Finally, the GP EIR determined that adoption and implementation of the GP could result in development of uses that would emit or handle hazardous waste in proximity to new or existing schools. Compliance with existing regulations would result in a less-than-significant impact related to emission or the handling of hazardous materials near schools. Impacts related to Hazards and Hazardous Materials were determined to be less than significant and no mitigation was required.

**Project-Specific Impacts**

This section includes discussion from the following report:

> *Phase I Environmental Site Assessment, prepared August 5, 2022, by Partner Engineering and Science, Inc. 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 GP EIR (Impact 4.8-1) and was determined to have a less than significant impact with incorporation of regulatory requirements, and programs and policies of the GP.

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.

Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes. If the use of these materials does not adhere to established federal, state, and local laws and regulations, workers, building occupants and residents, the public, and/or the environment could be exposed to hazardous materials.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for construction of the 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 Project would not cause greater risks than would occur on other similar construction sites.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part

61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Additionally, construction activities would require a SWPPP, which is mandated by NPDES General Construction Permit (per GP RR HYD-1) and enforced by the Santa Ana RWQCB. The SWPPP will 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. Impacts would be less than significant, consistent with te GP EIR impact determination. Therefore, no new impact would occur.

Operation

The Project site would be developed with a new warehouse building with 80,280 SF of warehouse space and an office space of approximately 9,037 SF. Additionally, there would be the future expansion of the warehouse building by 17,280 SF. Operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. 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. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and Riverside County Environmental Health Services.

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 (CUPA). 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, regulations, Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, and GP Safety Element Policies governing hazard and hazardous materials would result in less than significant impacts related the routine transport, use, and disposal of the hazardous materials consistent with the GP EIR impact determination. As such, no new impact would occur.

*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 GP EIR. However, the GP EIR analyzed impacts related to accidental spills and similarly, regulations would be implemented that would avoid and minimize the potential for the accidental release of hazardous material.

In August 2022, Partner Engineering and Sciences Inc., completed a Phase I Environmental Assessment (Phase I ESA) of the 5.76 acres within the Project site (Appendix F). The purpose of the Phase I ESA is to identify recognized environmental conditions (RECs), including historical recognized environmental conditions ("HRECs"), and controlled recognized environmental conditions ("CRECs") that may exist at a property. The term "recognized environmental conditions" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The 2022 Phase I ESA did not identify evidence of any recognized environmental conditions (RECs), CREC's, or HREC's associated with the Project site.

Construction

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 NPDES General Construction Permit (per GP RR HYD-1). Implementation of an 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 and 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.

Therefore, the proposed Project would not result in significant impacts related to a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant consistent with the GP EIR impact determination. As such, the Project would result in no new impacts related to the accidental upset or release of hazardous materials.

Operation

As discussed in Impact HAZ-1, the tenants of the industrial warehouse building may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; Riverside County regulations; and City of Hemet regulations enforced by the United States Environmental Protection Agency (USEPA), United States Department of Transportation (USDOT), California EPA, California Division of Operational Safety and Health (OSHA), Department of Toxic Substances Control (DTSC), and Riverside County Fire Department (RCFT). The Riverside County Fire Department, as CUPA would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials and would coordinate reporting of releases and spill response among businesses and local, state, and federal government authorities. 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.

Moreover, the proposed development Project would include a WQMP. BMPs would be incorporated in the WQMP that would minimize risk of accidental spills and protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project, including onsite

collection and treatment of potentially polluted runoff, as well as nonstructural maintenance implemented to prevent potentially hazardous spills or leaks of stored materials. Impacts would be less than significant, consistent with the GP EIR impact determination. As such, the proposed Project would result in no new impacts related to the accidental upset or release of hazardous materials.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.8-2) and was determined to have a less than significant impact with implementation of existing state and federal regulations.

There are no schools or proposed schools within one-quarter mile of the Project site. The closest school to the Project site is Harmony Elementary School, which is located at 1500 South Cawston Avenue, Hemet, 1.3 miles from the Project site. Additionally, as described in the previous responses, construction and operation of the proposed Project would involve the use and disposal of a limited amount of hazardous materials that would be used in compliance with federal and state regulations, which would reduce the potential for accidental spills.

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 it was determined that the emissions generated from the proposed Project would not cause or contribute to an exceedance of the federal or state air quality standards. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential material handling and emission could occur in proximity to existing schools. Therefore, the proposed Project would result in less than significant impacts related to hazardous emissions within one-quarter mile of a school, consistent with the GP EIR impact determination. As such, no ne wimpacts would occur.

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.** This topic was evaluated in the GP EIR (Impact 4.8-3) and was determined to have a less than significant impact with compliance to existing regulations supported by implementation of GP policies and programs.

As described previously, the Phase I ESA (Appendix F) prepared for the Project site conducted a database search for the listing of sites identified on federal, state, county, city, and tribal standard source environmental databases within the approximate minimum search distance (AMSD). The ASMD for environmental databases search varied from the subject site to a mile radius. The search was completed to determine if the Project site or any nearby properties are identified as having hazardous materials. The Phase I record search determined that the Project site is not identified on a list of hazardous materials sites. However, the adjoining properties to the south and west of the Project site are identified on several databases within the specified search radius and have appeared on local, State, or Federally published lists of sites. Adjacent properties that appeared on the database search include the Southern California Edison Stetson substation, Ramko Manufacturing, Zieman Manufacturing, and Ryan Aircraft School (Appendix F). However, listed sites within the specified search radius which appeared on local, State, or Federally published lists of sites that have had releases of hazardous substances, have been granted regulatory closure, were determined to be of sufficient distance, and/or are situated hydrologically cross- or down-gradient such that impact to the Project site is unlikely and would not create a significant hazard to the public or the environment. Therefore, the Project would result in less than significant impacts related to hazardous materials sites compiled pursuant to Government Code Section 65962.5, consistent with the GP EIR impact determination of less than significant. As such, no new impacts would occur.

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 GP Final EIR (Impact 4.8-4) and was determined to have a less than significant impact with implementation of GP goals and policies.

The proposed Project is located within two miles from Hemet-Ryan Airport on the eastern boundary of the airport. As noted in the City of Hemet Land Use Element and the GP EIR, the Project site is within the boundaries of the Hemet-Ryan Airport Land Use Compatibility Plan Map, specifically within compatibility Zone C (Extended Approach/Departure Zone). Therefore, the proposed Project would require compliance with GP LU-P-35 for Airport Land Use Plan Compatibility, where all new development proposals located within the boundaries of the Airport Influence Zones must undergo review to determine their consistency with the Airport Land Use Plan and the Department. Program LU-P-35 specifies that evaluation would be conducted by the Community Development Department staff during Site Development Plan Review and would be based on the requirements of the Airport Land Use Plan (ALUP). Development projects within the boundaries of the Hemet-Ryan Airport Influence area are also subject to the requirements of the City's GP, Riverside County Airport Land Use Plan, and Hemet-Ryan Airport Land Use Compatibility Plan. However, the proposed industrial use of the Project is permitted within the Business Park (B-P) land use designation, which is an allowable land use within Zone C of the Airport Influence Area. Thus, the proposed Project would be consistent with the GP land use, airport land use planning, and safety review within the airport policy area. Therefore, the Project would result in no new impact related to airport safety hazards.

As described in section 5.16, *Noise*, the proposed Project is located approximately 0.4 miles to the east of the Hemet-Ryan Airport, within the Hemet-Ryan Airport Land Use Compatibility Plan area Zone C (Extended Approach/Departure Zone) which allows industrial uses such as the proposed Project. The Project site is located outside the 65 dBA CNEL noise level contour boundaries, which indicates that noise from aircraft on the Project site is below 65 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 5.2, *Air Quality*, operation of the proposed warehouse would not generate substantial quantities of 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 5.2, *Air Quality*.

In addition, the proposed Project would not result in hazards related to excessive glare, light, or dust. 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. Additionally, the proposed Project is not located within the Hemet Ryan Airport Safety Zone, the Airport Impact Zone, or the 65 CNEL noise contour; and it would not result in hazards related to excessive glare, light, or dust. Thus, the proposed Project would not introduce a safety hazard associated with airport operations for people residing, working, and visiting the Project site. 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 less than significant, consistent with the GP EIR impact determination. As such, no new impacts would occur.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.8-5) and was determined to have a less than significant impact.

The City of Hemet has developed and adopted an Emergency Operations Plan (EOP), which describes and addresses how the City of Hemet will respond to large-scale emergencies and disasters in the community. In response to an emergency, the City uses the EOP to implement operational procedures and protocols that concentrate on public welfare. The plan is intended to be for extraordinary situations and is not intended for use in response to typical, day-to-day emergency situations. Additionally, Riverside County implements their own EOP that serves as the foundation for response and recovery operations for the County of Riverside, as it establishes roles and responsibilities, assigns tasks, and specifies policies and general procedures. The plan includes critical elements of the Standardized Emergency Management System, the National Incident Management System, the Incident Command System, and the National Response Framework.

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 Wentworth Drive for a short period of time. Designated evacuation routes are designed to provide a safe and efficient means for people to a city in the event of an emergency. These routes are planned and marked to ensure that individuals can quickly and safely evacuate to a designated safe location. The City of Hemet EOP, GP, and GP EIR do not list any designated emergency routes; however, routes that may be used for emergency evacuation in the absence of designated routes include large roadways such as Florida Avenue north of the Project site. Wentworth Drive is therefore not designated as an emergency evacuation route and the proposed Project would not affect any existing emergency evacuation routes in the City of Hemet. Furthermore, the construction activities would be required to ensure adequate 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 address any potential construction related emergency access impacts. Thus, impacts related to inadequate emergency access during construction activities would not occur, consistent with the GP EIR impact determination. As such, no new impact would occur.

Operation

Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. As described previously, the proposed Project would provide adequate emergency access to the site via three ingress and egress driveways from the existing road of Wentworth Drive. Access to and from the Project site for emergency vehicles would be reviewed and approved by the Riverside County Fire Department and the City as part of the Project approval process. 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. Since the Project would be 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, consistent with the GP EIR impact determination. Therefore, the proposed Project would result in no new impacts to emergency access.

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 GP EIR (Impact 4.8-6) and was determined to have a less than significant impact with implementation regulatory requirements, and programs and policies of the GP.

According to the CalFire Fire Hazard Severity Zone Map and Figure 6.4, Wildland Fire Severity Zone, in the City's GP Public Safety Element, the Project site is not within a State Responsibility Area (SRA) or in a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2023). Additionally, the Project site is in a developed area not adjacent to wildlands. Implementation of the proposed Project would be required to adhere to the California Fire Code, as adopted by the Riverside County Fire Department, and would be reviewed by the County's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. Therefore, the proposed Project would result in a less than significant impact related to wildfires, consistent with the GP EIR impact determination, and no new impacts would occur.

**Conclusion**

With regards to the issue area of Hazards and Hazardous Materials, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **GP 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 GP 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 GP within 180 days to bring it into conformity with the newly adopted ALUP.

- **GP 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.
- **GP 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.
- **GP 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.

*GP Goals and Policies*

- **Policy 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 GP 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.
- **Policy 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.
- **Policy 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 GP 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.
- **Policy 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.

- **Policy PS-5.1: Enforce Regulations.** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.
- **Policy 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 guide for decision makers as they commit resources to reducing the effect of natural and other hazards.
- **Policy 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.
- **Policy PS-7.4 Emergency Access:** Require adequate emergency access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.10 HYDROLOGY AND WATER QUALITY

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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; | ☐ | ☐ | ☐ | ☐ | ☒ |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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 | ☐ | ☐ | ☐ | ☐ | ☒ |
| iv) impede or redirect flood flows? | ☐ | ☐ | ☐ | ☐ | ☒ |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts related to hydrology and water quality on pages 4.9-1 through 4.9-27. The GP EIR determined that development pursuant to the GP would create additional pollutants to receiving

bodies that could result in adverse changes to the water quality of local water bodies. However, with implementation of GP policies, programs, and enforcement of current land use, stormwater, grading, and erosion control regulations, impacts to water quality would be less than significant. Although development of the GP could also increase the amount of impervious surfaces within the planning area, increase total volume and peak discharge of stormwater runoff, and alteration of local drainage patterns, development would not substantially reduce groundwater recharge. GP policies and programs and enforcement of current grading, erosion, and flood control regulations would result in a less-than-significant impact.

Portions of future land use development pursuant to the GP could be located in flood hazard areas subject to dam inundation and seiche exposing residential and commercial structures to hazards; however, impacts would be less than significant after compliance with existing regulations for development in flood hazard zones. Additionally, the EIR determined that buildout of the GP would not exacerbate flood hazards arising from dam failure or risks of inundation by seiche, tsunami, or mudflow.

**Project-Specific Impacts**

This section is based on the following reports:

- *Project Specific Water Quality Management Plan, prepared January 19, 2022, by David and Evans and Associates Inc. and revised May 11, 2023, and July 25, 2023, included as Appendix G*
- *Preliminary Hydrology and Hydraulics Study, prepared May 11, 2023, by David and Evans and Associates Inc., 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 GP EIR (Impact 4.9-1) and was determined to have a less than significant impact with implementation of goals and policies of the GP.

Construction

Construction of the proposed Project would include site preparation, grading, paving, and installation of new landscaping that would expose and loosen sediment and would have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Pollutants of concern during construction activity generally include sediment, trash, petroleum products, concrete water (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own, or in combination with other pollutants can have a detrimental effect on water quality. They have the potential to be transported via stormwater runoff into nearby receiving waters and affect surface or groundwater quality. In addition, during construction, vehicles and equipment are prone to tracking soil from work areas to paved roadways, which could exacerbate sedimentation of receiving waters.

However, the proposed Project is not located near any receiving waters and would be required to comply with the City's MS4 permit (Order 2009-0009) and National Pollutant Discharge Elimination System (NPDES) Construction General Permit that requires implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is required during the City's plan check and permitting process and would include construction BMPs during construction activities. As part of the SWPPP, erosion and sediment control measures would be required to be included to minimize potential pollutants from entering stormwater during Project construction.

Operation

The Project's site is designated as Business Park (B-P) under the GP, 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 site would be developed with a new 89,317 sf warehouse building. Additionally, there would be the future

expansion of the warehouse building by 17,280 SF. 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.

Development of the proposed Project, including the future expansion area, would introduce approximately 234,086 SF of impervious surfaces to the currently undeveloped site, which would expand the potential for pollutants such as the ones mentioned previously to discharge into surface waters and result in degradation of water quality. Thus, the Project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site. Additionally, the future expansion area would be constructed on impervious parking area of the first phase of the Project; therefore, there would be no net increase of impervious surface area with development of the future expansion area.

The City of Hemet is a Co-Permittee in, and is required to comply with, the Riverside County municipal separated storm sewer system (MS4) permit. The regional municipal storm water permit requirements are included in the County's Development Code and require implementation of Water Quality Management Plans (WQMPs) based on the anticipated pollutants that could result from a project. The potential pollutants guide BMPs would be incorporated into the Project, including the Low Impact Development (LID) features, pollutant source control features, and pollutant treatment control features. In addition, the proposed Project is required to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. This would also be true for the future expansion area of the proposed Project as there would be no net increase of impervious surfaces. As provided in Section 3, *Project Description*, the proposed Project would install drainage infrastructure that would direct runoff to drainage inlets and gutters that would convey runoff to three proposed underground infiltration basins that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) through chemical and bacterial degradation, sorption, and filtering.

With implementation of the operational BMPs that would be included in the required WQMP, that is required pursuant to the RWQCB and the County's Development Code and verified during the permitting process for the proposed Project, potential pollutants would be reduced to the maximum extent feasible, and operation of the expanded parking lot would not violate any water quality standards or waste discharge requirements. Therefore, the proposed Project would result in less than significant impacts to water quality standards or waste discharge requirement, consistent with the GP EIR impact determination. As such, no new impacts would occur.

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 GP EIR (Impact 4.9-3) 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 vacant and undeveloped and is therefore largely pervious. The proposed Project would result in a greater area of impervious surface from the introduction of new building coverage and pavement. Development of the proposed Project and the future expansion area would introduce approximately 234,086 SF of impervious surfaces to the currently undeveloped site. As described above, the future expansion of the proposed Project would be constructed on impervious parking area; therefore, there would be no net increase of impervious surface area when considering full buildout of the site. However, as previously described in section 3.0 *Project Description*, the proposed Project would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters throughout the Project site and around the proposed building that would convey runoff to two proposed underground infiltration basins which would percolate runoff into the groundwater basin and provide for basin recharge. The proposed full retention basins would address the regional LID structural treatment BMP requirements and be able to capture runoff and mitigate the 85$^{th}$ percentile, 24-hour storm event to pre-

Project conditions. To meet the LID requirements, the basin has been designed to capture and treat the calculated Design Capture Volume (DCV) of 12,548 cubic feet and infiltrate it in less than 72 hours. The proposed basins' total storage volume of 51,025 cubic feet far exceeds the required water quality DCV (Appendix G). In addition, the proposed Project includes approximately 15,600 SF of the Project site as landscaping that would also infiltrate stormwater onsite. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Therefore, the proposed Project would result in less than significant impacts to groundwater supplies or recharge, consistent with the GP EIR impact determination. As such, no new impacts would occur.

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.** This topic was evaluated in the GP EIR (Impact 4.9-2) and was determined to have a less than significant impact. The Project site does not contain a stream, river, creek, or other flowing water body. Additionally, the Project site is vacant land where flow moves from the east of the site to the west and continues west on Wentworth Drive.

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 would require City approval of a SWPPP prepared by a Qualified SWPPP Developer. The SWPPP is required for plan check and approval by the City's Public Works Department, prior to provision of permits for the 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, consistent with the GP EIR impact determination. As such, no new impacts would occur.

Operation

During Project operation the remaining pervious areas would be landscaped. Implementation of the Project would not generate soils that could erode. Additionally, the proposed drainage infrastructure would slow down the rate of stormwater and the infiltration basins would retain stormwater, which would also limit the potential for erosion or siltation. As described previously, the proposed Project is required to implement a WQMP (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 Project would achieve this by the use of the drainage infrastructure and infiltration basins 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, and impacts would be less than significant consistent with the GP EIR impact determination. As such, no new impacts would occur.

*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 GP EIR (Impact 4.9-2) 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 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 regulations. Thus, the Project would not substantially increase stormwater runoff, and flooding on or off-site would not occur. Therefore, the proposed Project would result in no new impact related to flooding on- or off-site.

***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 GP EIR (Impact 4.9-2) 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 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 Project would be required to implement an operational WQMP (Appendix G) 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 regulations. 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, consistent with the GP EIR impact determination. As such, no new impacts would occur.

*iv. Impede or redirect flood flows?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.9-4) and was determined to have a less than significant impact.

According to the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the Project area (06065C2085G), the southern portion of the Project site is located in Zone X; defined as moderate risk areas within the 0.2-percent-annual-chance floodplain, areas of 1-percent-annual-chance flooding where average depths are less than 1 foot, areas of 1-percent-annual chance flooding where the contributing drainage area is less than 1 square mile, and areas protected from the 1-percent-annualchance flood by a levee. 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.

The Project site is currently vacant land and runoff flow currently moves from the east of the Project site to the west and continues west on Wentworth Drive. The vacant land uses located to the west and east of the Project site also drain directly to Wentworth Drive. The vacant land located to the south of the Project site, adjacent to the abandoned railroad line, drains south and west. A portion of this area contributes flows onto the Project site and the remainder of the area flows directly west along the Hemet Storm Channel (Appendix H). Development of the proposed Project would include an industrial warehouse building, paved internal roadways, and parking areas which would increase the amount of

impervious surfaces. However, the proposed Project has been designed to be graded in order to maintain existing flow paths on the Project site (Appendix H). Additionally, a storm drain system is proposed around the warehouse building and would collect storm water and convey it to the proposed underground infiltration systems located on the northern portion of the Project site. Runoff from the surrounding areas would continue to drain to Wentworth Drive, and a portion of the open space at the south of the Project would continue to drain on to the Project site with the remainder flowing along the abandoned railroad and Hemet Storm Channel. Therefore, drainage characteristics offsite of the Project site and onsite would remain similar to the existing condition with the overall subarea boundary and flow paths unchanged as a result of the proposed Project. Thus, the proposed Project would not impede or redirect flood flows, consistent with the GP EIR impact determination of less than significant. As such, the proposed Project would result in no new impacts related to flood flows.

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 GP EIR (Impact 4.9-4) and was determined to have a less than significant impact.

As discussed above, the Project site is classified as Flood Zone X, area of 0.2-percent-annual-chance floodplain ; area of 1-percent-annual-chance flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1-percent-annual chance flooding. However, a SWPPP and WQMP would be prepared and implemented as part of the 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 85$^{th}$ percentile 24-hour storm event. Therefore, implementation of the 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 within the vicinity of an impounded body of water. Diamond Valley Lake is a large man-made reservoir located in north Hemet approximately 4.5 miles away with three dams. The East Dam of Diamond Valley Lake (East Dam) is the most concerning in terms of possible dam failure due to earthquake since it would have the largest inundation area. The Project site is within the Dam inundation area for East Dam. However, the City has adopted emergency procedures for the evacuation and control of populated areas below the dams in its Emergency Operations Plan and in the Riverside County LHMP. With compliance to the City's emergency procedures for the evacuation and control of populated areas below the dams in its Emergency Operations Plan and in the Riverside County LHMP, impacts related to inundation for the Project would be less than significant, consistent with the GP EIR impact determination. Therefore, the proposed Project would result in no new impact related to release of pollutants due to flood hazard, tsunami, or seiche zones.

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

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.9-1 through 4.9-4) and was determined to have a less than significant impact.

The GP EIR evaluated potential impacts to the Santa Margarita River Watershed Management Plan, the Riverside County Master Flood Control and Drainage Plan, and the Riverside County Drainage Area Management Plan-Santa Ana and Santa Margarita Region.

The Project site is served by the EMWD, which receives its water from the San Jacinto Groundwater Basin. Furthermore, the San Jacinto Groundwater Basin is not currently listed as a critically over-drafted basin, although it is listed as a high priority basin under the State's Sustainable Groundwater Management Act (SGMA). Other sources of water for this service area include water purchased from the Metropolitan Water District of Southern California (MWD) and water recycled from EMWD treatment facilities. As discussed in Section 5.19, *Utilities & Service Systems,* the water demand of the proposed Project would be within projected demand for the EMWD as specified by the City of Hemet 2020 Urban Water Management Plan (UWMP 2020). Impacts would be less than significant, consistent with the GP EIR impact determination. Therefore, the proposed Project would result in no new impacts related to implementation of a water quality control plan or sustainable groundwater management plan.

**Conclusion**

With regards to the issue area of Hydrology and Water Quality, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant by adhering to existing regulations, which is consistent with the GP EIR.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **GP Regulatory Requirement: National Pollutant Discharge Elimination System (NPDES).** As listed previously in Section *5.7, Geology and Soils.*
- **GP Regulatory Requirement: Santa Ana RWQCB MS4 Permit.** As listed previously in Section *5.7, Geology and Soils.*

*GP Goals and Policies/Standards*

- **GP Policy 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.
- **GP Policy 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.
- **GP 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.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.11 LAND USE AND PLANNING

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed land use and planning-related impacts on pages 4.10-1 through 4.10-30. The GP EIR determined that implementation of the GP would not divide an established community or conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. Adoption and implementation of the GP would be consistent with local and regional land use plans, policies, and regulations and no conflicts with land use plans, policies, regulations, or dividing an established community would occur due to future development pursuant to the GP. This impact would be less than significant. The GP EIR determined that impacts related to land use and planning would be less than significant.

**Project-Specific Impacts**

a) *Physically divide an established community?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.10-1) 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 building 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 undeveloped. The site is surrounded by existing roadways, existing industrial uses, and a railroad. The Project would be consistent with the land use and zoning designations for the site. In addition, the Project does not involve development of roadways or other infrastructure that could divide a community. Therefore, implementation of the proposed Project would not physically divide an established community, and the proposed Project would result in less than significant impacts, consistent with the GP EIR impact determination. As such, no new impact related to dividing an established community. Impacts would be less than significant.

*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 GP EIR (Impact 5.10-2) and was determined to be less than significant.

**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 proposed Project would implement and is consistent with the relevant goals and SCAG policies, consistent with the GP EIR impact determination. Thus, no new impacts would occur.

**Table LU-1: Project Consistency with Applicable SCAG RTP/SCS Goals**

| RTP/SCS Goal | Project Consistency with Policy |
|---|---|
| 1. Encourage regional economic prosperity and global competitiveness | **Consistent.** 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 GP, and provide additional goods and services within the Inland Empire. The proposed Project is consistent with RTP Goal 1. |
| 2. Improve mobility, accessibility, reliability, and travel safety for people and goods | **Consistent.** 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 | **Consistent.** 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 | **Consistent.** 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 less than significant impacts to transportation and no new impacts from what was determined in the GP EIR. Thus, the proposed Project is consistent with RTP Goal 4. |
| 5. Reduce greenhouse gas emissions and improve air quality | **Consistent.** As detailed in the GHG discussion above, the proposed Project results in GHG emission impacts that are less than significant and no new impacts would occur from the determination |

| RTP/SCS Goal | Project Consistency with Policy |
|---|---|
| | in the GP EIR. Thus, the proposed Project is consistent with RTP Goal 5. |
| 6. Support healthy and equitable communities | **Consistent.** The Project proposes a warehouse building, consistent with the planned land use within the General Plan, BP land use designation. 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 building. 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 | **Consistent.** As discussed in the GHG discussion above, the Project would result in less than significant impacts to GHG emissions and no new impacts to the determination in the GP EIR. 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 | **Not Applicable.** 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. |
| 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options | **Not Applicable.** 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 | **Consistent.** 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 GP. 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 GP policy that was adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant, consistent with the GP EIR impact determination.

**Table LU-2: General Plan Consistency**

| General Plan Policy | Project Consistency |
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| **Land Use Element** | |

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| **Goal LU-1** Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City's residents and businesses and enhance the overall quality of life in the community. | **Consistent**. The proposed Project would be consistent with the existing zoning and land use designation. The proposed Project would also include improved sidewalks along Wentworth Drive. |
| **Policy LU 1.1 Land Use Mix.** Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure. | **Consistent.** The proposed Project 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. |
| **Policy LU 1.2 Job Creation.** Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City's job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City's population. | **Consistent.** The proposed Project would develop an industrial warehouse located along Wentworth Drive. The surrounding area is developed with commercial uses, an airport and residential. As discussed in Section 5.14 *Population and Housing*, the proposed Project would create job opportunities and provide economic growth consistent with General Plan and SCAG forecasts. |
| **Policy 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. | **Consistent.** The Project site would be located south of Wentworth Drive. According to the City's General Plan, no open space is zoned in the area. |
| **Policy LU 1.8 Balance Land Uses with Services.** Accommodate and locate the types, densities, and appropriate mix of land uses that can be adequately supported by the associated transportation network, utility infrastructure and public service such as schools parks and emergency services. | **Consistent.** The proposed Project would take 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. |
| **Policy LU 1.9 Consistency with Land Use Districts.** Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines. | **Consistent.** According to the City's General Plan, the Project site 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. |
| **Policy LU 1.10 Land Use District Identity.** 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. | **Consistent.** As described in Section 5.1*, Aesthetics*, the proposed Project would comply with the City of Hemet's General Plan and Municipal Code requirements for industrial developments. |
| **Policy LU 1.12 Flexibility Over Time.** Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and | **Consistent.** The proposed Project has a General Plan and zoning designation of BP and M-2 respectively, which has a maximum intensity FAR of 0.45. The |

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| 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. | proposed Project would have a FAR of 0.43, which is below the maximum allowed. |
| **Policy LU 1.13 Build a Strong Community.** 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. | **Consistent.** As discussed in Section 5.14, *Population and Housing*, the proposed Project would generate the need for approximately 20 employees. The City of Hemet and Riverside County are both housing-rich areas, meaning that more housing is provided than employment opportunities in the area. Therefore, it is possible that residents in the City of Hemet commute to other incorporated cities or other counties for employment. Due to these levels of unemployment and the housing density, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs for any housing. 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. |
| **Goal LU-2** Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities. | **Consistent.** The proposed Project includes road improvements along Wentworth Drive 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, *Public Services*, the City would have sufficient capacity to accommodate public service needs including fire and police services. |
| **Policy 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. | |
| **Policy 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. | **Consistent.** As discussed in Section 5.15, *Public Services*, the City would have sufficient capacity to accommodate public service needs and would not significantly impact service levels. |
| **Policy LU 2.3 Public Improvement Costs.** Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business. | **Consistent.** The proposed Project would be required to pay development impact fees that would contribute to public improvements pursuant to Municipal Code Section 58-61 and as described in Section 5.15, *Public Services*. |
| **Policy LU 2.4 Concentrate Land Uses.** Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources. | **Consistent.** The proposed Project would develop an industrial 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 document. |
| **Policy LU 2.9 Sustainable Design.** Require that new development be designed to minimize consumption of water, energy and other resources | **Consistent.** As discussed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A) and in Section 5.6, *Energy*, the Project would not result in the inefficient, wasteful, and |

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| and provide long-term sustainable site and building design features. | 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. |
| **Policy LU 2.11 Stormwater Management.** Require a Stormwater Management approach to drainage systems that promotes multiple purposes for flood protection, water quality, groundwater recharge, habitat hydration, and serves as an attractive community amenity. Promote naturalized, soft-bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate. | **Consistent.** As discussed in Section 5.10*, Hydrology and Water Quality*, the proposed Project would adhere to the City's Water Quality Management Plan as well as develop a site-specific WQMP. |
| **Goal LU-3** Avoid land use conflict and provide for compatible development. | **Consistent.** The proposed Project would develop an industrial 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. |
| **Policy LU 3.5 Buffering of New Development.** Require new development to provide a transition from adjoining development of different land use and intensity through the use of buffers setbacks, edge treatments, site design, landscaping and building scale and orientation. | **Consistent.** The proposed Project would include landscaping along the perimeter of the site to create a buffer from adjacent properties and uses. The proposed warehouse building would include also include adequate setbacks as described in Section 5.1, *Aesthetics*. |
| **Policy LU 3.6 School Site Compatibility.** 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. | **Consistent.** As discussed in Section 5.9, *Hazards and Hazardous Materials*, 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. |
| **Policy LU 3.9 Incompatible Uses.** Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect it's safety or residential character. | **Consistent.** As discussed previously, the proposed Project would develop an industrial warehouse that is consistent with the land use and zoning designation of the site. There are no nearby residential land uses. As such, the proposed Project would not adversely affect the character of any residential neighborhoods in proximity. |
| **Goal LU-10** 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. | **Consistent.** The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP. |
| **Policy LU 10.1 Airport Influence Area.** 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 | **Consistent.** The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP. |

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| as to consistency with the Compatibility Plan and considered by the City's approving body. | |
| **Goal LU-11** Promote a strong and diversified economic base and retain and attract new investment, businesses, industries and employment opportunities to the City. | **Consistent.** The proposed Project would develop an industrial warehouse located along Wentworth Drive. As discussed in Section 5.14, *Population and Housing*, the Project would generate approximately 20 jobs for the City of Hemet which is consistent with the City's estimated growth. |
| **Policy LU 11.1 Attract New Businesses.** 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. | **Consistent.** The proposed Project would generate approximately 20 jobs that would benefit the local community and provide tax revenue to the City of Hemet. |
| **Policy 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 school in the City. | **Consistent.** The proposed Project would develop a new warehouse building located along Wentworth Drive within the Airport Business Area. The proposed Project would generate approximately 20 jobs that would contribute to job growth and that would benefit the local community in the City of Hemet. |
| **Policy LU 11.4 Industrial Development.** 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. | **Consistent.** The proposed Project would develop a warehouse building located along Wentworth Drive. As discussed in Section 5.14, *Population and Housing*, the proposed Project would generate approximately 20 jobs for the City of Hemet. |
| **Policy 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. | **Consistent.** The proposed Project would develop a warehouse building located along Wentworth Drive. As discussed in Section 5.14, *Population and Housing*, the proposed Project would generate approximately 20 jobs for the City of Hemet which is consistent with the City's estimated growth. |
| **Policy 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. | **Consistent.** As discussed in Section 5.9 *Hazards and Hazardous Materials*, routine use and transport of hazardous materials would comply with applicable laws and regulations. |
| **Community Design Element** | |
| **Goal CD-1** Enhance Hemet's sense of place and local identity to develop community pride and expand tourism and investment. | **Consistent.** As described in Section 5.1*, Aesthetics*, 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 Wentworth Drive that would include the construction of sidewalks and landscaped frontages. |
| **Policy CD 1.1 Unique Sense of Place.** Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles. | |

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| **Policy CD 1.2 Hemet's visual image.** Reinforce and boost Hemet's visual image regionally by protecting its legendary views of the surrounding mountains. | **Consistent.** As discussed in Section 5.1, *Aesthetics,* the proposed Project would develop an industrial 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 would be consistent with development standards pursuant to the City Municipal Code. Building colors and materials would be consistent with the industrial design considerations to compliment the surrounding landscape. |
| **Policy CD 1.5 Design Excellence.** Require design excellence and compatibility in site planning, architecture, landscape design and signage. | **Consistent.** 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 Wentworth Drive. |
| **Policy CD 1.6 Sustainable Design.** Require new developments to incorporate sustainable design amenities and features including using landscape areas for stormwater management and treatment. | **Consistent.** The proposed Project would be constructed according to Title 24 requirements of the 2022 CBC and landscaping would be implemented throughout the Project site including over the detention/infiltration basin. BMPs for stormwater management would also be implemented. |
| **Policy CD 1.10 Neighborhood Street Trees.** Encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest. | **Consistent.** As shown in Figure 3-3, *Landscaping Plan*, the proposed Project would include installation of drought-tolerant landscaping throughout the site. |
| **Goal CD-2** Use gateway markers, monuments, community signage, and landscaping to portray a positive visual entry into the City and to key locations. | **Consistent.** As shown in Figure 3-3, *Landscaping Plan*, the proposed Project would include installation of drought-tolerant landscaping throughout the site including along Project frontages and building entrances. |
| **Policy CD 2.3 Community Landscape.** 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. | |
| **Goal CD-3** Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts. | **Consistent.** As discussed under Section 5.17, *Transportation* and throughout this document, the proposed Project would include installation of sidewalks and native drought tolerant streetscape landscaping throughout the Project to enhance the overall site. |
| **Policy CD 3.5 Variety of Streetscape Design.** 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. | **Consistent.** As discussed under Section 5.17, *Transportation*, the proposed Project would include installation of sidewalks on Wentworth Drive as well as along the building entrances to enhance overall travel for pedestrians and bicyclists. |
| **Policy CD 3.6 Landscaped Parkways.** Require where appropriate the provision of landscaped parkways and street trees between roadways and | **Consistent.** The proposed Project would include installation of sidewalks and native streetscape |

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| sidewalks to create safe and attractive streets for pedestrians and motorists. | landscaping along the building entrances to enhance overall pedestrian and driving experience. |
| **Policy CD-3.7 Drought Tolerant Landscaping.** Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette. | **Consistent.** The proposed Project includes drought tolerant landscaping with trees on the building street frontage to provide cover and shading. |
| **Policy CD-3.12 Replacement Trees.** 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. | **Consistent.** The Project site is currently vacant and undeveloped. However, as shown in Figure 3-3, *Landscape Plan*, 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. |
| **Goal CD-5** Promote attractive community design to make Hemet a more desirable place to live. | **Consistent.** As described in Section 5.1*, Aesthetics*, 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 Wentworth Drive. |
| **Policy CD 5.2 Scale and Character of Development.** New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings. | **Consistent.** As described in Section 5.1*, Aesthetics*, 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 Wentworth Drive. |
| **Policy CD 5.6 Development Standards.** Continue to provide and update development standards to ensure higher quality building and site design. | **Consistent.** 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 Wentworth Drive. |
| **Policy CD 5.7 Design Standards and Guidelines.** Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development. | **Consistent.** 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 Wentworth Drive. |
| **Policy CD 5.8 Lighting Aesthetics.** Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate. | **Consistent.** The proposed Project includes new sidewalks along Wentworth Drive and would provide lighting consistent with General Plan Policy CD-P-20. |
| **Policy CD 5.11 Buffers.** Require the provision of adequate buffers along the edges between industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas and single-family areas of varying densities. | **Consistent.** The 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. |
| **Policy CD 5.14 Buildings that Front Streets.** Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, facade articulation, ground-floor transparency, and location of parking. | **Consistent.** As described in Section 5.1*, Aesthetics*, 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 Wentworth Drive. |

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| **Policy CD 5.15 Screening of Off-Street Parking.** Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features. | **Consistent.** Parking areas within the Project site would be screened by ornamental trees along the perimeter of the Project. |
| **Policy CD 5.16 Industrial Design.** Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance. | **Consistent.** The Project site is located on vacant land and would construct an industrial 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. |
| **Goal CD-6** Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding. | **Consistent.** The proposed Project would comply with the City of Hemet's General Plan and Municipal Code guidelines for industrial developments. |
| **Policy CD 6.1 Sign Design.** Sign Design Encourage interesting, creative, and unique approaches to sign design with the following:<br>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.<br>b. Signs and monuments should complement a building's style and materials, and coordinate with the City's desired street character.<br>d. Sign fonts should be clear and legible to pedestrians and motorists and be consistent in style and color.<br>e. Signs and sign monuments should be enhanced with the use of landscaping at their base. | |
| **Goal CD-7** Enhance the visual image of the City through landscaping and perimeter walls and fencing. | **Consistent.** As illustrated in Figure 3-3, *Landscaping Plan*, the proposed Project would include ornamental trees along the perimeter of the Project site. The proposed Project would include an 8-foot-high wrought iron fence around the entire perimeter of the Project site, except for where driveways are proposed. |
| **Policy CD 7.2 Walls and Fences.** 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:<br>**a. Wrought Iron Fencing.** 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.<br>**c. Bermed landscaping** is encouraged to be used as an alternative to development of walls and fences.<br>**f. Theme walls.** 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 | |

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| overall design theme of the development or adjoining existing developments.<br>**g. Landscape buffering.** 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.<br>**h. Maintenance.** 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 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. | |
| **Policy CD 7.3 Landscape Design.** 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. | **Consistent.** The proposed Project would include drought-tolerant landscaping along the perimeter of the proposed Project to screen buildings, parking, and loading areas. |
| **Goal CD-11** Utilize the principles of safescape and defensible space to improve community image and personal safety. | **Consistent.** 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 Wentworth Drive. |
| **Policy CD 11.3 Building Design.** Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance. | |
| **Policy CD 11.4 Fences and Walls.** 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. | **Consistent.** The proposed Project would include an 8-foot-high wall along with landscaping to screen buildings and Project operations from offsite views. Adequate visibility would be present from Project driveways. |
| **Policy CD 11.5 Security Fencing.** Security fencing should be designed to be attractive to promote positive neighborhood identity and facilitate emergency access. | **Consistent.** The proposed Project would include an 8-foot-high wall along with landscaping to screen buildings and Project operations from offsite views. In addition, the proposed driveways along Wentworth Drive would provide adequate and safe circulation to, from, and through the Project site to facilitate emergency access. |
| **Policy CD 11.7 Landscaping.** 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. | **Consistent.** The proposed Project includes the development of an industrial warehouse and would provide drought-tolerant landscaping along the perimeter of the proposed Project to screen buildings parking and loading areas. |

| **Circulation** | |
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| **Policy C 1.3 Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis. | **Consistent.** The proposed Project does not require the preparation of an LOS study as the increase in vehicular trips from implementation of the proposed Project is negligible. Therefore, traffic flow would not be affected. |
| **Policy C 1.11 Parkway Design.** 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. | **Consistent.** The proposed Project would include installation of 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 landscaping plan includes a variety of drought-tolerant trees and plants which would provide shade. |
| **Policy C 1.15 New Development.** Approval of new development projects shall:<br>**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;<br>**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;<br>**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;<br>**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;<br>**e.** limit lot development to reverse frontage and/or side-one lots on all arterials. | **Consistent.** The proposed Project has been designed to comply with the roadway development standards as specified in Policy C 1.15. |
| **Policy 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. | **Consistent.** The proposed Project does not require the preparation of an LOS study as the increase in vehicular trips from implementation of the proposed Project is negligible. Therefore, traffic flow would not be affected. |
| **Policy 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. | **Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* 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 |

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| | or evacuation. As described in Section 5.17, *Transportation*, 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 emergency and public utility vehicles to access the site and surrounding areas. |
| **Goal C-4** Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion. | **Consistent.** The proposed Project would install new sidewalks along Wentworth Drive. The proposed Project would also be located in an area that contains bus services. |
| **Policy 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. | |
| **Policy C 4.5 Development Alternatives.** Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations. | **Consistent.** The proposed Project would install new sidewalks along Wentworth Drive 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. |
| **Policy C 4.7 Employer Incentives.** 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. | **Consistent.** The proposed Project would install new sidewalks along Wentworth Drive and would also be located in an area that contains bus services. |
| **Policy 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:<br>**a.** Designing transit stops to reduce disruption to vehicular traffic;<br>**b.** Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods;<br>**c.** Ensuring that all transit stops are ADA accessible;<br>**d.** Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate;<br>**e.** Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers; | **Consistent.** The proposed Project would install new sidewalks along Wentworth Drive and would also be located in an area that contains bus services. |
| **Goal C-6** 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. | **Consistent.** The proposed Project site would develop an industrial warehouse consistent with the land use and zoning designation for the site. The proposed Project would utilize the City's truck routes. |
| **Policy C 6.4 Truck Routes.** 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. | **Consistent.** The proposed Project site would develop an industrial warehouse consistent with the land use and zoning designation for the site. The proposed Project would utilize the City's truck routes. |

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| **Policy C 6.5 Truck Access.** Require that new commercial and industrial development projects provide adequate truck access, parking, and loading. | **Consistent.** The proposed Project would develop an industrial warehouse. Access to the proposed Project would be provided via three new driveways: all on Wentworth Drive. The eastern and western most driveways would provide access for trucks. |
| **Community Services and Infrastructure** | |
| **Goal CSI-1** Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications. | **Consistent.** As discussed in Section 5.19, *Utilities and Service Systems*, 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. |
| **Policy CSI 1.1 Infrastructure Availability.** Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided. | **Consistent.** 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 Wentworth Drive. |
| **Policy CSI 1.2 Infrastructure Adequacy.** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers. | **Consistent.** New sewer and water infrastructure would be installed on the Project site to connect to existing lines. As discussed in Section 5.10, *Hydrology and Water Quality*, two infiltration basins would also be implemented to collect stormwater runoff. |
| **Policy 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. | **Consistent.** The proposed Project Applicant has provided notification to applicable utility providers in order to ensure adequate infrastructure is available for the Project. |
| **Policy 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. | **Consistent.** 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. |
| **Policy 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. | **Consistent.** As further discussed in Section 5.19, *Utilities and Service Systems,* the proposed Project would have adequate water supply. |
| **Policy 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. | **Consistent.** As described in Section 5.19, *Utilities and Service Systems*, the proposed Project would include the installation of a domestic water line that would connect to the existing 12-inch diameter domestic water line in Wentworth Drive. |
| **Policy CSI 2.8 Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation. | **Consistent.** As discussed in Section 5.10, *Hydrology and Water Quality*, the proposed Project would comply with the City Municipal Code guidelines and would implement BMPs. |
| **Policy CSI 3.1 Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency. | **Consistent.** As described in Section 5.19, *Utilities and Service Systems*, the Project would include the construction an onsite sewer connection to the existing 8-inch diameter sewer line within Wentworth Drive. |

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| **Policy 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. | |
| **Policy CSI 3.4 Sanitary Sewers.** 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. | |
| **Goal CSI-4** Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality. | **Consistent.** As discussed in Section 5.10, *Hydrology and Water Quality*, a WQMP was prepared for the proposed Project that includes BMPs to protect against flood hazards, recharge the aquifer, and preserve groundwater quality. |
| **Policy CSI 4.1 Sufficient Service.** Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows. | **Consistent.** As discussed in Section 5.10, *Hydrology and Water Quality*, a WQMP was prepared for the proposed Project that includes BMPs to protect against flood hazards, recharge the aquifer, and preserve groundwater quality. |
| **Policy 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. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities. | **Consistent.** As discussed in Section 5.10, *Hydrology and Water Quality*, a WQMP was prepared for the proposed Project that includes BMPs to protect against flood hazards, recharge the aquifer, and preserve groundwater quality. |
| **Policy 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, and utilizing Low Impact Development techniques. | **Consistent.** As discussed in Section 5.10, *Hydrology and Water Quality,* 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. |
| **Policy CSI 4.6 Aesthetic Design.** Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site. | **Consistent.** As discussed in Section 5.1, *Aesthetics,* the proposed Project includes two underground infiltration basins for drainage water quality treatment as well as onsite landscaping with aesthetic design that also helps retain onsite runoff. |
| **Policy CSI 4.10 Low Impact Development.** 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:<br>**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 | **Consistent.** As discussed in Section 5.10, *Hydrology and Water Quality*, a Water Quality Management Plan was prepared for the proposed Project that includes BMPs utilizing Low Impact Development techniques which provide onsite opportunities for groundwater recharge. |

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| landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;<br>**2.**On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;<br>**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.<br>**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.<br>**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.<br>**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. | |
| **Policy 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. | **Consistent.** As discussed in Section 5.6, *Energy, 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. |
| **Policy 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. | **Consistent.** As discussed in Section 5.19, *Utilities and Service Systems*, 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. |
| **Policy CSI 7.1 City/School Districts Coordination.** Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites. | **Consistent.** The proposed Project would be required to pay development impact fees that would contribute to school district needs pursuant to Senate Bill 50. |
| **Policy CSI 7.2 Early Participation.** Involve area school districts in the review process for new development to ensure that the school district can serve the new development and to minimize associated impacts. | **Consistent.** The proposed Project would develop an industrial warehouse consistent with the land use and zoning designation for the site. The proposed Project would not introduce new residents to the area. |
| **Policy CSI 7.8 Infrastructure Design.** To the extent feasible and appropriate, infrastructure designed for | **Consistent.** The proposed Project would be required to pay development impact fees that would contribute |

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| 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. | to public services pursuant to Municipal Code Chapter 58, Article 3 and Senate Bill 50. |
| **Public Safety** | |
| **Goal PS-1** Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides. | **Consistent.** 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. |
| **Policy 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. | |
| **Policy 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. | **Consistent.** As discussed in Section 5.6, *Geology and Soils*, 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. |
| **Policy PS 1.6 Alquist-Priolo.** Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act. | **Consistent.** As discussed in Section 5.6, *Geology and Soils*, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. |
| **Goal PS-2** Reduce risk of property damage and human injury from flood hazards. | **Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* 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. |
| **Policy PS 2.2 Flood Area Preservation.** Encourage flood control infrastructure that does not reduce the natural character or limit use of the site. | **Consistent.** As discussed in Section 5.10*, Hydrology and Water Quality*, 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. |
| **Policy PS 2.3 New Development.** Minimize additional flood risk exposure in developing areas. | **Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would comply with the City's Municipal code Chapter 14, Article V, Division 3, Flood Hazard Reduction Standards. |
| **Goal PS-4** Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system. | **Consistent.** The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP. In addition, the proposed Project has been designed to be consistent with the City's Development standards. |
| **Policy 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 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and review of | |

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| legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC). | |
| **Policy PS 4.2 Airport Safety Zones.** 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. | **Consistent.** The proposed Project is located in Zone C 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. |
| **Policy 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 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." | |
| **Policy 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. | |
| **Policy PS 4.6 Project Noise Mitigation.** 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. | **Consistent.** As discussed in Section 5.13, *Noise*, the proposed Project would result in less than significant noise and vibration impacts. |
| **Policy PS 4.8 Project Operating Compatibility.** Development applications shall be subject to the following airport land use restrictions:<br>**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.<br>**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.<br>**c.** Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that | **Consistent.** 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 consistent with the City's Municipal Code for maximum building height. |

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| may otherwise affect safe air navigation within the area shall be prohibited.<br>**d.** Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.<br>**e.** 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. | |
| **Goal PS-5** Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials. | **Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* 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) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. |
| **Policy PS 5.1 Enforce Regulations.** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials. | **Consistent.** As discussed in Section 5.9, *Hazards and Hazardous Materials*, routine use, storage, and transport of hazardous materials would comply with applicable laws and regulations. |
| **Policy PS 5.5 Hazardous Material Locations.** 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. | **Consistent.** As discussed in Section 5.9, *Hazards and Hazardous Materials*, the proposed Project is not anticipated to use a significant amount of hazardous materials and does not pose a significant risk to public health. |
| **Policy PS 5.6 Development Standards.** 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. | **Consistent.** As described in Section 5.9, *Hazards and Hazardous Materials*, 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. |
| **Goal PS-6** Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards. | **Consistent.** As discussed in Section 5.9, *Hazards and Hazardous Materials,* the proposed Project would be constructed according to California Fire Code guidelines. |
| **Policy PS 6.2 Individual Fire Protection Systems.** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances. | **Consistent.** As discussed in Section 5.9, *Hazards and Hazardous Materials,* the proposed Project would be constructed according to California Fire Code guidelines and would install fire sprinklers pursuant to CBC. |
| **Policy PS 6.4 Safety Exits.** Require all new development projects to incorporate adequate | **Consistent.** As discussed in Section 5.9, *Hazards and Hazardous Materials,* the proposed Project would be |

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| egress systems in their design and encourage existing structures to upgrade their egress systems. | constructed according to California Fire Code guidelines which would include appropriate egress systems. |
| **Goal PS-7** Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet. | **Consistent.** As discussed in Section 5.15, *Public Services*, the City would have sufficient capacity to accommodate fire protection and the Project would not significantly impact service levels. |
| **Policy PS 7.1 Fire Service Response.** Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and 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. | **Consistent.** As discussed in Section 5.15, *Public Services*, the City would have sufficient capacity to accommodate fire protection and would not significantly impact service levels or emergency response times. |
| **Policy PS 7.3 Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services. | **Consistent.** 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. |
| **Policy PS 7.4 Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access. | **Consistent.** As discussed in Section 5.9, *Hazards and Hazardous Materials,* 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, *Transportation*, 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. |
| **Policy PS 7.5 Fire Protection Adequacy.** Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies. | **Consistent.** As discussed in Section 5.15, *Public Services*, the City would have sufficient capacity, staff, and equipment to accommodate fire protection. |
| **Goal PS-8** Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet. | **Consistent.** As discussed in Section 5.15, *Public Services*, the City would have sufficient capacity to accommodate police services and would not significantly impact service levels or emergency response times. |
| **Policy 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 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 | |

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| facilities, personnel, and services to meet the community's needs. | |
| **Policy 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 on-going demand for police services. | **Consistent.** 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. |
| **Goal PS-9** Improve community safety and reduce opportunities through criminal activity through appropriate physical design. | **Consistent.** The proposed Project would install security lighting and would include enclosed truck courts to prevent crime related to the proposed Project. |
| **Policy PS 9.1 Defensible Space.** 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. | |
| **Policy PS 9.2 Adequate Project Lighting.** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures. | **Consistent.** The proposed Project would provide lighting throughout the Project site along sidewalks and outdoor areas, including parking consistent with City's Municipal Code. |
| **Policy PS 9.3 Safety in Land Use and Design.** 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. | **Consistent.** 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 Wentworth Drive. |
| **Goal PS-11** Manage noise levels through land use planning and development review. | **Consistent.** As discussed in Section 5.13, *Noise*, a Noise Impact Analysis was prepared by EPD Solutions Inc., 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. |
| **Policy PS 11.1 Noise Standards.** Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments. | |
| **Policy PS 11.2 Design to Minimize Noise.** Encourage the use of siting and building design techniques as a means to minimize noise. | |
| **Policy 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. | |
| **Goal PS-12** Minimize noise conflicts from transportation sources and airports. | **Consistent.** As discussed in Section 5.13, *Noise*, a Noise Impact Analysis was prepared by EPD Solutions In., which discusses that traffic noise levels would not result in significant traffic noise impacts to surrounding sensitive receptors. |
| **Policy 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. | |
| **Policy 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 presented in Table 6.4. | **Consistent.** The proposed Project falls within the Hemet-Ryan ALUCP and is consistent with allowable land uses within the ALUCP. The Project is located outside of the 65 CNEL noise contours and would not expose employees to excessive noise levels in relation to Hemet-Ryan Airport. |

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| **Goal PS-13** Minimize noise conflicts with stationary noise generators.<br>**Policy PS 13.1 Protect Valuable Noise Sources.** Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport. | **Consistent.** As discussed in Section 5.13, *Noise*, a Noise Impact Analysis was prepared by EPD Solutions Inc., 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. |
| **Open Space and Conservation** | |
| **Policy OS 1.1 Development Proposals.** Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practices related to particular resources. | **Consistent.** As Discussed in Section 5.4, *Biological Resources*, 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. |
| **Policy OS 1.6 Habitat Conservation Plans.** Coordinate with Riverside County and other relevant agencies to implement the Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, and any other applicable habitat plan. | **Consistent.** As Discussed in Section 5.4, *Biological Resources,* the proposed Project would be consistent with the requirements of the Western Riverside County Multiple-Species Habitat Conservation Plan. |
| **Policy OS 1.3** Use street parkways to treat and infiltrate runoff for new developments and redevelopments. | **Consistent.** As discussed in Section 5.10*, Hydrology and Water Quality*, the proposed Project would install two underground infiltration basins that would infiltrate runoff. |
| **Recreation and Trails** | |
| **Policy RC-5.2 Open Space Buffers** 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. | **Consistent.** The Project is not located adjacent to or in the vicinity of any Open Space areas or a Western Riverside MSHCP Criteria Cells. |
| **Policy RC-5.3 Environmentally Sensitive Design and Landscaping** Require that new parks be sited and developed in an environmentally sensitive manner with drought-tolerant landscaping, recycled water for irrigation, and natural drainage courses that recharge groundwater. | **Consistent.** The proposed Project includes underground infiltration basins for drainage water quality treatment as well as landscaping with aesthetic design that also helps retain onsite runoff. |
| **Historic Resources** | |
| **Goal HR-2** Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.<br>**Policy HR-2.1 Consultation** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review | **Consistent.** As discussed above in Section 5.5, *Cultural Resources*, a Cultural Resource Assessment was prepared for the Project which discussed that based upon the records search results, 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 |

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| process of development projects with identified cultural resources.<br>**Policy HR-2.2 Monitoring** Require monitoring of new developments where resources or potential resources have been identified in the review process<br>**Policy HR-2.3 Evaluation** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site. | 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. |

Source: City of Hemet General Plan

The Project site has an existing GP land use designation of B-P and zoning designation of M-2. The proposed Project would develop a new industrial warehouse building. The M-2 zoning designation provides for a range of manufacturing and processing uses, research and development, large single-tenant distribution and sales, and warehousing. Additionally, as discussed throughout this document, the proposed Project would be consistent with the existing GP and zoning designation of the Project site. The Project does not conflict with any land use related plan, policy, or regulation as detailed throughout this exemption checklist, and impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur, consistent with the GP EIR impact determination. Therefore, the proposed Project would not result in a new impact.

**Conclusion**

With regards to the issue area of Land Use and Planning, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant. Therefore, the Project would not result in an impact which was not adequately evaluated by the GP EIR.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- None.

*GP Goals and Policies*

- None.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.12 MINERAL RESOURCES

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
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| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed mineral resources impacts on page 4.6-17 and determined that adoption and implementation of the GP could result in land use changes that would affect the availability of mineral resources. The City of Hemet and planning area are designated as Mineral Resource Zone 3 (MRZ-3), with other areas having not been studied under the Surface Mining and Reclamation Act (SMARAs) Mineral Land Classification. Additionally, some minerals are present that have the potential to have local significance. However, implementation of GP 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 to a less than significant impact. No mitigation measures are required.

**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 City of Hemet GP EIR and California Department of Conservation Mineral Land Classification map, the Hemet planning area, including the Project site, is designated as MRZ-3, except for the eastern and southern ends of the city, which have not been studied under the SMARA Mineral Land Classification system. MRZ-3 includes areas where geologic evidence indicates that mineral deposits exist or likely exist, but the significance of these deposits have not been determined. In addition, some minerals are present which have the potential to have local significance. These include limestone, serpentine, sand, and gravel which were mined in the Bautista Canyon, Diamond Valley, and the Salt Creek and San Jacinto riverbeds, respectively.

The City of Hemet protects mineral resources with GP Policies and Programs. Policy OS-4.2 requires the City to protect and conserve mineral resource deposits and ensure that they are available for future use. Additionally, Program OS-P-15 requires the City to accept California Land Conservation (Williamson Act) contracts on land identified by the state as containing significant mineral deposits subject to the use and acreage limitations established by Riverside County. The Project site is not under a Williamson Act contract, nor is it planned for the future extraction of mineral resources as it is currently zoned BP and M-2. An area with no known mineral significance would not be valuable to the region or residents of the state until the

presence of significant mineral resources is confirmed. Therefore, the Project would not result in the loss of available known mineral resources and as a result, no impacts to mineral resources would occur consistent with the GP EIR impact determination. As such, no new impacts would occur.

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.** As stated above, the Project site does not include any known locally significant mineral resource and is not delineated on a local GP, specific plan, or other land use plan for mineral resource recovery sites. As discussed above, GP Program OS-P-15 requires the City to accept Williamson Act contracts on land identified by the state as containing significant mineral deposits. The Project site is not under a Williamson Act contract. Therefore, impacts related to known mineral resources would not occur from implementation of the Project, consistent with the GP EIR impact determination. As such, no new impacts would occur.

**Conclusion**

With regards to the issue area of Mineral 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant. Therefore, the Project would not result in an impact which was not adequately evaluated by the GP EIR.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **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.

*GP Goals and Policies*

- None.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.13 NOISE

| Would the project result in: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Generation of excessive ground borne vibration or ground borne noise levels? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed noise and vibration impacts on pages 4.11-1 through 4.11-28. The GP EIR determined impacts related to short-term construction source noise levels could exceed City standards at nearby noise-sensitive receptors. However, implementation of the Hemet Municipal Code and GP Policies would minimize construction noise during working hours, protect noise sensitive uses, and require evaluation and mitigation of noise conflicts as a condition of future project approvals. Therefore, the GP EIR determined impacts related to short-term construction noise would be less than significant.

Additionally, the GP EIR determined impacts related to transportation noise levels 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 GP would increase new vehicle trips and increase noise levels substantially. The GP EIR determined that future land uses consistent with the GP would result in the siting of new noise sources near sensitive receptors, and would likely increase the number of noise-sensitive receptors in the planning area. However, implementation of the Hemet Municipal Code and GP policies and programs would require design features in new construction to reduce noise levels. Although the City would require implementation of barriers and other noise controls in new development, since existing sensitive receptors could be exposed to excessive roadway noise, the GP EIR determined that feasible mitigation beyond General Plan policies and programs and impacts would be significant and unavoidable.

The GP EIR determined construction of new residential land uses or other sensitive receptors within airport overflight areas and noise contours could result in increased exposure to aircraft noise compared to existing conditions. However, implementation of the GP would not expose new or existing noise sensitive land uses to elevated aircraft noise levels and impacts would be less than significant.

The GP EIR determined short-term project-generated construction source vibration levels could exceed Caltrans' recommended standard of 0.2 in/sec peak particle velocity (PPV) with respect to the prevention

of structural damage for normal buildings and the Federal Transit Administration (FTA) maximum acceptable vibration standard of 80 vibration decibels (VdB) with respect to human response for residential uses (i.e., annoyance) at vibration-sensitive land uses. However, with implementation of mitigation measures, short-term construction vibration impacts would be less than significant.

**Project-Specific Impacts**

This section was prepared using the following report and was modeled considering the future expansion area of the proposed warehouse:

*Noise and Vibration Report, prepared August 2023, by LSA, 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, two 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 and maximum 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 48.1 dBA CNEL to 89.5 dBA.

**Table N-1: Summary of Long-Term 24-Hour Ambient Noise Level Measurements**

| Site No. | Location | Daytime Noise Levels[1] (dBA $L_{eq}$) | Daytime Noise Levels[1] (dBA $L_{max}$) | Nighttime Noise Levels[2] (dBA $L_{eq}$) | Nighttime Noise Levels[2] (dBA $L_{max}$) |
|---|---|---|---|---|---|
| LT-1 | On a utility pole west of the main entrance of self-storage facility at 3450 Wentworth Drive, approximately 30 ft from the Wentworth Drive centerline. | 65.5-69.3 | 81.3-89.5 | 57.0-67.0 | 78.6-87.6 |
| LT-2 | On a utility pole along the northeast border of the Environmental Health Department at 800 South Sanderson Avenue, approximately 340 ft from the South Sanderson Avenue centerline. | 51.8-59.6 | 61.8-81.2 | 48.1-53.6 | 63.4-76.7 |

Source: Appendix I
Note: Noise measurements were conducted from July 27 to July 28, 2023, starting at 11:00 a.m.
1 Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 10:00 p.m.
2 Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels ft = foot/feet
Lmax = maximum sound level Leq = equivalent continuous sound level

City of Hemet General Plan

Table N-2 outlines the noise standards for land use compatibility and the acceptable daytime and nighttime noise performance standards for non-transportation noise sources, as listed in Table 6.5 of the City's GP.

**Table N-2: Noise Level Performance Standards for Nontransportation Noise Sources**

| Noise Level Descriptor | Daytime (7:00am–10:00 pm) | Nighttime (10:00pm-7:00am) |
|---|---|---|
| Equivalent continuous sound level (Leq) | 60 dBA | 45 dBA |
| Maximum instantaneous sound level (Lmax) | 75 dBA | 65dBA |

dBA = A-weighted decibels

Source: Appendix I
Source: City of Hemet General Plan (2012).

City of Hemet Construction Noise Standards

Section 14.46 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. Construction on Saturdays is permitted between the hours of 7:00 a.m. and 6:00 p.m. No construction shall occur on Sundays. Exceptions to these standards may be granted only by the City building official and/or the City Council.

Federal Transit Administration (FTA) Manual

Because the City does not have construction noise level limits, construction noise for the proposed Project was assessed using criteria from the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA 2018). Table N-3 presents the FTA's general assessment daytime construction noise criteria.

**Table N-3: Federal Transit Administration Daytime Construction Noise Criteria**

| Land Use | Daytime 1-hour $L_{eq}$ (dBA) |
|---|---|
| Residential | 80 |
| Commercial | 85 |
| Industrial | 90 |

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

FTA Vibration Standards

Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table N-4 provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

**Table N-4: Vibration Annoyance Criteria**

| Land Use | Max $L_v$ (VdB)[1] | Description of Use |
|---|---|---|
| Workshop | 90 | Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration. |
| Office | 84 | Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration |
| Residential Day | 78 | Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×). |
| Residential Night and Operating Rooms | 72 | Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity. |

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

Table N-5 lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. FTA guidelines show that a vibration level of up to 0.5 in/sec in peak particle velocity (PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster),

and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

**Table N-5: Vibration Damage Criteria**

| Building Category | PPV (in/sec) |
|---|---|
| Reinforced concrete, steel or timber (no plaster) | 0.50 |
| Engineered concrete and masonry (no plaster) | 0.30 |
| Non-engineered timber and masonry buildings | 0.20 |
| Buildings extremely susceptible to vibration damage | 0.12 |

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

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 GP EIR on pages 4.19-4.20, which determined that future development projects would have a less than significant impact with adherence to the City's Municipal Code and GP Policies.

The GP EIR analyzed this Topic Area as described above and considered the land use designation for the Project site as part of the GP buildout assumption. Therefore, since the proposed Project is consistent with land use designation for the Project site it is also consistent with GP EIR analysis and buildout assumption.

Construction

Construction of the Project would involve site preparation, grading, building construction, paving, architectural coatings, and landscape installation. These activities would require the 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 proposed 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-6 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 73 dBA to 88 dBA when measured at 50 feet.

**Table N-6: Typical Construction Equipment Noise Levels**

| Equipment Description | Acoustical Use Factor[1] (percent) | Maximum Noise Level ($L_{max}$) at 50 feet[2] |
|---|---|---|
| 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 |

| Equipment Description | Acoustical Use Factor[1] (percent) | Maximum Noise Level ($L_{max}$) at 50 feet[2] |
|---|---|---|
| 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
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] 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
Lmax = maximum instantaneous sound level
Source: Noise and Vibration Impact Analysis (Appendix I)

Table N-7 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-7: Construction Noise Levels at the Nearby Sensitive Receptors**

| Receptor (Location) | Composite Noise Level (dBA $L_{eq}$) at 50 feet[1] | Distance (feet) | Composite Noise Level (dBA $L_{eq}$) |
|---|---|---|---|
| **Mobile Equipment** | | | |
| Commercial (North) | 88 | 270 | 73 |
| Industrial (South) | | 615 | 66 |
| Commercial (East) | | 680 | 65 |
| Industrial (West) | | 840 | 63 |
| Residential (East) | | 1,000 | 62 |

Note: represents a conservative analysis of a 11 – 12-month construction schedule
[1]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-7, it is expected that composite noise levels during construction would reach 73 dBA Leq at the nearest off-site commercial uses to the north of the site, while noise levels at the nearest sensitive residential uses to the east would reach 62 dBA Leq during daytime hours. 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. Additionally, the proposed Project composite noise levels during construction would not exceed the FTA construction noise criteria as shown above. Therefore, construction noise impacts would be considered less than significant and no new impact would occur.

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 proposed Project would be required to comply with the City's construction hours regulations.

Operation

Long term off-site stationary noise impacts from the Project could include on-site heating, ventilation, and air conditioning (HVAC) equipment, trash enclosure activity, truck deliveries, and loading and unloading activities.

Tables N-8 and N-9 show the combined hourly noise levels generated by HVAC equipment, trash enclosure activities, and truck delivery activities at the closest off-site land uses. Table N-8 shows daytime Project-related noise level impacts would range from 51.8 dBA Leq to 42.5 dBA Leq at the closest sensitive receptors. These levels are well below the City of Hemet GP daytime exterior noise standard of 60 dBA Leq. Table N-9 shows nighttime Project-related noise level impacts would range from 48.1 dBA Leq to 42.5 dBA Leq at the closest sensitive receptors. As such, the proposed Project noise levels do not have the potential to exceed the City of Hemet GP residential nighttime noise standard as the existing quietest daytime noise level is above 45 dBA and the Project generated noise level is below 45 dBA. Additionally, since the proposed Project noise levels would not generate a noise level increase of 3 dBA or more, the impact would be less than significant consistent with the GP EIR impact determination. As such, no new impact would occur.

**Table N-8: Daytime Exterior Noise Level Impacts**

| Receptor | Direction | Existing Quietest Daytime Noise Level (dBA $L_{eq}$) | Project Generated Noise Levels (dBA $L_{eq}$) | Potential Operational Noise Impact?[1] |
|---|---|---|---|---|
| Residence (3159 Wimbledon Way) | East | 51.8 | 42.5 | No |

[1] A potential operational noise impact would occur if (1) the quietest daytime ambient hour is less than 55 dBA Leq and project noise impacts are greater than 55 dBA Leq, OR (2) the quietest daytime ambient hour is greater than 55 dBA Leq and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.
Source: Noise and Vibration Impact Analysis (Appendix I).

**Table N-9: Nighttime Exterior Noise Level Impacts**

| Receptor | Direction | Existing Quietest Daytime Noise Level (dBA $L_{eq}$) | Project Generated Noise Levels (dBA $L_{eq}$) | Potential Operational Noise Impact?[1] |
|---|---|---|---|---|
| Residence (3159 Wimbledon Way) | East | 48.1 | 42.5 | No |

[1] A potential operational noise impact would occur if (1) the quietest nighttime ambient hour is less than 45 dBA Leq and project noise impacts are greater than 45 dBA Leq, OR (2) the quietest nighttime ambient hour is greater than 45 dBA Leq and project noise impacts are 3 dBA greater than the quietest nighttime ambient hour.
Source: Noise and Vibration Impact Analysis (Appendix I).

Off-site Traffic Noise

As a result of the implementation of the proposed Project, off-site traffic volumes on surrounding roadways have the potential to increase. The proposed Project trips generated were obtained from the *Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis* (EPD Solutions, Inc. 2023). The proposed Project is forecasted to generate 262 Passenger Car Equivalent daily trips. The existing (2005) average daily trips on South Sanderson Avenue is 24,814 (City of Hemet Traffic Engineering Department 2007). While the current traffic volumes on the adjacent street segment are likely higher, using the 2005 volumes would be considered conservative.

The results of the calculations show that an increase of approximately 0.05 dBA CNEL is expected along South Sanderson Avenue. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment; therefore, the traffic noise increase in the vicinity of the Project site resulting

from the proposed Project would be less than significant, consistent with the GP EIR impact determination. No new impact would occur, and no mitigation measures are required.

*b) Generation of excessive ground borne vibration or ground borne noise levels?*

**No New Impact.**

This topic was evaluated in the GP 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 GP Policies.

Construction

The nearest noise sensitive receptors to the Project site are multiple single-family residences opposite South Sanderson Avenue approximately 600 feet from the perimeter of construction activities.

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

The Noise and Vibration Impact Analysis (Appendix I) uses vibration standards in the FTA Manual to analyze ground-borne vibration impacts on human annoyance. The Analysis discusses the level of human annoyance using vibration levels in VdB and assesses the potential for building damages using vibration levels in PPV (in/sec). Vibration levels calculated in VdB are best for characterizing human response to building vibration, while vibration level in PPV is best for characterizing potential for damage. The FTA guidelines also indicated that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV. The threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses and 84 VdB for office type uses. Table N-10 shows the PPV and VdB values at 25 feet from the construction vibration source.

**Table N-10: Vibration Source Amplitudes for Construction Equipment**

| Equipment | Reference PPV/$L_v$ at 25 ft | |
|---|---|---|
| | PPV (in/sec) | $L_v$ (VdB)[1] |
| Pile Driver (Impact), Typical | 0.644 | 104 |
| Pile Driver (Sonic), Typical | 0.170 | 93 |
| Vibratory Roller | 0.210 | 94 |
| Hoe Ram | 0.089 | 87 |
| **Large Bulldozer[2]** | **0.089** | **87** |
| Caisson Drilling | 0.089 | 87 |
| **Loading Trucks[2]** | **0.076** | **86** |
| Jackhammer | 0.035 | 79 |
| Small Bulldozer | 0.003 | 58 |

[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] Equipment shown in **bold** is expected to be used on site.
Min/sec = microinches per second; ft = foot/feet; in/sec = inch/inches per second; Lv = velocity in decibels; PPV = peak particle velocity; VdB = vibration velocity decibels
Source: Noise and Vibration Impact Analysis (Appendix I)

Table N-11 shows the summary of vibration annoyance levels due to construction equipment at each of the closest receptors. As shown in Table N-11, vibration levels are expected to approach 56 VdB at the closest commercial uses located north to the Project site and 39 VdB at the closest residential use to the east, which is below the 84 VdB and 78 VdB annoyance threshold for office type uses and for daytime residential uses, respectively. Other building structures surrounding the project site are farther away and would experience further reduced vibration.

**Table N-11: Potential Construction Vibration Annoyance Impacts at Nearest Receptor**

| Receptor (Location) | Reference Vibration Level (VdB) at 25 feet[1] | Distance (feet)[2] | Vibration Level (VdB) |
|---|---|---|---|
| Commercial (North) | 87 | 270 | 56 |
| Industrial (South) | | 615 | 45 |
| Commercial (East) | | 680 | 44 |
| Industrial (West) | | 840 | 41 |
| Residential (East) | | 1,000 | 39 |

Note: Represents a conservative analysis of a 11 – 12-month construction schedule
[1] The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses
VdB = vibration velocity decibels
Source: Noise and Vibration Impact Analysis (Appendix I)

Table N-12 shows the summary of potential construction damage due to construction equipment at each of the closest receptors. Based on the information provided in Table N-12, vibration levels are expected to approach 0.012 PPV in/sec at the surrounding structures and would be below the 0.2 PPV in/sec damage threshold.

**Table N-12: Potential Construction Vibration Damage Impacts at Nearest Receptor**

| Receptor (Location) | Reference Vibration Level (PPV) at 25 feet[1] | Distance (feet)[2] | Vibration Level (PPV) |
|---|---|---|---|
| Commercial (North) | 0.089 | 95 | 0.012 |
| Industrial (South) | | 270 | 0.003 |
| Commercial (East) | | 310 | 0.003 |
| Industrial (West) | | 470 | 0.001 |
| Residential (East) | | 600 | 0.001 |

Note: Represents a conservative analysis of a 11 – 12-month construction schedule
[1] The reference vibration level is associated with a large bulldozer which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures
PPV = peak particle velocity
Source: Noise and Vibration Impact Analysis (Appendix I)

Additionally, as discussed above, construction activities are regulated by the City's Municipal Code, which states that temporary construction, maintenance, or demolition activities are not allowed between 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. Therefore, vibration impacts would not occur during the more sensitive nighttime hours and no construction vibration impacts would occur, consistent with the GP EIR impact determination. No new impact would occur.

Operation

Once operational, the Project would not be a significant source of groundborne vibration. Groundborne 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 feet from the roadways that contain Project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV. Impacts would be less than significant consistent with the GP EIR impact determination. Therefore, the proposed Project would result in no new impacts related to 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 GP EIR on page 4.11-25 and was determined to have a less than significant impact with implementation of GP Policy PS-12.3.

The nearest airport to the Project site is Hemet-Ryan Airport (HMT), 0.4 miles to the west. Aircraft flyovers may be audible on the Project site due to aircraft activity in the vicinity. Noise impacts related to aircraft operations may contribute to the aircraft noise in the Project area; however, the Project site is outside the 65 dBA CNEL airport noise impact zone, consistent with Figure 6.8 of the City's Public Safety Element. Noise contours are a series of lines superimposed on a map of the airport's area. These lines represent various DNL (Day-Night Sound Level) levels at 65, 70, and 75 dBA. The proposed Project is outside of all three noise contours and is exposed to noise levels below 65 dBA. Therefore, the proposed Project would not expose people to excessive noise levels and would result in a less than significant impact due to airport/airfield noise, consistent with the GP EIR impact determination. No new impact would occur.

**Conclusion**

With regards to the issue area of Noise, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No new mitigation measures would be required because Project specific impacts would be less than significant. As detailed above, the Project would comply with the City Noise Ordinance.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **PS-P-27: Noise Standards**. Utilize the noise standards described in Table 6.4 […] 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.

*GP Goals and Policies Applicable to the Project*

- **Policy PS-11.1: Noise Standards** Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.
- **Policy PS-11.2: Design to Minimize Noise** Encourage the use of siting and building design techniques as a means to minimize noise.

- **Policy 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-11.4: Protect Noise-Sensitive Uses** Protect noise-sensitive uses from new noise sources.
- **Policy 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.
- **Policy 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.
- **Policy 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.
- **Policy PS-13.2: New Sensitive Uses** Restrict the location of sensitive land uses near major noise sources to achieve the standards.
- **Policy PS-13.3: Prevent Encroachment**. Prevent the encroachment of noise sensitive land uses into areas designated for use by existing or future noise generators.

*GP EIR Mitigation Measures Applicable to the Project*

- None are applicable to the Project.

## 5.14 POPULATION AND HOUSING

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New 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)? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts to population and housing on pages 4.10-1 and 4.10-30. The GP EIR describes that implementation of the GP would result in future land uses, roadways, and infrastructure; however new development and redevelopment would not physically divide or displace an established community. Because any displacement would occur on an incremental project-by-project basis and the GP 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. Additionally, implementation of the GP would not displace existing people or housing. With adherence to and implementation of GP policies and programs, impacts were determined to be less than significant.

**Project-Specific Impacts**

*a) Induce substantial unplanned population growth in an area, either directly or indirectly?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.10-1 and 4.10-30) and was determined to have a less than significant impact.

The proposed Project would not directly result in unplanned population growth because it does not propose any residential dwelling units and development of the Project would be consistent with the GP land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth. Implementation of the proposed Project would develop a new industrial warehouse building on the vacant and undeveloped site. The Project site has a GP Land Use designation of BP and development of the Project would be consistent with the GP land use designation for the site. The GP EIR estimated that at buildout of the GP in 2030 the population in the City of Hemet would be 137,576, according to SCAG forecasts. According to the CA Department of Finance, the City of Hemet has a population of 89,918 as of January 1, 2023 (DOF). Therefore, buildout of the GP has a remaining anticipated population growth of 47,658.

The proposed Project would provide an increase of employment on the Project site that could lead to a potential population increase in the surrounding area. The proposed Project would be operated for industrial warehouse purposes and would function as a built-to-suit distribution center with associated administrative offices. As such, the Project applicant has determined that the warehouse, including the future expansion

area, would accommodate approximately 20 employees in total, with employees working in two shifts with 10 employees per shift. Therefore, the proposed Project would represent approximately 0.04 percent of the remaining population growth anticipated by the GP buildout and would not induce unplanned population growth in the City of Hemet.

Furthermore, the employees that would fill these roles are anticipated to come from the region, as the unemployment rate as of May 2023 for the County of Riverside was 4.4 percent, 6.4 percent for the City of Hemet, and 5.6 percent for the immediately neighboring City of San Jacinto (State Employment Development Department 2023). In addition, should the Project require employees to relocate to the area for work, there is sufficient vacant housing available within the region. The City of Hemet is projected to have 53,500 dwelling units and an employment of 40,200 by 2045, based on SCAG's 2020-2045 RTP/SCS for the city, resulting in a housing-rich community with a jobs-to-housing ratio for the City of Hemet and Riverside County of 0.75 and 1.02. Therefore, it is possible that residents in the City of Hemet commute to other cities or counties for employment. Due to the city's level of unemployment and housing density, it is anticipated that new employees serving the Project would already reside within the city, or nearby surrounding areas, and would not generate the need for additional housing. Therefore, the proposed Project would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant consistent with the GP EIR impact determination. As such, no new impacts 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 GP EIR (Impact 4.10-30) and was determined to have a less than significant impact. The Project site is currently vacant and undeveloped. No habitable structures exist on the Project site, nor are there any planned for future development as the site has a land use and zoning designation that does not allow for residential developments or habitable structures to be developed. Thus, the Project would not necessitate the construction of replacement housing elsewhere, and impacts would be less than significant consistent with the GP EIR impact determination. As such, no impacts would occur.

**Conclusion**

With regards to the issue area of Population and Housing, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- None.

*GP Goals and Policies*

- None.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.15 PUBLIC SERVICES

| 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: | **Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies** | **Significant Impact not Analyzed as Significant in the Prior EIR** | **Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR** | **Adverse Impact More Severe based on Substantial New Information** | **No New Impact** |
|---|---|---|---|---|---|
| Fire protection? | ☐ | ☐ | ☐ | ☐ | ☒ |
| Police protection? | ☐ | ☐ | ☐ | ☐ | ☒ |
| Schools? | ☐ | ☐ | ☐ | ☐ | ☒ |
| Parks? | ☐ | ☐ | ☐ | ☐ | ☒ |
| Other public facilities? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts to public services on pages 4.12-1 through 4.12-17. The GP EIR determined that buildout of the GP would increase the population in the area and therefore increase the demand for public services and expansion of public service facilities. The GP EIR stated that the Hemet Police Department (PD) had an average response time for high priority calls of six minutes and 24 minutes for routine, non-urgent calls, in 2010. Additionally, the GP EIR states that Hemet PD had 91 sworn officers and a support staff of 36 in 2010.

However, the GP EIR determined that it would not create significant impacts related to fire services, police protection, school services, or library services due to compliance with existing regulations, plans, and policies within the GP. Plans and programs, such as the Development Impact Fee for new developments and payment of school development fees (pursuant to SB 50), would ensure the funding for as-needed services to new development. Impacts were determined to be less than significant with the implementation of existing regulations.

**Project-Specific Impacts**

*a) Fire protection and emergency services?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.12-13) and was determined to have a less than significant impact.

The City of Hemet Fire Department (HFD) is responsible for fire suppression activities within the City and within portions of the planning area Riverside County contracts with Cal Fire for fire suppression. The City of Hemet Fire Department is responsible for all fire suppression, rescue activities, and emergency services. The HFD currently consists of three battalion chiefs, 15 fire captains, 21 firefighters/paramedics, one fire prevention officer, one emergency services coordinator, two public safety dispatchers, and one public safety call taker (Hemet PD Organization Chart). The total full-time staffing at HPD is therefore 51 when positions are filled. Additionally, according to the Hemet General Plan Public Safety Element, average Hemet FD

response times are just under 7 minutes with a standard of 5 minutes or less for 80 percent of fire and emergency medical calls (Hemet GP 2030).

The City of Hemet Fire Department is located 0.8 miles northeast of the Project site at 1035 South Cawston Avenue and the closest fire station is Station 3 located 1.5 miles north of the Project site at 4110 Devonshire Avenue. The proposed Project would develop an industrial warehouse building on the vacant and undeveloped site. Thus, no residents or habitable structures would be introduced to the site. According to section 5.14, *Population and Housing*, workers are anticipated to already live within the region and the proposed Project, including the future expansion area, would generate approximately 20 new employees when including the future expansion area, which is within the GP buildout assumption for population growth by 2030. Additionally, implementation of the Project would be required to adhere to the California Fire Code, as included in the Development Code and ensured through the Project permitting process. Payment of Development Impact Fees (DIF's), as stated in Policy PS-7.3 in the GP EIR, would ensure that the proposed Project pays their proportional share of the cost of providing new fire suppression services, if necessary. Development impact fees collected would ensure the level of fire protection services are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities as needed. The DIF for fire suppression facilities in the City of Hemet for industrial projects is $0.056 per SF. Therefore, the proposed Project would not result in the need for new or expanded fire service facilities, consistent with the GP EIR impact determination. As such, no new impacts related to fire protection services would occur.

*b) Police protection services?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.12-14) and was determined to have a less than significant impact.

The Hemet Police Department is responsible for law enforcement and public safety activities in the City of Hemet. Within the Planning Area, The Riverside County Sheriff's Department provides that function and services the unincorporated county areas. The Hemet Police Department is located southwest of the Project site at 450 East Latham Avenue approximately 3.2 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 January 1, 2023, Hemet had a population of 89,918 persons. Based on this, as of 2023, the city had approximately 1.012 sworn officers per 1,000 residents.

As described in section 5.14, *Population and Housing*, the proposed Project would generate approximately 20 new employees when including the future expansion area, which is within the GP buildout assumption for population growth by 2030. Implementation of the proposed Project would therefore result in a negligible decrease to the current service ratio. The increase of population by 20 employees would decrease the current service ratio by 0.002 sworn officers per 1,000 residents, resulting in a new service ratio of 1.01 sworn officers per 1,000 residents. However, the proposed Project would result in additional onsite employees and goods that could create the need for police services. Crime and safety issues during construction of the proposed Project may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the warehouse may generate a typical range of police service calls such as burglaries, thefts, and employee disturbances. The Project would include security lighting and other security measures such as gates for the proposed driveways.

According to the City of Hemet GP EIR, the need for additional police will be incremental as the population increases and would be met by requiring new development projects to pay their proportional share of the cost of providing additional police protection and services, including development of new facilities. Because the Project would not contribute to a substantial or unanticipated population increase, the proposed Project would not result in the need for new or expanded police services or facilities to support the Project. Additionally, payment of Development Impact Fees (DIF), as stated in Policy PS-8.3 in the GP EIR would ensure that the proposed Project pays the proportional share of the cost of providing new police services, if necessary. The DIF for industrial projects in the City of Hemet for law enforcement facilities is $0.013 per

SF. Therefore, the Project would result in less than significant impacts consistent with the GP EIR impact determination. As such, no new impact related to police protection would occur.

c) *School services?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.12-14 and 4.12-15) and was determined to have a less than significant impact.

The proposed Project consists of construction and operation of one new industrial warehouse building that would not directly generate students. As described previously, the 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, as explained in section 5.14 *Population and Housing*. Thus, the Project would not generate the need for new or physically altered school facilities and impacts would be less than significant.

Additionally, under state law, development projects are required to pay school impact fees in accordance with Senate Bill 50 (SB 50) at the time of building permit issuance. The funding program established by SB 50 allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs and has been found by the legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). The school impact fee for commercial/industrial developments within the HUSD boundary is $0.78 per SF (HUSD 2022). The proposed Project will be subject to school impacts fees. Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. As such, impacts on school services would be less than significant consistent with the GP EIR impact determination. Therefore, the Project would result in no new impacts related to school services.

d) *Parks?*

**No New Impact.** The proposed Project would construct and operate one new industrial warehouse building on a site that is undeveloped and vacant. The 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, as explained in section 5.14 *Population and Housing*. 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 building would occur or be accelerated. The 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 Project. Therefore, the Project would result in a less than significant impact, consistent with the GP EIR impact determination. As such, no new impacts related to parks would occur.

e) *Other public facilities?*

**No New Impact.** As previously discussed, development of the 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 Project site and substantial in-migration of employees that could generate substantial usage of other public facilities is not anticipated to occur. Additionally, payment of Development Impact Fees, as stated in Policy CSI-9.5 in the GP EIR would ensure that the Project pay their proportional share of the cost of providing new general facilities such as library fees, if necessary. The DIF for industrial projects to general facilities in the City of Hemet is $0.116 per SF. Therefore, the Project would

result in a less than significant impact compared to the GP EIR impact determination. As such, no new impacts related to other public facilities would occur.

**Conclusion**

With regards to the issue area of Public Services, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- None.

*GP Goals and Policies*

- **Policy CSI-9.5 Impact Fees.** Continue to use City-collected, library specific impact fees for the development, expansion, or rehabilitation of existing facilities.
- **Policy 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.
- **Policy 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.
- **Policy 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-8.3: 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.
- **Policy CSI-9.5: Impact Fees**. Continue to use City-collected, library-specific impact fees for the development, expansion, or rehabilitation of existing library facilities.
- **Policy 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.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.16 RECREATION

| | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed recreational resource impacts on pages 4.12-15 through 4.12-16. The GP EIR determined that buildout of the GP would generate additional residents in the planning area that would increase the use of existing park and recreational facilities such that substantial physical deterioration may occur or be accelerated. However, the GP EIR found that policies and programs would maintain existing levels of service for park and recreation facilities for both existing and new residents, including maintenance to prevent deterioration of existing parks. Additionally, the increased use and growth will be accompanied by increased revenue, such as in-lieu fees and DIF, to serve the increase in demand and prevent accelerated deterioration. Additionally, the GP would not result in environmental impacts to provide new and/or expanded recreational facilities. The GP EIR concluded that 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. Impacts related to recreation would be less than significant.

**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.** This topic was evaluated in the GP EIR (Impact 4.12-4) and was determined to have a less than significant impact.

As previously discussed, the Project does not propose any residential facilities, and would not cause an increase in residential population beyond that which was assumed in the GP EIR at buildout. Additionally, the employees needed to operate the proposed Project are anticipated to come from the unemployed labor force in the region, as discussed in section 5.14 *Population and Housing*. Thus, there would be no increase in residents which would cause an increase in demand for existing parks or other recreational facilities in the vicinity if the site, and the proposed Project would not cause nor accelerate physical deterioration of these facilities. Although new employees may occasionally increase the use of existing local, neighborhood, and regional parks, employees' use would be at their already established and frequented recreational facilities

and would therefore not result in accelerated deterioration to these facilities such that the construction or expansion of recreational facilities would be necessary. Therefore, the proposed Project would result in a less than significant impact consistent with the GP EIR impact determination. As such, no new impacts related to physical deterioration of park facilities would occur.

*b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.12-4) and was determined to have a less than significant impact.

The proposed Project does not propose or necessitate the construction or expansion of recreational facilities. As discussed above, the Project does not propose any residential facilities, and would not cause a significant increase in the residential population as the proposed Project is within the GP buildout estimate for population growth within the City of Hemet. The GP EIR concluded that policies and programs would maintain existing levels of service for park and recreation facilities for both existing and new residents, including maintenance to prevent deterioration of existing parks. Therefore, the Project would result in a less than significant impact consistent with the GP EIR impact determination. As such, no new impacts related to expansion of recreational facilities would occur.

**Conclusion**

With regards to the issue area of Recreation, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- None.

*GP Goals and Policies*

- **Policy CSI-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.

*GP EIR Mitigation Measures*

- None are applicable to the proposed Project.

## 5.17 TRANSPORTATION

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☐ | ☐ | ☒ |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☐ | ☒ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR addressed transportation/traffic impacts on pages 4.13-1 through 4.13-18. The GP EIR determined that the future land uses consistent with the GP, along with other regional growth and implementation of the Circulation Master Plan would result in additional daily trips throughout the planning area. However, circulation improvements associated with future development that would be accommodated by the GP policies and programs would be designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.

Implementation of the GP would result in two intersections operating at unacceptable LOS E or LOS F in 2030. These intersections would be Sanderson Avenue at Devonshire Avenue and Sanderson Avenue at Florida Avenue. Although numerous GP policies and programs are available to reduce the intersection LOS impacts at these intersections, no additional feasible mitigation is available; therefore, impacts would remain significant and unavoidable.

Implementation of the GP would increase the use of alternative transportation modes, including pedestrian, bicycle, transit, and neighborhood electric vehicle (NEV) trips and provide for additional non-motorized transportation and transit facilities. Additionally, future land uses consistent with the GP would increase the volumes of both vehicular and pedestrian traffic crossing the Burlington Northern Santa Fe (BNSF) rail right-of-way. However, implementation of GP policies and programs and compliance with existing regulations would result in a less-than-significant impact.

**Project-Specific Impacts**

This section is based on the following report:

> *Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, prepared June 26, 2023, by EPD Solutions Inc., included as Appendix J.*

*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 GP EIR (Impact 4.13-1 and 4.13-5) and was determined to be significant and unavoidable.

The proposed Project involves the merging of the two existing parcels to develop a new 89,317 SF industrial warehouse building with a 17,280 SF area for future expansion on a 5.76-acre site that would support warehouse and office uses. 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 described in section 5.11 *Land Use and Planning* and as shown in Table *LU-2: General Plan Consistency*, the proposed Project would be consistent with GP policies addressing the circulation system.

Alternative Transportation

Existing transit service in the City is provided by the Riverside Transit Agency. There are two bus routes that serve the Project vicinity: bus routes 74 and 79 on Sanderson and Wentworth, adjacent to the Project to the northeast. Additionally, South Sanderson Avenue is an existing bicycle lane to the east of the Project site. The proposed Project would also install a new 5-foot-wide sidewalk along the Project site frontage on Wentworth Drive with a curb and gutter. The Project would not remove or alter any bicycle facilities or transit service access. Therefore, impacts would be less than significant and would result in fewer impacts compared to the GP EIR determination of significant and unavoidable. As such, no new impacts would occur.

*b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

**No New Impact.** This topic was not evaluated in the GP EIR as the threshold was not included in CEQA Guidelines Appendix G at the time that the GP EIR was approved by.

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020. CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that 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.

A Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, dated June 26, 2023, was prepared for the proposed Project by EPD Solutions (Appendix J). For the purpose of this analysis, full buildout of the proposed Project, including the future warehouse expansion area, was analyzed and considered. As shown in Table T-1, the Project is forecast to generate 153 daily Passenger Car Equivalent (PCE) trips, including 19 PCE trips in the AM (13 inbound and 6 outbound), and 67 PCE trips in the PM (48 inbound and 19 outbound) peak hours using the operational data. Using the ITE warehouse rate, the Project is forecasted to generate 262 daily PCE trips, including 26 PCE trips during the AM (20 inbound and 6 outbound), and 25 PCE trips during the PM peak hour.

**Table T-1: Project Trip Generation**

| | | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | | **Units** | **Daily** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **Trip Rates** | | | | | | | | | |
| Warehouse[1] | | TSF | 1.71 | 0.13 | 0.04 | 0.17 | 0.05 | 0.13 | 0.18 |
| Operational Trip Generation[2] | 107.31 | TSF | 84 | 10 | 3 | 13 | 19 | 13 | 32 |
| **Vehicle Mix[2]** | | | | | | | | | |
| Passenger Vehicles | | | 34 | 7 | 0 | 7 | 0 | 7 | 7 |
| Ryder | | | 20 | 0 | 0 | 0 | 10 | 0 | 10 |
| Will Call | | | 20 | 2 | 2 | 4 | 6 | 4 | 10 |
| Other | | | 10 | 1 | 1 | 2 | 3 | 2 | 5 |
| Total | | | 84 | 10 | 3 | 13 | 19 | 13 | 32 |
| **Proposed PCE Trip Generation[3]** | | PCE Factor | | | | | | | |
| Passenger Vehicles | | 1.0 | 34 | 7 | 0 | 7 | 0 | 7 | 7 |
| 2-3 Axle Trucks | | 2.0 | 60 | 6 | 6 | 12 | 18 | 12 | 30 |
| 4+-Axle Trucks | | 3.0 | 59 | 0 | 0 | 0 | 30 | 0 | 30 |
| Total | | | 153 | 13 | 6 | 19 | 48 | 19 | 67 |
| Warehouse ITE Trip Generation[1] | 107.31 | TSF | 184 | 14 | 4 | 18 | 5 | 14 | 19 |
| **Vehicle Mix[4]** | | **Percent** | | | | | | | |
| Passenger Vehicles | | 72.50% | 134 | 10 | 3 | 13 | 4 | 10 | 14 |
| 2-Axle truck | | 4.60% | 8 | 1 | 0 | 1 | 0 | 1 | 1 |
| 3-Axle truck | | 5.70% | 10 | 1 | 0 | 1 | 0 | 1 | 1 |
| 4+-Axle Trucks | | 17.20% | 32 | 2 | 1 | 3 | 1 | 2 | 3 |
| Total | | 100% | 184 | 14 | 4 | 18 | 5 | 14 | 19 |
| **Proposed PCE Trip Generation[3]** | | **PCE Factor** | | | | | | | |
| Passenger Vehicles | | 1.0 | 134 | 10 | 3 | 13 | 4 | 10 | 14 |
| 2-Axle truck | | 1.5 | 12 | 2 | 0 | 2 | 0 | 2 | 2 |
| 3-Axle truck | | 2.0 | 20 | 2 | 0 | 2 | 0 | 2 | 2 |
| 4+-Axle Trucks | | 3.0 | 96 | 6 | 3 | 9 | 3 | 6 | 9 |
| Total | | | 262 | 20 | 6 | 26 | 7 | 20 | 27 |

Source: Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis (Appendix J).
PCE = Passenger Car Equivalent
[1]Trip Rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 150-Warehousing
[2]Operational detail (total trips and vehicle splits) provided by the end user based off of their existing facility
[3]Passengar Car Equivalent (Pce) factors from the San Bernardino County CMP, Appendix B – Guidelines for the CMP Traffic
[4]Vehicle Mix from the Warehouse Truck Trip Study Data and Results and Usage, July 17, 2014. Without Cold Storage

The City's Guidelines for TIA provide VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. A small project, defined as generating less than 500 daily trips, is presumed to have a less than significant impact on VMT. As shown in Table T-1 above, using either the operational data or the ITE rate for warehouse, the proposed Project would generate less than 500 daily trips. Therefore, the proposed Project is presumed to have a less than significant impact on VMT according to the City's Guidelines thresholds for VMT analysis. Thus, VMT impact would be less than significant from implementation of the Project consistent with the GP EIR impact determination. Therefore, no new impacts related to consistency with CEQA Guidelines section 15064.3, subdivision (b) would result from the proposed Project compared to the GP EIR impact determination.

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 GP EIR (Impact 4.13-43) and was determined to have a less than significant impact.

Vehicular access to the proposed Project would be provided via three new ingress and egress driveways on Wentworth Drive. The westernmost and easternmost driveways would be 40-feet-wide and provide truck access. The center driveway would be 30-feet wide and limited to passenger vehicles. Each driveway would be operated using an 8-foot-high vehicular rolling gate. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The proposed Project would not introduce any new roadways or introduce a new land use that would conflict with existing urban land uses in the surrounding area. The proposed Project includes onsite circulation provided via a 30-foot-wide internal drive aisle around the entire exterior of the building, providing 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 County's development standards such as those required for , design of the proposed Project streets would be reviewed to ensure fire engine accessibility and turnaround area is provided to the California Fire Code (Title 24, California Code of Regulations, Part 9) standards. Although there is an abandoned railroad crossing southeast of the Project site, this crossing is no longer functional and would not result in traffic or pedestrian use. As a result, impacts related to vehicular circulation design features would be less than significant, consistent with the GP EIR impact determination. As such, no new impacts would occur.

d) *Result in inadequate emergency access?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.13-4) 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 Wentworth Drive for a short period of time. However, the construction activities would be required to ensure emergency access to and from the site 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 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, consistent with the GP EIR impact determination. As such, no new impact would occur.

Operation

As described previously, the proposed Project would provide adequate emergency access to the site via three ingress and egress driveways from the existing road of Wentworth Drive. Access to and from the Project site for emergency vehicles would be reviewed and approved by the Riverside County Fire Department and the City as part of the Project approval process. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. Because the 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, consistent with the GP EIR impact determination. Therefore, the Project would result in no new impacts to emergency access.

**Conclusion**

With regards to the issue area of Transportation and Traffic, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **GP 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 in incorporated within the project. Traffic impact analyses must also consider impacts related to traffic increases at rail crossings and propose binding mitigation strategies.

*GP Goals and Policies*

- **Policy C-1.3 Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peal hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on case-by-case basis.
- **Policy 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 C-1.15 New Development.** Approval of new development shall require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements to a traffic impact analysis.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.18 TRIBAL CULTURAL RESOURCES

| 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: | **Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies** | **Significant Impact not Analyzed as Significant in the Prior EIR** | **Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR** | **Adverse Impact More Severe based on Substantial New Information** | **No New 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)? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR did not specifically analyze impacts to tribal cultural resources. However, the GP EIR discussed impacts to cultural resources, including tribal cultural resources on pages 4.5-1 through 4.5-11. The GP EIR describes that the City of Hemet and the surrounding area are known to have been heavily used by Native American groups; in addition, the project area was settled by Spanish immigrants in the late-18th century. While some burial grounds (generally from the historic era) are known, it is possible that ground disturbing activities in the planning area could encounter prehistoric or historic human remains. The GP EIR determined that adherence to existing State regulations (along with GP policies and programs) would reduce impacts on human remains to a less-than-significant level and that no mitigation measures are required.

**Impacts Associated with the Proposed Project**

This section is based on the following reports:

- *Cultural Resources Study. BFSA Environmental Services. March 21, 2023. Appendix C.*
- *Paleontological Assessment. BFSA Environmental Services. March 15,2023. Appendix D.*

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.** The GP EIR did not analyze this threshold as it was not an adopted threshold at the time the document was written but impacts related to tribal cultural resources were discussed in sections 4.5 Cultural Resources of the GP EIR and were considered less than significant.

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 a historical resource pursuant to CEQA. Therefore, the Project would not result in impacts to historic resources that are listed or eligible for listing, consistent with the GP EIR impact determination. As such, the Project would result in no new impacts 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.** The GP EIR did not analyze this threshold as it was not an adopted threshold at the time the document was written. However, impacts related to tribal cultural resources were discussed in section 4.5 Cultural Resources of the GP EIR and were considered less than significant.

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.

A Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) was requested by BFSA Environmental Services on March 3, 2023 (Appendix C). The NAHC responded on March 13, 2023, stating the SLF search did not identify any previously known tribal cultural resources or sacred lands within the Project site or within 1-mile of the Project site.

Additionally, the proposed Project would be consistent with GP policies and programs that would address the discovery of human remains. Policy HR-2.1 requires consultation with appropriate Indian tribes upon discovery of human remains. Program HR-P-11 implements Policy HR-2.1 by directing the City to develop a formal process to consult with local Indian tribes regarding the inadvertent discovery of cultural resources during site excavation. This consultation process would reduce impacts to the discovery of human remains by describing the necessary actions to be taken should human remains be discovered during project construction. Policy HR-2.2 requires a certified archaeologist to monitor major earth-moving activities in previously undisturbed areas or in areas with known archaeological resources and would reduce impacts by ensuring a trained professional is onsite to address human remains should they be discovered during construction activities. However, the proposed Project is not located in an area with known archaeological resources, therefore the proposed Project would not require an archeologist to be retained and would be compliant with Policy HR-2.2. Additionally, Policy HR-2.3 requires resources found prior to or during site development to be evaluated by a qualified archaeologist or paleontologist. Therefore, with consistency to GP policies and programs the proposed Project would result in less than significant impacts consistent with the GP EIR impact determination. As such, no new impacts related to substantial adverse changes in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074 would occur.

**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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **GP 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.

*GP Goals and 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 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.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.19 UTILITIES AND SERVICE SYSTEMS

| Would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed impacts related to water supply and infrastructure on pages 4.14-21 through 4.14-23 and determined the GP buildout would increase demand for potable water and require the construction of new water supply facilities. GP 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 GP concluded that these impacts would be less than significant with implementation of the GP programs and policies.

The GP 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 GP EIR concluded that impacts would be less than significant with implementation of the GP programs and policies.

The GP 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 GP EIR determined impacts would be less than significant with implementation of the GP programs and policies.

The GP 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, which 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 GP programs and policies.

**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 GP EIR (Impact 4.14-1) and was determined to be less than significant.

Water

The Project applicant would develop the Project site, which is currently served by the Eastern Municipal Water District's (EMWD) water infrastructure and would install new water infrastructure at the Project site that would connect to the existing 12-inch water line in Wentworth Drive. As described below in threshold b), the proposed Project would have a water demand rate of approximately 27,280 gallons per day or 30.56 acre-feet per year without the future expansion area, and approximately 32,560 gallons per day or 36.47 acre-feet per year with the future expansion area. According to the EMWD's 2020 Urban Water Management Plan (UWMP), water supply met water demand for the EMWD coverage area through 2020 and is forecasted to continue to do so through 2045 (EMWD UWMP 2020). Therefore, EMWD would have sufficient supply to meet all present and future water demand requirements in EMWD's services area, which includes the Project site. The new onsite water system would convey water supplies to the proposed warehouse, office uses, and landscaping through plumbing/landscaping fixtures that are compliant with the Cal Green Plumbing Code for efficient use of water. 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 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*. Additionally, all new developments that connect to the system are required to pay their applicable fair-share Development Impact Fee(s). 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 impacts would occur.

Wastewater

Development of the proposed Project would install an on-site 6-inch sewer line which would connect to the existing 8-inch sewer line in Wentworth Drive. 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. As described in threshold c) below, under existing conditions, the San Jacinto Valley Facility has an excess treatment capacity of approximately 6.67 million gallons per day. Additionally, it is estimated that the proposed Project would generate approximately 17,280 gallons of wastewater per day. Therefore, the proposed Project would be within the existing capacity of the San Jacinto Water Facility. The Project would not result in the need for construction of new or expansion of existing wastewater facilities and as such, no new impact would occur.

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 consistent with the GP EIR impact determination. As such, no new impact would occur.

Stormwater

As discussed above in Section 5.10, *Hydrology and Water Quality*, due to the appropriate sizing of the onsite drainage features and infiltration basins, as shown in the Project's Water Quality Management Plan and Hydrology Report (Appendices H and I), as ensured through the Project permitting process, operation of the proposed Project would not substantially increase stormwater runoff, and the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities. The proposed full retention basins would address the regional LID structural treatment BMP and would infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event, as required by the Santa Ana RWQCB regulations. Additionally, to meet the LID requirements, the basin has been designed to capture and treat the calculated Design Capture Volume (DCV) of 12,548 cubic feet and infiltrate it in less than 72 hours. The proposed basins' total storage volume of 51,025 cubic feet far exceeds the required water quality DCV (Appendix G). Therefore, impacts would be less than significant and consistent with the GP EIR impact determination. As such, no new impact would occur.

Electric Power

The 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. The City of Hemet requires that new projects install underground connections and that they connect to underground existing power when practical based on the size of the lines. As shown in Table E-2, the proposed Project would generate approximately 536,806 kilowatt-hours (kWh) of electricity during operation. However, as described in section 5.6, *Energy*, the proposed Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region. Additionally, the proposed Project would have adequate industrial electricity supplies available to meet the incremental increase in demand attributed to the Project. Additionally, as described in the GP EIR, the proposed Project would be required to comply

with Title 24, Program IS-P-8, and Policy CD-2.26. Provision of electricity to the Project site is not anticipated to require or result in the construction of new facilities or the expansion of existing facilities, the construction or relocation of which would cause significant environmental impacts to electricity. Therefore, impacts would be less than significant and consistent with the GP EIR impact determination. As such, no new impact would occur.

Natural Gas

Natural gas is provided through a network of gas transmission pipelines and distributed through existing mains, which can be extended to serve new projects. The Project would connect to the existing Southern California Gas natural gas distribution facilities that are adjacent to the Project site. As described in section 5.6, Energy, the proposed Project would demand approximately 2,048,782 thousand British thermal units (BTU) of natural gas during operation. However, the proposed Project would be consistent with the GP policies and programs, including those regarding energy efficiency, as specified throughout this document and as shown on Table LU-2 *General Plan Consistency*. Adequate industrial gas supplies are presently available to meet the incremental increase in demand attributed to the Project according to the GP EIR. Therefore, impacts would be less than significant and consistent with the GP EIR impact determination. As such, no new impact would occur.

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 GP EIR (Impact 4.14-4) and was determined to be significant.

The Project site is located within the water service area of the Eastern Municipal Water District (EMWD), which provides retail and wholesale water service to an area of approximately 555 square miles in Riverside County. EMWD's service area boundaries include seven incorporated cities in addition to several unincorporated areas of Riverside County. Within the EMWD the Project is served by the East Valley Service Area. EMWD has a diverse portfolio of local and imported water supplies to deliver treated water to its customers. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Imported water supplies are received from the Metropolitan Water District of Southern California.

According to the EMWD's 2020 Urban Water Management Plan (UWMP), water supply met water demand for the EMWD coverage area through 2020 and is forecasted to continue to do so through 2045 (EMWD UWMP 2020). In addition, the projected supply of water is expected to equal demand through the year 2045 under a normal year, single dry-year scenario and multiple dry-year scenario as shown in Table UT-1.

**Table UT-1: EMWD's Projected Wholesale and Retail Water Supply and Demand (AF)**

| Water Source | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|
| **Normal Year** | | | | | |
| Supply Totals | 208,900 | 214,900 | 228,900 | 241,000 | 251,500 |
| Demand Totals | 208,900 | 214,900 | 228,900 | 241,000 | 251,000 |
| Difference | 0 | 0 | 0 | 0 | 0 |
| **Single Dry Year** | | | | | |
| Supply Totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |
| Demand Totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |

| Water Source | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|
| Difference | 0 | 0 | 0 | 0 | 0 |
| **Multiple Dry Years** | | | | | |
| *First Year* | | | | | |
| Supply Totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |
| Demand Totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |
| Difference | 0 | 0 | 0 | 0 | 0 |
| *Second Year* | | | | | |
| Supply Totals | 132,700 | 143,300 | 153,700 | 162,500 | 170,300 |
| Demand Totals | 132,700 | 143,300 | 153,700 | 162,500 | 170,300 |
| Difference | 0 | 0 | 0 | 0 | 0 |
| *Third Year* | | | | | |
| Supply Totals | 134,900 | 145,500 | 155,500 | 164,100 | 171,900 |
| Demand Totals | 134,900 | 145,500 | 155,500 | 164,100 | 171,900 |
| Difference | 0 | 0 | 0 | 0 | 0 |
| *Fourth Year* | | | | | |
| Supply Totals | 137,100 | 147,600 | 157,400 | 165,700 | 173,500 |
| Demand Totals | 137,100 | 147,600 | 157,400 | 165,700 | 173,500 |
| Difference | 0 | 0 | 0 | 0 | 0 |
| *Fifth Year* | | | | | |
| Supply Totals | 140,200 | 150,800 | 160,000 | 168,000 | 175,800 |
| Demand Totals | 140,200 | 150,800 | 160,000 | 168,000 | 175,800 |
| Difference | 0 | 0 | 0 | 0 | 0 |

Source: UWMP 2020.

Implementation of the proposed Project at buildout would develop one 106,597 SF warehouse building with office space which is not considered a water-intensive use. To further minimize any potential groundwater depletion, the proposed Project would include three underground infiltration basin systems to assist with groundwater recharge. The Project proposes approximately 80,280 SF of warehouse space with a total office space of approximately 9,037 SF. The proposed Project would also include the potential for the future expansion of the building by 17,280 SF of warehousing space, which would be expanded from the east of the warehousing area. The future expansion would still be within the allowable FAR for the land use and zoning designation for the site, which was considered in the development of the UWMP. According to the 2020 UWMP, EMWD's water demand is 176 gallons per capita per day. As discussed in Section 5.14, *Population and Housing*, the proposed Project is estimated to generate 20 employees with the future expansion area included. Therefore, the proposed Project would demand water at a rate of approximately 3,520 gallons per day or 4 acre-feet per year.

The proposed Project is consistent with the planned BP land use designation and maximum allowed FAR for the site and would therefore be classified as an industrial use under the sectors analyzed within the UWMP. Therefore, water demands for the Project site have been accounted for within the 2020 UWMP and the water supply available to EMWD would be sufficient to meet all present and future water supply requirements in EMWD's services area, which includes the Project site for at least the next 20 years. Therefore, the water supply would meet the water demand of the proposed Project during normal, dry, and multiple dry years. Impacts would be less than significant and result in fewer impacts compared to the GP EIR impact determination of significant. As such, no new impact would occur.

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 GP EIR (Impact 4.14-1) and was determined to be less than significant.

EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, including to the Project site. The City of Hemet owns and operates the wastewater collection system in Hemet and for the Project site, however, the Project and cities wastewater is treated by the EMWD San Jacinto Valley Water Reclamation Facility.

The San Jacinto facility, located in the City of San Jacinto, is the designated plant to treat wastewater generated by the City of Hemet. On average, RP-4 treats approximately 7 million gallons per day and has a capacity to treat 14 million gallons per day (EMWD UWMP 2020).

As described previously, the development of the proposed Project would install an on-site 6-inch sewer line which would connect to the existing 8-inch sewer line in Wentworth Drive. San Jacinto Valley is the Regional Water Recycling Plant designated to service the Project and has a treatment capacity of 14 million gallons per day which is equivalent to 15,700 AFY (UWMP 2020). In 2020, San Jacinto Valley collected and treated approximately 7.32 million gallons per day of wastewater (UWMP 2020). Under existing conditions, San Jacinto Valley has an excess treatment capacity of approximately 6.67 million gallons per day.

Wastewater generation rates included in the City of Hemet GP EIR state that non-residential uses generate approximately 3,000 gallons per acre per day. The Project site is 5.76 acres. Thus, it is estimated that the proposed Project would generate approximately 17,280 gallons of wastewater per day at buidlout. Buildout of the Project site under the GP 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 GP 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 GP Policies, impacts related to wastewater treatment would be less than significant, consistent with the GP EIR impact determination. Therefore, the proposed Project would not require new or expanded wastewater treatment facilities and no new impacts would occur.

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 GP EIR (Impact 4.14-5) and was determined to be less than significant. The proposed Project would generate solid waste during construction activities as well as during operation. CR&R Waste and Recycling Services provides waste and recycling services in the City of Hemet

and would handle the proposed Projects solid waste generation. CR&R delivers solid waste and recycling materials that it collects to Perris Transfer and Material Recovery Facility located at 1706 Goetz Road in Perris, California. The facility is permitted to accept 150 tons are permitted per day for large volume In-Vessel Digestion, 400 tons per day for medium volume Construction/Demolition inert debris processing and can also transfer a maximum throughput of 3,000 tons per day of solid waste to other facilities and landfills. In January 2023, the facility received 28,537 tons of waste for transfer with an average tonnage received of 921 tons per day (Cal recycle 2023). Thus, the facility had an additional capacity of 2,079 tons per day. The facility also received 2,034 tons of construction debris in January 2023 with an average of 67 tons per day.

**Construction**

The proposed Project does not involve demolition of existing structures; however, Project construction would generate solid waste for landfill disposal from construction packaging and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA 1998), construction of the Project would generate approximately 177 tons of waste during construction from packaging and discarded materials. However, Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, construction activities, which would generate the most solid waste would generate approximately 60.9 tons of solid waste. As described in Section 3.0, *Project Description*, construction is expected to take 300 days, or approximately 10 months. As such this would equate to approximately 0.20 ton of solid waste per day. Construction of the future expansion, which is 17,280 SF, would produce less solid waste compared to construction of the proposed Project.

As the Mid Valley Sanitary Landfill has additional capacity of approximately 2,079 tons per day, the facility would be able to accommodate the addition of 0.20 ton of waste per day from the proposed Project. Therefore, the Mid Valley Sanitary Landfill would be able to accommodate solid waste from construction and of the proposed Project and its future expansion, and impacts related to landfill capacity would be less than significant consistent with the GP EIR impact determination. As such, no new impacts would occur.

**Operation**

The CalEEMod solid waste generation rate for general light industrial land use is 1.24 tons per year per 1,000 SF. Thus, the proposed warehouse would generate approximately 132.18 tons of solid waste per year after construction of the future expansion area. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfill solid waste to approximately 33.05 tons per year or 0.64 ton per week.

As the Mid Valley Sanitary Landfill has additional capacity of approximately 2,079 tons per day, the facility would be able to accommodate the addition of 0.64 tons of waste per week from the proposed Project. Therefore, the Mid Valley Sanitary Landfill would be able to accommodate solid waste from construction and operation of the proposed Project, and impacts related to landfill capacity would be less than significant, consistent with the GP EIR impact determination. Therefore, the Project would result in no new impacts.

e) *Comply with federal, state, and local statutes and regulations related to solid waste?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.14-1 through 4.14-7) and was determined to be less than significant. As described previously, the proposed Project would generate an increased amount of solid waste. All solid waste-generating activities within the city are subject to the requirements set forth in Section 5.408.1 of the 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.

The proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation, which would be verified through the city development permitting process. Therefore, impacts would be less than significant and consistent with the GP EIR impact determination. As such, the Project would result in no new impacts.

**Conclusion**

With regards to the issue area of Utilities and Service Systems, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- None are applicable to the Project.

*GP Goals and 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-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-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.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.20 WILDFIRE

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☐ | ☒ |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☐ | ☒ |

**Summary of Impacts Identified in the GP EIR**

The GP EIR discussed wildfire impacts within the Hazards and Hazardous Materials Section on pages 4.8-23 through 4.8-24. The GP EIR determined that adoption and implementation of the GP would increase population located in proximity to wildlands and VHFHSZs, which would increase the risk from potential wildland fires. Additionally, the GP would create additional traffic and future land uses requiring evacuation in case of an emergency. However, the remainder of the impact topics related to wildfire were determined to be less than significant with implementation of state regulations, such as the California Fire Code, and GP policies and programs.

**Project-Specific Impacts**

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

**No New Impact.** This topic was evaluated in the GP EIR (Impact 4.8-5) and was determined to have a less than significant impact.

According to the CalFire Fire Hazard Severity Zone Map and Figure 6.4, Wildland Fire Severity Zone, in the City's GP Public Safety Element, the Project site is not within a State Responsibility Area (SRA) or in a Very High Fire Hazard Severity Zone (VHFHSZ). The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with the City of Hemet or Riverside County EOP. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events.

The proposed Project would provide adequate emergency access to the site via three ingress and egress driveways from the existing road of Wentworth Drive. 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, the County 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. As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan and no new impacts occur. Therefore, The Project would not result in impairment of an emergency response plan, consistent with the GP EIR impact determination. As such, no new impacts would occur.

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 evaluated in the GP EIR (Impact 4.8-6) and was determined to have a significant impact.

As described in the previous response, the Project site is not within a SRA or a VHFHSZ. The areas considered to be within Fire Hazard Severity Zones in Hemet are for the majority adjacent to largely dry vegetated areas such as trees and grassland groundcover, which can provide fuel for wildfires, as well as adjacent to steep slopes. The Project site and adjacent areas are sparsely vegetated, flat, urbanized, and do not contain other major factors that could exacerbate wildfire risks. The Project site is located in a flat area that does not contain or is adjacent to large slopes, and the proposed Project would not generate large slopes. Implementation of the proposed Project would be required to adhere to the California Fire Code, as adopted by the Riverside County Fire Department, and would be reviewed by the County's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. The Project site does not include any slopes or prevailing winds that would exacerbate fire risks. Therefore, the Project would result in less than significant impacts related to exposure of people or structures to significant risk involving wildland fires and would have fewer impacts compared to the GP EIR impact determination of significant. As such, no new impacts would occur.

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 evaluated in the GP EIR (Impact 4.8-6) and was determined to have a less than significant impact.

As described in the previous responses, the Project site is not within a SRA or a VHFHSZ and is located within an urban setting. The Project does not include 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. Additionally, the proposed Project would be compliant with all applicable codes and ordinances. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards. Therefore, impacts would be less than significant, and would result in fewer impacts compared to the GP EIR impact determination of significant. As such, no new impacts.

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 evaluated in the GP EIR (Impact 4.8-6) and was determined to have a less than significant impact.

As described in the previous responses, the Project site is not within any 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. In addition, the Project site is located in a flat area that does not contain or is adjacent to large slopes, and the proposed Project would not generate large slopes. Furthermore, the proposed Project includes installation of onsite drainage improvements that would retain stormwater runoff on-site, as described in Section 5.10 *Hydrology and Water Quality*. Impacts would be less than significant, consistent with the GP EIR impact determination of. Therefore, the proposed Project would result in no new impacts related to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

**Conclusion**

With regards to the issue area of Wildfire, 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 GP EIR.
3. No substantial new information has been identified which results in an impact which is more severe than anticipated by the GP EIR.
4. No mitigation measures contained within the GP EIR would be required because Project specific impacts would be less than significant.

**Applicable Goals, Policies, Standards, and Mitigation Measures**

*Uniformly Applied Development Policies or Standards (DP/S)*

- **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.

*GP Goals and Policies*

- None.

*GP EIR Mitigation Measures*

- None are applicable to the Project.

## 5.21 MANDATORY FINDINGS OF SIGNIFICANCE

| | Project Peculiar Impact that is not Substantially Mitigated by Uniformly Applied Policies | Significant Impact not Analyzed as Significant in the Prior EIR | Potentially Significant Offsite or Cumulative Impact not Discussed in the prior EIR | Adverse Impact More Severe based on Substantial New Information | No New Impact |
|---|---|---|---|---|---|
| a) Does the project have the potential to substantially 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? | ☐ | ☐ | ☐ | ☐ | ☒ |
| 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)? | ☐ | ☐ | ☐ | ☐ | ☒ |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☐ | ☐ | ☒ |

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?*

**Less Than Significant Impact with Mitigation Incorporated.** Based on the discussion in Section 5.4, *Biological Resources*, the Project site does not provide suitable habitat for any special status plant species or special status plant communities due to the disturbed nature of the site. However, the Project site does contain areas with shrubs that may be used by nesting songbirds during the nesting bird season of February 1 to September 15. Therefore, vegetation removal would be conducted outside of the nesting bird season for migratory birds from February 1 to September 15 in order to be consistent with the Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq, implemented through the City's permitting process and ensured by GP policy OS-1.1. Therefore, impacts to Biological Resources would be less than significant with compliance to GP policies, consistent with the GP EIR impact determination. As described in Section 5.5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance

of a historical resource. The records search conducted as part of the Cultural Resources Assessment did not identify any historic, archaeological, or cultural resources on the Project site. In addition, in the event that archeological resources are inadvertently discovered during Project implementation, the proposed Project would comply with GP Policy HR-2.3 Evaluation. Additionally, through compliance with GP program HR-P-11 and mandatory compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 impacts related to unknown cultural resources onsite would be less than significant and would also be consistent with the GP EIR impact determination of less than significant. As such, no new impacts would occur.

As described in section 5.18 *Tribal Cultural Resources*, a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) was requested by BFSA Environmental Services on March 3, 2023 (Appendix C). The NAHC responded on March 13, 2023, stating the SLF search did not identify any previously known tribal cultural resources or sacred lands within the Project site or within 1-mile of the Project site. Additionally, the proposed Project would be consistent with GP policies and programs that would address the discovery of human remains, such as Policy HR-2.1, Policy HR-2.2, Policy HR-2.3, and Program HR-P-11. Therefore, with implementation of and consistency to GP policies and programs impacts to tribal cultural resources would be less than significant consistent with the GP EIR impact determination of less than significant. As such, no new impacts would occur.

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)?*

**No New Impact.** As presented in this exemption checklist potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. All Project-related impacts would be less than significant with the exception of Section 5.3, *Air Quality* and 5.8, *Greenhouse Gas Emissions*. Section 5.3, *Air Quality* and 5.8, *Greenhouse Gas Emissions* include mitigation measures to reduce impacts to less than significant. Therefore, based on the analysis contained in this document, Project-related impacts would be reduced to less than significant levels with the incorporation of GP mitigation measures. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. Additionally, no potentially significant off-site or cumulative impacts have been identified which were not previously evaluated in the GP EIR. Since there are no new or significant impacts to the GP EIR determination, the GP EIR has already fully addressed Cumulative Impacts and the proposed Project would not lead to a new or significant cumulative finding. As discussed in Sections 5.1 through 5.20 of this document, mitigation would be required and incorporated as necessary. Therefore, the proposed Project would result in cumulative impacts consistent with the GP EIR determinations, and no new impacts would occur.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**No New Impact.** Based on the Project Description and the preceding responses in Sections 5.1 through 5.20 of this ISMND, implementation of the proposed Project would not cause substantial adverse effects to human beings, either directly or indirectly. because all potentially significant impacts of the proposed Project would be mitigated to a less than significant level and all Project impact determinations are consistent with, or less than, the GP EIR impact determinations. Therefore, since all potentially significant impacts of the proposed Project are expected to be mitigated to a less than significant level and no new impacts were identified, implementation of the proposed Project would not cause substantial adverse effects on human beings.

**Uniformly Applied Development Policies or Standards (DP/S)**

**AES CD-P.20 Light Pollution and Reflective Materials,** as listed in Section 5.1.

**AES OS-P-10 View Corridors,** as listed in Section 5.1.

**AQ Rule 402 Nuisance,** as listed in Section 5.3.

**AQ Rule 403 Fugitive Dust,** as listed in Section 5.3.

**AQ Rule 481 Spray Coating,** as listed in Section 5.3.

**AQ Rule 1108 Volatile Organic Compounds,** as listed in Section 5.3.

**AQ Rule 1113 Architectural Coatings,** as listed in Section 5.3.

**CUL HR-P-9 Inventory of Archaeological Sites,** as listed in section 5.5.

**CUL HR-P-10 Studies and Surveys,** as listed in section 5.5.

**CUL HR-P-11 Tribal Consultation,** as listed in section 5.5.

**Energy Hemet Development Code Section 14.65,** as listed in section 5.5.

**GEO GP Regulatory Requirement: Santa Ana RWQCB MS4 Permit,** as listed in section 5.7.

**GEO GP Regulatory Requirement: National Pollutant Discharge Elimination System (NPDES),** as listed in section 5.7.

**GEO HR-P-10: Studies and Surveys,** as listed in section 5.7.

**GEO PS-P-3: Seismic Safety Studies,** as listed in section 5.7.

**HAZ LU-P-35: Airport Land Use Plan Compatibility,** as listed in section 5.9.

**HAZ PS-P-13: Airport Land Use Restrictions,** as listed in section 5.9.

**HAZ PS-P-15: Fire Protection Regulations,** as listed in section 5.9.

**HAZ PS-P-22: Hazardous Material Regulations,** as listed in section 5.9.

**HYD GP Regulatory Requirement: Santa Ana RWQCB MS4 Permit, as listed in section 5.10.**

**HYD GP Regulatory Requirement: National Pollutant Discharge Elimination System (NPDES),** as listed in section 5.10.

**NOI PS-P-27: Noise Standards,** as listed in section 5.13.

**NOI PS-P-28: Noise Reduction through Project Design,** as listed in section 5.13.

**TR C-P-11: Development Review,** as listed in section 5.17.

**TCR HR-P-11 Tribal Consultation,** as listed in section 5.18.

**Wildfire PS-P-15: Fire Protection Regulations,** as listed in section 5.20.

**Mitigation Measures (MM)**

**MM 4.3-1a,** as listed in section 5.3.

**MM 4.3-1b,** as listed in section 5.3.

**MM 4.3-1e,** as listed in section 5.3.

**MM 4.7-1,** as listed in section 5.8.

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