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## V. GENERAL IMPACT CATEGORIES

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### SUMMARY OF UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(b) states the following:

*Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.*

Based on the analysis contained in Section IV of this Draft EIR, implementation of the Project would result in significant unavoidable environmental impacts related to air quality and traffic.

#### **Air Quality**

Specifically, regional operational emissions would exceed criteria pollutant thresholds established by the SCAQMD for VOCs, NO<sub>x</sub>, CO, and PM<sub>10</sub>. 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. As noted in Section IV.D (Air Quality), the proposed increase in residential uses along with the decrease in commercial retail and office uses results in a net decrease in the number of vehicle 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. Nevertheless, as feasible mitigation measures to further reduce vehicle miles traveled are unknown at this time, the Project would result in a significant unavoidable environmental impact with respect to regional operational emissions.

#### **Traffic**

##### *Near-Term Year (2015) With-Project Conditions*

With implementation of Mitigation Measure O-1 and the Project-specific roadway improvements, Project impacts related to intersection LOS would be less than significant. However, as shown on Table IV.O-19 in Section IV.O (Transportation/Traffic), 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.

##### *General Plan Cumulative Buildout (Post-2035) With-Project Conditions*

With implementation of Mitigation Measure O-1 and the Project-specific roadway improvements, Project impacts related to intersection LOS would be less than significant. However, as shown on Table IV.O-19 in Section IV.O (Transportation/Traffic), 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.

## **GROWTH INDUCING IMPACTS OF THE PROJECT**

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a Proposed Project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines states the following:

*Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plan might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

### **Direct Impacts**

The Project is estimated to generate approximately 2,470 new residents. The Project's residential population would represent less than 1.0 percent of the projected growth that is anticipated to occur in the County between 2008 and 2020, 2020 and 2035, and 2008 to 2035. With respect to City population projections, the Project would represent approximately 39.1 percent of the projected population growth for the City between 2008 and 2020, 4.4 percent between 2020 and 2035, and 8.0 percent between 2008 and 2035. (See Section IV.M, Population and Housing, of this Draft EIR.) Therefore, Project impacts related to substantial population growth resulting from operation of the Project would be less than significant.

The Project would include improvements to infrastructure, including drainage, sewer, and water, and all necessary public streets, both on and off site, would be improved by the developer. The proposed circulation improvements and other planned utility and drainage improvements are intended to meet Project-related needs. Roadway improvements would not provide access to previously inaccessible areas in Riverside County, thereby indirectly inducing population growth. In addition, utility infrastructure extensions onto the Project site are required in order to serve the Project. However, such infrastructure improvements would be limited to the Project site and would not extend onto adjacent parcels. Therefore,

Project impacts related to substantial population growth resulting from infrastructure improvements would be less than significant.

### **Indirect Impacts**

The Project includes the construction of a multiple-use commercial and residential community concentrated around open space amenities that could result in an indirect population increase within Riverside County and the City of Hemet through the creation of employment opportunities. Employment opportunities provided by construction of the Project would not likely result in household relocation by construction workers to the City. The Project is estimate to generate approximately 2,300 employees. However, the Project's creation of 2,300 jobs is within the growth projections for both the City and County through 2035.

The projected additional jobs created could result in an indirect increase in population due to increased job availability and the need for housing. However, approximately 413,000 homes are projected to be built in the County between the years 2008 to 2035, and approximately 16,000 homes are projected to be built in the City between the same years. As of June 2013, the City of Hemet had an unemployment rate of 12.9 percent.<sup>1</sup> Therefore, it is likely that some of the future jobs would be filled by City residents who are currently unemployed. Finally, future employees of the Project could also live within the Project site itself. As such, the Project's job creation would have no impact on population growth.

## **SIGNIFICANT IRREVERSIBLE CHANGES TO THE ENVIRONMENT**

Section 15126.2(c) of the CEQA Guidelines states that significant irreversible environmental changes associated with a project shall be discussed, including the following:

- Uses of nonrenewable resources during the initial and continued phases of the project that may be irreversible because a large commitment of such resources makes removal or nonuse thereafter unlikely;
- Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area), which generally commit future generations to similar uses; and
- Irreversible damage that could result from environmental accidents associated with the project.

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<sup>1</sup> State of California, Employment Development Department, *Labor Force and Unemployment Rate for Cities and Census Designated Places*, website: <http://www.labormarketinfo.edd.ca.gov/Content.asp?pageid=133>, accessed August 7, 2013.

Construction of the Project would require the use of nonrenewable resources (i.e., wood, metals, sand, gravel, fossil fuels) for building materials and to fuel construction vehicles and equipment. Subsequent use and maintenance of the Project would also require the long-term consumption of these non-renewable resources at reduced levels. Recently, shortages of water, steel, and concrete ingredients have been issues of concern. The commitment of resources required for the construction and operation of the Project would limit the availability of such resources for future generations or for other uses during the life of the Project. However, continued use of such resources is consistent with the anticipated growth and planned changes on the Project site and in the City. Although these resource commitments and environmental changes would occur gradually, their combined loss can be considered significant and irreversible.

The Project would also result in commitment of the land at the Project site, eliminating other options for its use. The existing site would be replaced with a new mixed-use development. Along with the long-term commitment of land uses is an increased commitment of certain public services to the Project. This includes the provision of police, fire and emergency medical services, water supply services, wastewater treatment services, and solid waste disposal.

The Project includes the development of up 954 residential dwelling units, a school with 750 students, and 649,044 square feet of institutional, office, and shopping center uses. The Project would permanently convert lands previously used for agriculture. However, the land use designations identified in the General Plan for the Project site include Low-Density Residential for the northern portion of the site and Mixed Use for the mid to southern portions of the site. As such, the Project is consistent with the City's vision for the use of the site.

The Project would allow for the development of commercial, residential, recreational, institutional, and educational land uses. During long-term operation of the Project, some hazardous materials such as solvents, cleaners, and petroleum products could be used and stored at the site. However, the amounts of these materials that would be present at the site would be relatively minimal, and the users of these materials would be required to comply with all local, state, and federal laws pertaining to the management of hazardous materials and wastes. Through compliance with these laws, the Project would not create irreversible damage resulting from environmental accidents associated with the Project.