
I. INTRODUCTION AND SUMMARY

INTRODUCTION TO THE DRAFT EIR

The subject of this Environmental Impact Report (EIR) is the proposed Ramona Creek Specific Plan Project (the “Project”). A detailed description of the Project is included in Section III (Project Description) of this EIR.

Because the Project will require approval of certain discretionary actions by the City of Hemet (the “City”), the Project is subject to the California Environmental Quality Act (CEQA), for which the City is the designated Lead Agency. The City’s Planning Department administers the process by which environmental documents for projects are prepared and reviewed. On the basis of these procedures, it was determined that the proposed Project may have a significant effect on the environment, and an EIR should be prepared.

As described in Sections 15121 and 15362 of the CEQA Guidelines, an EIR is an informational document that will inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to a project. The purpose of this EIR, therefore, is to focus the discussion on those potential effects on the environment of the proposed Project that the Lead Agency has determined are or may be significant. In addition, feasible mitigation measures are required, when applicable, that could reduce or avoid significant impacts.

This EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR would summarize the main points of disagreement among the experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure.

Additionally, as noted previously, the Project is a Specific Plan, which is a planning document that establishes broad development concepts and policies to govern future development within the boundaries of the Specific Plan area. Implementation of a Specific Plan typically occurs through development of multiple individual projects. Thus, this Draft EIR has been prepared in accordance with Section 15165 of the *CEQA Guidelines* states the following about EIRs prepared for projects that comprise multiple individual projects:

Where individual projects are, or a phased project is, to be undertaken and where the total undertaking comprises a project with significant environmental effect[s], the Lead Agency shall

prepare a single program EIR for the ultimate project as described in Section 15168 [of the CEQA Guidelines].

Also, Section 15168(a) of the CEQA Guidelines describes a “program EIR” as follows:

A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- (1) Geographically,*
- (2) A logical parts in the chain of contemplated actions,*
- (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or*
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*

A program EIR is does not address project-specific environmental impacts but addresses policy interventions and the broad land use changes that could occur as a result of the Specific Plan (including the Project). Individual developments or projects implemented under a Specific Plan may “tier” off a program EIR and further reduce and expedite environmental review processing time when actual projects are proposed by private and/or public entities. Section 15152(a) of the CEQA Guidelines describes tiering as follows:

“Tiering” refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

Along with consideration of permits and approvals for individual developments under the Project, the City would review individual developments for consistency with the Ramona Creek Specific Plan and would (if necessary) prepare “tiered” CEQA documentation (e.g., addendum, negative declaration, EIR) that focuses on the potential environmental impacts that “were not examined as significant effects on the environment in the prior EIR” or that could be substantially reduced or avoided through changes to the individual developments. No additional CEQA documentation would be required for development that is consistent with the Ramona Creek Specific Plan.

Environmental Review Process

Pursuant to Section 15063 of the CEQA Guidelines, the City prepared an Initial Study that concluded that the Project could result in potentially significant environmental impacts, and an EIR would be required. The City circulated a Notice of Preparation (NOP) of an EIR for the Project to the State Clearinghouse and interested agencies and persons on February 22, 2013 for a 30-day review period. The NOP process solicited comments from identified responsible and trustee agencies, as well as interested parties regarding the scope of the EIR. The NOP and comment letters submitted to the City in response to the NOP are included in Appendix I to this EIR.

A public scoping meeting was held on March 14, 2013, at the City Council Chambers, to receive input from agencies and other interested parties as to the scope and content of the EIR.

The Draft EIR will be circulated for 45 days for review and comment by the public and other interested parties, agencies, and organizations. Notice(s) for all public hearings related to the Project will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to the following:

Mail: Deanna Elliano, Director
Community Development Department
445 East Florida Avenue
Hemet, CA 92543

Email: DElliano@cityofhemet.org

Fax: (951) 765-2359

Following public review of the Draft EIR, a Final EIR will be prepared in response to comments received during the public review period. The Final EIR will be available for public review prior to its certification by the City.

Organization of the Draft EIR

This Draft EIR is organized into eight sections as follows:

Section I (Introduction & Summary): This section provides an introduction to the Draft EIR and a description of the environmental review process and organization of the Draft EIR. This section also includes a summary of the Project description; lists the environmental issues that are addressed in the Draft EIR; a summary of the alternatives to the Project; lists the areas of known controversy based on issues raised in responses received during the NOP process; lists the issues to be resolved; and a summary the environmental impacts and mitigation measures.

Section II (Environmental Setting): This section includes an overview of the existing environmental conditions as they relate to the Project site and Project. A list of related projects is provided in this section.

Section III (Project Description): The section includes a complete description of the Project including Project location, Project characteristics, Project objectives, and required discretionary actions.

Section IV (Environmental Impact Analysis): This section is the primary focus of this Draft EIR. Each environmental issue contains a discussion of existing conditions for the Project area, an assessment and discussion of the significance of impacts associated with the Project, mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Section V (General Impact Categories): This section includes a summary of significant and unavoidable impacts, a discussion of the potential growth inducement of the Project, and a discussion of the significant irreversible changes to the environment.

Section VI (Alternatives to the Proposed Project): This section includes an analysis of a range of reasonable alternatives to the Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the Project and that would avoid or substantially lessen any of the significant effects of the Project.

Section VII (Preparers of the EIR and Persons Consulted): This section presents a list of City and other agencies and consultant team members that contributed to the preparation of the Draft EIR.

SUMMARY

The purpose of the Summary is to provide the reader with a clear and simple description of the Project and its potential environmental impacts. Section 15123 of the CEQA Guidelines requires that the summary identify each significant effect and recommended mitigation measures and alternatives that would minimize or avoid potential significant impacts. The summary is also required to identify areas of controversy known to the lead agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects. This section focuses on the major areas of the Project that are important to decision-makers and uses non-technical language to promote understanding.

Summary of the Project

The site of the proposed Ramona Creek Specific Plan Project (the “Project”) is undeveloped and is located in the City of Hemet (the “City”), approximately 10 miles from Interstate 215, a major regional thoroughfare. Immediately adjacent to the future State Route 79 (SR-79), the Project site spans approximately 208.87 acres and is bounded by Florida Avenue (SR-74) to the south, Myers Street to the

east, Celeste Road to the north, and Warren Road to the west. Devonshire Avenue bisects the northern portion of the Project site from east to west.

The Project is a Specific Plan that covers the entire 208.87-acre Project site. The Specific Plan includes a long-range plan for development of the Project site with a multiple-use commercial and residential community concentrated around open space amenities. The Project also includes all related infrastructure to serve the development, including circulation elements, on-site drainage facilities, and utilities. The primary land uses associated with the Project are divided into 10 Planning Areas. The Project also includes two overlay zones, which could be employed in combination with or instead of the underlying land use categories. The School Overlay includes the potential development of a kindergarten through 5th grade (K-5) elementary school in the northeastern portion of the Project site (Planning Area 10) if the School Overlay site is needed by the Hemet Unified School District. (The approximately 72 residential dwelling units permitted in the underlying land use category may be transferred to any other residentially zoned area within the Project.) The Mixed-Use Overlay would allow for the development of commercial land uses in all or part of Planning Area 4 of the Project site. (Up to 10 percent of the residential dwelling units permitted in the underlying land use category for Planning Area 4 [up to 33 dwelling units] may be transferred to any other residentially zoned area with the Project.)

The Project includes General Plan Amendment (GPA 12-005) to: (i) amend the development capacity allowed in the Florida Avenue Commercial Mixed-Use Area #1 as shown on Table 2.3 and as described in Section 2.6.4 of the 2030 General Plan; (ii) increase the base maximum allowed density north of Devonshire Avenue (Planning Areas 9 and 10) from a maximum of 5.0 du/acre to 6.0 du/acre; and (iii) increase the allowed maximum density in Planning Area 9 up to 8.0 du/acre if necessary to accommodate the potential transfer of residential units in the event the Hemet Unified School District does acquire the School Overlay (Planning Area 10).

Topics of Known Concern

This EIR addresses the following general environmental issues:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Noise

- Population & Housing
- Public Services
- Transportation/Traffic
- Utilities

This EIR also considers a range of reasonable alternatives to the Project to provide informed decision-making in accordance with Section 15126(d) of the CEQA Guidelines. The alternatives analyzed in this EIR include: A) No Project (Continuation of Existing Uses); B) No School Project; C) Residential-Oriented Project; and D) Commercial-Oriented Project.¹ For further discussion of these alternatives, see Section VI of this EIR. Based on the analysis in Section VI, Alternative D was selected as the environmentally superior alternative.

Areas of Known Controversy

The primary concerns raised in public verbal and written comments pertain to the following:

- Project consistency with the Hemet-Ryan Airport Land Use Plan
- Traffic impacts and improvements
- Cultural resources
- Drainage
- Solid waste management
- Consistency with the Southern California Association of Government's (SCAG) policies
- Land use
- Consistency of the Project with the City's General Plan
- Site access

Significant Environmental Impacts and Mitigation Measures

Table I-1 includes: 1) a summary of the significant environmental impacts associated with the Project; 2) mitigation measures identified in the EIR to reduce or avoid the environmental impacts; and 3) conclusions regarding the level of impact significance after mitigation for each of the significant impacts identified in the EIR.

¹ The NOP sent out for the Project noted that the Project would include 1,077 residential dwelling units and 535,788 square feet of commercial land uses. Alternative D includes 778 residential dwelling units and 760,035 square feet of commercial land uses. Although the amount of commercial square footage under Alternative D is higher than under the Project, as noted in Section VI (Alternatives), Alternative D would not result in any new or increased significant impacts beyond those identified for the Project.

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
IV.B AESTHETICS		
Scenic Vistas		
The Project would not have a substantial adverse effect on a scenic vista, and impacts related to this issue would be less than significant	No mitigation measures are required.	Less than significant
Scenic Resources		
The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, and impacts would be less than significant.	No mitigation measures are required.	Less than significant
Visual Character		
The Project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.	No mitigation measures are required.	Less than significant
Light and Glare		
The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant	No mitigation measures are required.	Less than significant
IV.C AGRICULTURAL RESOURCES		
The Project would not conflict the existing zoning for	No mitigation measures are required.	Less than

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agricultural use, and no significant impacts related to this issue would occur as a result of the Project.		significant
IV.D AIR QUALITY		
Project Consistency with the AQMP		
The Project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.	No mitigation measures are required.	Less than significant
Regional Construction Emissions		
The Project's construction-related emissions would exceed the significance thresholds for VOCs and NO _x .	<p>D-1. During any grading activities, all heavy-duty diesel equipment (\geq 100 horsepower) shall be CARB Tier 3 Certified or better.</p> <p>D-2. Only Zero-Volatile Compounds paints (no more than 100 gram/liter of VOC) and/or High-Pressure Low-Volume applications consistent with SCAQMD Rule 1113 shall be used.</p>	Less than significant
Localized Construction Emissions		
Emissions during construction activity would exceed the SCAQMD's localized significance thresholds for PM ₁₀ and PM _{2.5} .	D-3. During any construction activities, active heavy-duty construction equipment shall be located at least 100 feet away from sensitive receptors (including on-site and off-site residences and schools).	Less than significant
Regional Operational Emissions		
Operation of the Project would exceed criteria pollutant thresholds established by the SCAQMD for VOCs, NO _x , CO, PM ₁₀ , and PM _{2.5} .	The majority of operational emissions come from mobile sources. The Project has been designed to reduce vehicle miles traveled by including a balanced mix of uses. In fact, as noted above, the proposed increase in residential along with the decrease in commercial retail and office results in a net decrease in the number of vehicle	Significant and unavoidable

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	trips anticipated to be generated by the Project as compared to the number of vehicle trips forecasted for the Project area based on the intensity of uses currently allowed within the Florida Avenue Commercial Mixed-Use Area #1 of the General Plan. Further reductions in mobile source emissions are not feasible.	
Localized Operational Emissions		
The Project would not produce the volume of traffic required to generate a CO hotspot. Therefore, CO hotspots are not an environmental impact of concern for the Project. Therefore, localized air quality impacts related to mobile-source emissions would be less than significant.	No mitigation measures are required.	Less than significant
Sensitive Receptors		
The Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.	No mitigation measures are required.	Less than significant
Odors		
The Project would not create objectionable odors affecting a substantial number of people, and impacts would be less than significant.	No mitigation measures are required.	Less than significant

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IV.E BIOLOGICAL RESOURCES		
Multiple Species Habitat Conservation Plan		
The Project site is located completely within the area covered by the Western Riverside County Multiple Species Habitat Conservation Plan.	E-1. The Project applicant shall pay the MSHCP Local Development Mitigation fees as established and implemented by the City of Hemet.	Less than significant
Stephens' Kangaroo Rat		
The Project site is located completely within the Stephens' Kangaroo Rat Habitat Conservation Plan fee area.	E-2. The Project site falls within the Stephens' Kangaroo Rat (SKR) fee area outlined in the Riverside County SKR HCP. The Project applicant shall pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County.	Less than significant
Burrowing Owl		
A pair of burrowing owls and a single juvenile was detected within the Project site boundaries during the updated spring 2012 focused survey.	E-3. A 30-day burrowing owl preconstruction survey shall be conducted immediately prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. The survey will be conducted in compliance with both MSHCP and CDFW guidelines (MSHCP 2006, CDFW 2012). A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities. If burrowing owls are detected on-site during the 30-day preconstruction survey, during the breeding season (February 1 to August 31), then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are compete or not initiated. In addition to monitoring breeding activity, if	Less than significant

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	<p>construction would occur during the breeding season and/or if active relocation is proposed, a burrowing owl mitigation plan shall be developed based on the County of Riverside Environmental Programs Division, CDFW and USFWS requirements for the active relocation of individuals to the Lake Mathews Preserve.</p>	
Migratory Bird Treaty Act		
<p>While birds covered under the Migratory Bird Treaty Act are not expected to occur on the Project site, mitigation has been provided for impacts to common and MSHCP covered sensitive passerine and raptor species, which would require compliance with the federal MBTA.</p>	<p>E-4. Mitigation for potential direct/indirect impacts to common and MSHCP covered sensitive passerine and raptor species will require compliance with the federal MBTA. Construction outside the nesting season (between September 16th and January 31st) does not require pre-removal nesting bird surveys. If construction is proposed between February 1st and September 15th, a qualified biologist must conduct a nesting bird survey(s) no more than fourteen days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project site.</p> <p>The survey(s) would focus on identifying any raptors and/or passerines nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location.</p>	<p>Less than significant</p>

**Table I-1
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	<p>The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA.</p>	
Riparian/Riverine/Vernal Pool Resources		
<p>The Project site supports 0.45 acre of disturbed vernal pools and 0.59 acre of disturbed agricultural ditches that meet the MSHCP/RCA definition of vernal pool and riverine resources, which would be directly impacted by the Project.</p>	<p>E-5. To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 0.45 acre of vernal pools and 0.59 acre of agricultural ditches by preserving a minimum of 2.08 acre of vernal pool habitat within Criteria Cell 3684 Cell Group D (APN 465-020-030, Hemet Marketplace) as directed by the RCA, USFWS, CDFW, USACE, and RWQCB. The 2.08 acres of mitigation lands (2:1 ratio) shall be identified, preserved and conveyed in fee title, or by conservation easement, to the RCA. The proposed mitigation study area within which 2.08 acres will be preserved is located south of Florida Avenue and west of Warren Road in the City of Hemet, California, as illustrated in Figure IV.E-7, Proposed Off-site Mitigation Preservation Study Area. Specifically, the study area is located</p>	<p>Less than significant</p>

**Table I-1
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Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>within the MSHCP San Jacinto Valley Area Plan, Subunit 4: Hemet Vernal Pool Areas East in Cell 3584.</p> <p>In addition to preserving lands southwest of the Project site, the Project proponent shall also provide design elements that will contribute to the Regional Drainage Plan. Specifically, the Project shall safely convey the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that will result from the development of the site, from the intersection of Myers Street and Devonshire Road to the intersection of Warren Road and Florida Avenue. The watershed runoff shall be discharged into an existing channel system along Warren Road, which then extends south of Florida Avenue and recharges the vernal pool system. Runoff patterns shall be recreated to mimic pre-development conditions.</p>	
CDFW/RWQCB		
<p>There are 1.04 acres of on-site jurisdictional resources (0.59 acre agricultural ditch, 0.45 acre vernal pool matrix) regulated by CDFW and RWQCB that would be directly impacted by the Project.</p>	<p>E-6. Prior to issuance of a grading permit, the Project applicant shall obtain a 1602 SAA from CDFW and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260. At a minimum, the Project Applicant shall comply with Mitigation Measure E-5 to mitigate its impacts to CDFW/RWWCB resources, and shall otherwise comply with the applicable permit conditions of the 1602 SAA and WDR permit.</p>	<p>Less than significant</p>
Indirect Impacts		
<p>While the Project site is not located adjacent to an</p>	<p>E-7. Final Project design shall be developed to ensure that best management</p>	<p>Less than</p>

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<p>existing MSHCP Conservation Area, a mitigation measure has been provided to ensure that final Project design is developed to ensure best management practices are incorporated into the Project to address and minimize edge effects associated with the Urban/Wildlands Interface.</p>	<p>practices incorporated into the Project address and minimize edge effects associated with the Urban/Wildlands Interface of open space lands proposed within the southwest region of the property (vernal pool – alkaline complex), including the maintenance and conveyance of season clean water flows through the Project site to the MSHCP Criteria Area where alkali vernal plain habitat is located west and southwest of the property (Noncontiguous Habitat Block 7).</p>	<p>significant</p>
<p>IV.F CULTURAL RESOURCES</p>		
<p>Archaeological Resources</p>		
<p>Based on the known ethnographic and historic information for the region, the potential for finding buried remains in alluvium deposits, and the site’s location adjacent to the foothills of the Tres Cerritos Foothills, there is a possibility that archaeological resources could be unearthed during excavation and grading activities.</p>	<p>F-1. Prior to the beginning of Project construction, the Project Developer(s) shall retain an archaeological monitor to monitor all ground-disturbing activities, including off-site grading, in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate local Tribe or Band.</p> <p>F-2. At least 30 days prior to beginning Project construction, the Project Developer(s) shall contact the appropriate local Tribe or Band to notify them of grading, excavation, and the monitoring program, and to coordinate with the City and the Tribe or Band to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal or Band monitors during on-site and off-site grading, excavation, and ground disturbing activities; Project grading and development</p>	<p>Less than significant</p>

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Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.</p> <p>F-3. Prior to beginning Project construction, the Project archaeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-1, the archaeological monitor’s authority to stop and redirect grading shall be exercised in consultation with the appropriate local Tribe or Band in order to evaluate the significance of any archaeological resources discovered on the property. Tribal or Band monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information Center, and the Pechanga Tribe or the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.</p> <p>F-4. The landowner(s) shall relinquish ownership of all cultural objects, including sacred items, burial goods, and all archaeological artifacts that are found on the Project area to the appropriate local Tribe or Band for proper treatment</p>	

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	<p>and disposition.</p> <p>F-5. All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.</p> <p>F-6. If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Developer(s), the Project archaeologist, and the appropriate local Tribe or Band shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project Developer(s) and the Tribe or Band cannot agree on the significance or the mitigation for such resources, these issues shall be presented to the City’s Community Development Director for decision. The City shall make the determination based on the provisions of CEQA and with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe or Band.</p>	
Paleontological Resources		
<p>No paleontological resources are known to exist on the Project site, although there is the remote possibility of an unanticipated discovery during grading and excavation of the Project site.</p>	<p>F-7. Prior to the issuance of grading permits, the developer shall retain a qualified paleontologist to develop a Paleontologic Resource Impact Mitigation Program (PRIMP) for the excavation phase of the proposed Project. The PRIMP shall conform to the guidelines of the County of Riverside and the Society of Vertebrate Paleontology. It shall include the following steps.</p> <ul style="list-style-type: none"> • A trained paleontological monitor shall be present during ground-disturbing activities within the Project area in sediments determined 	<p>Less than significant</p>

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	<p>likely to contain paleontological resources. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic evaluation of the residual materials to identify small vertebrate remains.</p> <ul style="list-style-type: none"> • Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff in accordance with modern paleontological techniques. • All fossils collected during the proposed Project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. • A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. 	

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	<ul style="list-style-type: none"> All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. 	
Human Remains		
<p>No human remains are known to occur on the Project site, although there is the remote possibility of an unanticipated discovery during ground-disturbing activities.</p>	<p>F-8. If human remains are discovered at the Project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City Public Works Department and County coroner staff shall be immediately notified. If the remains are determined by the County coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.</p>	<p>Less than significant</p>
IV.G GEOLOGY AND SOILS		
Expansive Soils		
<p>Soil samples from the Project site indicate a medium expansion potential.</p>	<p>G-1. Prior to the issuance of grading permits, a detailed geotechnical investigation report shall be submitted with engineered grading plans to further evaluate expansive soils, and provide site-specific recommendations to mitigate (e.g., removal and replacement of near surface soils with engineered fill) potential hazards as a result of expansive soils in accordance with the criteria and seismic design parameters of the UBC, CBC, and the SEAOC. The geotechnical report shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. Geotechnical rough grading plan review reports shall be prepared in accordance with the City of Hemet Grading Ordinance.</p>	<p>Less than significant</p>

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IV.H GREENHOUSE GAS EMISSIONS		
The Project would not generate direct or indirect greenhouse gas emissions that would result in a significant impact on the environment. The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts related to GHG emissions would be less than significant.	No mitigation measures are required.	Less than significant
IV.I HAZARDS AND HAZARDOUS MATERIALS		
Risk of Upset		
The Project would not 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, and impacts would be less than significant	No mitigation measures are required.	Less than significant
Airport Safety		
The airport land use compatibility study (included in Appendix IV.I) concluded that there are no relevant safety factors to consider related to the Project's compatibility with the CLUP. However, mitigation measures were provided to ensure future land use compatibility with the Hemet-Ryan Airport.	I-1. Prior to approval of building permits, the applicant shall record Aviation Easements covering the entire parcel proposed for development to the County of Riverside as owner-operator of Hemet-Ryan Airport. (Contact the Riverside County Economic Development Agency – Aviation Division for further information.) I-2. Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.	Less than significant

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Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>I-3. The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a. Any use which would direct a steady light or flashing 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 an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. b. Any use which could cause sunlight to be reflected towards and aircraft engaged in an initial straight climb following takeoff or towards and aircraft engaged in a straight final approach towards a landing at an airport. c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. <p>I-4. The following notice shall be given to all prospective buyers and tenants: Notice of Airport in Vicinity: This property is presently located in the vicinity of an airport, within what is know as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration,</p>	

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professions Code 11010 12(A).</p>	
Wildland Fires		
<p>Low-medium density residential land uses and potentially a school would be developed within the portion of the Project site north of Devonshire Avenue that is within the moderate fire hazard zone.</p>	<p>I-5. Prior to issuance of a building permit, the applicants of any development north of Devonshire Avenue shall coordinate with the Hemet Fire Department or any other agency providing fire protection services to the City for review and approval of site plans and shall incorporate all appropriate recommendations into the design and construction of the development.</p>	<p>Less than significant</p>
IV.J HYDROLOGY AND WATER QUALITY		
Erosion/Siltation		
<p>The Project would alter drainage patterns at the Project site. However, the Project Applicant would be required to prepare and implement a stormwater pollution prevention plan (SWPPP) and implement best management practices (BMPs) to ensure that no significant impacts related to erosion/siltation would occur</p>	<p>No mitigation measures are required.</p>	<p>Less than significant.</p>
Stormdrain Capacity		
<p>Based on this, although the Project would alter drainage patterns on the Project site, all runoff associated with the</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>Project would be accommodated via appropriately sized storm drain facilities and would control rate and volume of runoff from the Project site to pre-Project conditions. Thus, no onsite or offsite flooding would occur, and the Project would not exceed storm drain capacity. Therefore, impacts related to this issue would be less than significant.</p>		
Water Quality		
<p>The Applicant would be required to implement BMPs outlined in a SWPPP and a WQMP to protect water quality during the construction and operational phases of the Project; impacts related to water quality would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
100-Year Flood Hazard		
<p>A small portion of the southwestern part of the Project site lies within a 100-year flood zone as designated by FEMA. However, the only Project development that would occur within this area includes surface parking and landscaping, neither of which would impede any flood flows within the flood zone. Additionally, the Project’s Line BB storm drain would collect runoff and eliminate flooding along Florida Avenue and Myers Street. These flows would be collected and conveyed to the existing storm drain culvert at the intersection of</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
Warren Road and Florida Avenue. Therefore, Project impacts related to 100-year flood hazards would be less than significant.		
IV.K LAND USE AND PLANNING		
The Project would be substantially consistent with all applicable plans, policies, and regulations that apply to development of the Project site, including the Compass Blueprint 2% Strategy, 2008 Regional Comprehensive Plan (the “2008 RCP”), Regional Transportation Plan/Sustainable Communities Strategy (the “RTP/SCS”), Air Quality Management Plan (the “AQMP”), Riverside County Congestion Management Program (the “CMP”), Hemet-Ryan Airport Comprehensive Airport Land Use Plan (the “ALUP”), MSHCP, City’s General Plan, and City Zoning Code. Project impacts related to land use and planning would be less than significant.	No mitigation measures are required.	Less than significant
IV.L NOISE		
Construction Noise		
The noise impacts associated with construction of the Project are expected to create temporary high-level noise impacts at receptors surrounding the Project site when certain activities occur near the Project property line.	L-1. During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers’ standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest	Less than significant

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>the Project site.</p> <p>L-2. The construction contractor shall locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all Project construction.</p> <p>L-3. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. Haul routes shall not pass sensitive land uses or residential dwellings.</p>	
On-Site Traffic Noise		
<p>Single-family homes adjacent to portions of Old Warren Road, Warren Road, Myers Street, and Devonshire Avenue would be exposed to significant traffic noise levels.</p>	<p>L-4. To satisfy the City of Hemet’s 65 dBA CNEL exterior noise level standard for noise-sensitive residential land uses, a 6.0-foot high noise barrier shall be constructed at the following locations within the Project site:</p> <ul style="list-style-type: none"> • Lots facing Warren Road, north of Florida Avenue, in Planning Area 5. • Lots facing Myers Street, between Driveway 10 and Florida Avenue, in Planning Area 3. • Lots facing Devonshire Avenue, between Old Warren Road and Driveway 3, in Planning Areas 8 and 9. • Lots facing Devonshire Avenue between Driveway 3 and Driveway 6, in Planning Areas 7 and 9. 	<p>Less than significant</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<ul style="list-style-type: none"> • Lots facing Devonshire Avenue, between Driveway 6 and Myers Street, in Planning Area 10. <p>The noise barrier must weigh at least 4.0 pounds per square foot of face area and have no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The noise barrier may be constructed using one of the following alternative materials:</p> <ul style="list-style-type: none"> • Masonry block. • Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot. • Glass (1/4-inch thick), or other transparent material with sufficient weight per square foot. • Earthen berm. • Any combination of these construction materials. <p>The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.</p> <p>L-5 Prior to obtaining building permits for the Project, a final noise study shall be prepared to finalize mitigation measures using the precise grading plans and actual building design specifications.</p>	

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
IV.M POPULATION AND HOUSING		
<p>The Project would result in an increase of 954 dwelling units, approximately 2,470 residents, and 2,300 jobs at the Project site, and the population, housing, and employment growth associated with the Project would be consistent with the growth projections for the region. Project impacts related to population and housing would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
IV.N PUBLIC SERVICES		
Fire Protection Services		
<p>The Project's increase in the number of residents (approximately 2,470) and employees (approximately 2,300) would increase the need for fire protection and emergency medical services at the Project site. However, with implementation of Mitigation Measure N-1, Project impacts related to fire protection services would be less than significant.</p>	<p>N-1. To maintain response times, availability, and overall level of fire protection service, the Project shall (a) form or participate in a Public Safety CFD in accordance with City Council Resolution 3821, and (b) pay DIF and/or construct and/or fund the required fire service improvements to and obtain DIF credit, in accordance with City Council Resolution 3981.</p>	<p>Less than significant</p>
Police Protection Services		
<p>The Project's increase in the number of residents (approximately 2,470) and employees (approximately 2,300) would increase the need for police services at the Project site. However, with implementation of Mitigation Measure N-2, Project impacts related to police services would be less than significant.</p>	<p>N-2. To maintain response times, availability, and overall level of police service, the Project shall (a) form or participate in a Public Safety CFD in accordance with City Council Resolution 3821, and (b) pay DIF and/or construct and/or fund the required police service improvements to and obtain DIF credit, in accordance with City Council Resolution 3981.</p>	<p>Less than significant</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
School Services		
<p>The Project would generate approximately 568 students, including 307 elementary students, 87 middle school students, and 174 high school students. Pursuant to the California Government Code and the City’s Municipal Code, payment of the school fees established by the Hemet Unified School District (the “HUSD”) in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, mitigate any potential direct and indirect impacts to schools. Therefore, Project impacts to school services would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
Parks and Recreational Services		
<p>Based on the City’s performance standard for parks (i.e., 5 acres/1,000 residents), the Project would be required to provide approximately 12.5 acres of parkland. Thus, the Project’s inclusion of approximately 35.1 acres of open space and recreational areas would exceed the City’s requirement for parkland, and impacts related to parks and recreational services would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
Library Services		
<p>The Project would create a need for approximately 6,175 to 6,792 books, 1,235 to 1,482 square feet of library space, and 9 library seats. The City provides for library</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>services through the City’s DIF in accordance with City Council Resolution No. 3981. The additional library facilities and material costs in the City due to buildout of the Project would be offset through the payment of the required DIF. Project impacts related to library services would be less than significant.</p>		
IV.O. TRANSPORTATION/TRAFFIC		
Intersection and Roadway Segment LOS		
<p>Existing (2012) With-Project Conditions</p> <p>As discussed in Section IV.O (Transportation/Traffic), with implementation of Mitigation Measure O-1 and the roadway improvements listed for Project-specific impacts, Project impacts related to intersection LOS would be less than significant.</p> <p>Near-Term (2015) With-Project Conditions</p> <p>As discussed in Section IV.O (Transportation/Traffic), with implementation of Mitigation Measure O-1 and the roadway improvements listed for Project-specific impacts, Project impacts</p>	<p>O-1. <u>Improvements for Project-Specific Impacts.</u> The two intersection improvements listed below shall be fully constructed or guaranteed for construction by the master developer or a developer for an individual development project within the Specific Plan Area, in accordance with the thresholds listed below. During the review process for each individual development project within the Specific Plan, the developer shall have a qualified traffic engineer calculate the portion of the total Specific Plan peak-hour traffic trips associated with such development for the project impacted intersections noted below. Such analysis shall be based on the Ramona Creek Traffic Analysis (TIA) prepared by Urban Crossroads dated February 12, 2014 and included as Appendix IV.O of the Draft EIR and shall use the same methodology as the TIA (e.g. trip generation rates and distribution). All individual development projects within the Specific Plan Area shall contribute their fair-share towards the identified improvements prior to the issuance of the first building permit for the individual development project. The funds for these improvements shall be held in an</p>	<p>Significant and unavoidable</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>related to intersection LOS would be less than significant. However, as discussed in Section IV.O, full funding and timing of implementation (in relation to buildout of the Project) of some of the improvements required to reduce impacts to less than significant are not guaranteed. Therefore, impacts at these intersections would remain significant and unavoidable.</p> <p>General Plan Cumulative Buildout (Post-2035) With-Project Conditions</p> <p>As discussed in Section IV.O (Transportation/Traffic), with implementation of Mitigation Measure O-1 and the roadway improvements listed for Project-specific impacts, Project impacts related to intersection LOS would be less than significant. However, as discussed in Section IV.O, full funding and timing of implementation (in relation to buildout of the Project) of some of the improvements required to reduce impacts to less than significant are not guaranteed. Therefore, impacts at these intersections would remain significant and unavoidable.</p>	<p>account administered by the City and used to construct the facilities identified. The City shall enter into a fee credit and reimbursement agreement with the developer responsible for constructing the actual improvements.</p> <p>Intersection 9: Warren Road/Devonshire Avenue</p> <ul style="list-style-type: none"> • Install a traffic signal • Construct a northbound left-turn lane • Construct a southbound left-turn lane • Construct an eastbound left-turn lane • Construct a westbound left-turn lane <p>This improvement shall be constructed by the master developer, or developer for an individual development project within the Specific Plan Area, on or before the issuance of the building permit for the 718 equivalent dwelling unit (EDU) within the Specific Plan Area.</p> <p>Intersection 12: Warren Road/Auto Boulevard</p> <ul style="list-style-type: none"> • Install a traffic signal <p>This improvement shall be constructed by the master developer, or a developer for an individual development project within the Specific Plan Area, on or before the issuance of the building permit for the 1,193 EDU within the Specific Plan Area.</p> <p>O-2. <u>Improvements for Project Cumulative Contribution to Near-Term (2015) and General Plan Cumulative Buildout (2035) Impacts.</u> The master</p>	

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>Roadway Segments Buildout of the roadway improvements identified in the City’s General Plan would mitigate the significant impacts to roadway segments identified under the Cumulative (2035) With-Project conditions. However, full funding and timing of implementation (in relation to buildout of the Project) of some of the improvements required to reduce impacts to less than significant are not guaranteed. Therefore, impacts on these roadway segments would remain significant and unavoidable.</p>	<p>developer or a developer of an individual project within the Specific Plan Area shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of City Development Impact Fees (DIF) and Transportation Uniform Mitigation Fees (TUMF) in the amount and at the time specified for each funding program. Refer to Table IV.O-20 for the list of improvements that are included in DIF and TUMF.</p> <p>O-3. <u>Improvements for Non-DIF or TUMF projects.</u> To the extent that an identified traffic improvement is not included, or is only partially included, in either DIF and/or TUMF (refer to Table IV.O-20 for the list of improvements that are not included within DIF and TUMF), the master developer of a developer of an individual development project within the Specific Plan Area shall make a fair-share payment to the City in proportion to the individual project’s applicable portion of the entire Specific Plan’s percentage fair-share contribution for each identified, cumulatively impacted intersection toward the intersection improvements listed on Table IV.O-20, prior to issuance of a building permit for such individual development. During the review process for each individual development project within the Specific Plan Area, the developer shall have a qualified traffic engineer calculate the portion of the total peak-hour Specific Plan traffic trips associated with the individual project’s contribution to cumulatively impacted intersections that are not included in DIF or TUMF. Such an assessment shall be conducted consistent with the Ramona</p>	

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	Creek TIA prepared by Urban Crossroads dated February 12, 2014 and included as Appendix IV.O of the Draft EIR) and shall use the same methodology as the Ramona Creek TIA (e.g., trip generation rates, distribution, etc.) as contained therein. The fair-share payments shall be held in an account administered by the City and shall be used by the City or third party to construct the identified traffic improvements, in order to achieve acceptable LOS for the intersections impacted by the project and other cumulative development.	
IV.P UTILITIES AND SERVICE SYSTEMS		
Wastewater		
The Project would generate an approximate average flow of 224.4 gallons of wastewater per minute (or 322,560 gpd) and an approximate peak flow of 561.1 gallons of wastewater per minute (or 807,984 gpd). The existing capacity of the San Jacinto Valley Regional Water Reclamation Facility (the “SJVRWRF”) would have adequate wastewater treatment capacity to serve the Project. Therefore, implementation of the Project would not require construction of new wastewater treatment facilities or expansion of existing facilities, and impacts would be less than significant.	No mitigation measures are required.	Less than significant
Water		
The Water and Wastewater Plan of Service estimated that the Project would consume an average of	No mitigation measures are required.	Less than significant

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>approximately 427.0 gallons of water per minute. Based on the water supply assessment prepared by Eastern Municipal Water District (EMWD), the Project’s water supply needs could be accommodated by EMWD. Project impacts related to water supply would be less than significant.</p>		
Solid Waste		
<p><i>Construction</i> The Project would generate approximately 4,095 tons of solid waste during the construction phase (conservatively assuming no recycling efforts). The remaining combined daily intake capacity of the landfills serving the Project area is 10,605 tons per day (tpd). As such, these landfills would have adequate capacity to accommodate the average daily construction waste generated by the Project. Additionally, adherence to AB 939 and required use of recycling facilities would reduce further the amount of construction waste that could be deposited in the landfills. Therefore, Project impacts related to construction solid waste disposal would be less than significant.</p>	<p>No significant impacts related to solid waste have been identified, and no mitigation measures are required. However, the following PDFs have been identified to ensure a reduction in the Project’s demand for landfill capacity.</p> <p>P-1. The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Building and Safety Department prior to approval of Certificate of Occupancy.</p> <p>P-2. To facilitate on-site separation and recycling of construction-related wastes, the construction contractor should provide temporary separation bins onsite during demolition.</p> <p>P-3. Trash service may be individual or centralized collection, as is appropriate for the design of each area of the Project.</p>	<p>Less than significant</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p><i>Operation</i> The Project would generate approximately 9.53 tons of solid waste per day during the Project’s operation phase, conservatively assuming no recycling efforts. As stated previously, the remaining combined daily intake capacity of the landfills serving the Project area is 10,605 tpd. As such, these facilities would have adequate capacity to accommodate the daily operational waste (9.53 tons) generated by the Project. Additionally, adherence to AB 939 and required use of recycling facilities would reduce further the amount of waste that could be deposited in the landfills. Also, the Project would be required to participate in the City’s on-going recycling efforts (refer to Mitigation Measures P-1 through P-9) to further reduce the need the landfill capacity. Therefore, Project impacts related to operational solid waste disposal would be less than significant.</p>	<p>P-4: Individual collection is trash collection that is provided at each unit. Homes serviced using individual containers shall have a minimum of nine square feet of designated space for each container and the space to store two containers. The container storage space does not have to be contiguous or indoors. The approved floor plan must identify the container storage area.</p> <p>P-5: Centralized collection areas provide common trash bins for projects without individual containers. Walking distance to a bin or compactor should be less than 250 feet from the door of the facility it serves. Unless a larger area is specifically required by the trash hauler based upon the proposed use, common refuse and recycling enclosures shall have a minimum interior dimension of ten square feet.</p> <p>P-6: Centralized trash collection areas shall be enclosed within a building or screened with masonry walls having a minimum height of six feet with self-latching gates. Access gates or doors to any trash area not enclosed within a building are to be of opaque material. Screening and enclosures shall be designed to be architecturally compatible with the building and landscape design in terms of material, color, shape, and size. Refuse and recycling receptacles shall be completely screened from public rights-of-way and parking areas through site orientation, enclosures, and/or landscaping, and shall be situated so as to eliminate noise and visual intrusion and eliminate fire hazards.</p>	

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
	<p>P-7: The certified waste hauler contracted by the developer(s) shall implement a curbside recycling program within the proposed project. The contract shall also include provisions for separating lawn trimmings and other green waste for recycling. The responsibility for the waste hauler contract shall ultimately be transferred from the developer to the homeowner’s association for residential areas or property owner for non-residential areas.</p> <p>P-8: All commercial use shall be required to provide trash compactors for non-recyclable wastes. Each separate building in the Commercial Mixed-Use District shall provide one refuse bin and one recycling bin, or as required by trash provider.</p> <p>P-9: Prior to recordation of the first subdivision map on the property, a comprehensive waste-recycling program for the City shall be submitted and approved by the City’s waste hauler.</p>	
Energy		
<p><i>Electricity</i></p> <p>The Project would consume approximately 16,616,409 kilowatts per hour (kWh) per year, representing approximately two percent of the County of Riverside’s (the “County” forecasted electricity consumption of 684,601,745 kWh per year in 2030 for the County as a whole. Therefore, it is anticipated that SCE existing and planned electrical capacity and electricity supplies</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

**Table I-1
Summary of Project Impacts**

Environmental Impacts	Mitigation Measures	Level of Impact Significance After Mitigation
<p>would be sufficient to support the Project’s electricity consumption. Therefore, the Project would not require the acquisition of additional electricity resources beyond those that are anticipated by SCE, and impacts related to electricity service would be less than significant.</p> <p><i>Natural Gas</i></p> <p>The Project’s natural gas consumption of approximately 6,151,018 cf/month would represent a fraction of one percent of SoCal Gas’s total natural gas consumption for projected year 2030 in the County, which is roughly 5.3 billion cf. The Project would not require the acquisition of additional natural gas resources beyond those that are anticipated by SoCal Gas, and impacts related to natural gas services would be less than significant.</p>		