



## CITY OF HEMET

### INITIAL STUDY

**Date:** September 8, 2020

**Case Number:** CUP No. 19-004 & SDR No. 19-009

**Project Title:** S2A Modular Factory Project

**Contact:** City of Hemet, Planning Department  
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**Project Location:** Northwest corner of North State Street and Crows Nest Place in the City of Hemet, California

**Project Applicant Name and Address:**

S2A Modular  
1000 Elwell Court, Suite 115  
Palo Alto, California 94303

**General Plan Designation:** Industrial (FAR 0.45)

**Zoning:** (C-M) Commercial-Manufacturing

**Project Abstract:** The proposed Project includes the development of a new TESLA-powered modular “smart home” factory and showroom/model display buildings with a total of 231,669 square feet of building area on approximately 32.1 acres. The Project site is located on the west side of North State Street between West Esplanade Avenue and Menlo Avenue in the City of Hemet. The proposed Project consists of five buildings including manufacturing space, a model home display village, and offices. The model home display village will include five fully functioning model homes. This will be a “Net Zero” facility with all solar use, a battery storage system, and Tesla truck delivery system. The Project will also include onsite passenger vehicle parking, truck trailer parking, interior drives, and ornamental landscaping. This project will employ approximately 100 factory workers of various construction trades (skilled labor), and operated as a “Net Zero” facility, powered by electricity generated by the solar panels on site. Additionally, the completed modular homes will be delivered to the final destination with TESLA electric powered semi-trucks.

**Surrounding Land Uses and Setting:** The properties to the north of the site are designated Industrial (FAR 0.45) in the Hemet General Plan, zoned Commercial Manufacturing (C-M) and (L-M) Limited Manufacturing and include a cement plant and undeveloped land.

The properties to the east of the site are designated Industrial in the San Jacinto General Plan, zoned Industrial Light (IL) (San Jacinto) and include a self-storage use and undeveloped land.

The properties to the south of the site are designated Low-Medium Density Residential with a density of 5.1-8.0 dwelling units per acre (du/ac) in the Hemet General Plan, zoned Single-Family Residential (R-1-6, 6,000 square feet minimum lot size), and include a mobile home park, a self-storage use, and undeveloped land.

The properties to the west of the site are designated Rural Residential (0.0-2.0 du/ac) in the Hemet General Plan and zoned Rural Residential (R-R, 20,000 square-foot minimum lot size) – this area include single-family, ranch-style homes.

	<b>General Plan</b>	<b>Zoning</b>	<b>Land Use</b>
North	Industrial (FAR 0.45)	C-M - Commercial Manufacturing & M-1 - Limited Manufacturing	Cement Plant/ Vacant Land
East	Industrial (San Jacinto)	(IL) Industrial Light (San Jacinto)	Self-Storage/ Vacant Land
South	LMDR - Low-Medium Density Residential	R-1-6 - Single-Family Residential (min. lot 6,000 sq. ft.)	Self-Storage/ Mobile Homes/ Vacant Land
West	RR - Rural Residential	R-R - Rural Residential (min. lot 20,000 sq. ft.)	Single-Family Homes

**Other Public Agencies and Utilities Whose Approval is Required** (e.g., permits, financing approval, or participation agreement.)

- Eastern Municipal Water District-water and sewer connections
- Riverside County Flood Control and Water Conservation District-drainage channel improvements
- Southern California Edison - electrical connections and relocation of power lines plus easements
- Southern California Gas Company – natural gas connections
- California Department of Transportation – improvements along State Street
- Regional Water Quality Control Board - Statewide Construction General Permit

**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, has consultation begun and is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Six (6) tribes have expressed interest in development projects in the City under AB 52. These tribes have been notified of the Project and sent copies of the cultural resources study. The Initial Study indicates cultural and tribal cultural impacts require mitigation which includes tribal monitoring and tribal consultation if resources are found during grading, including human remains. On August 14, 2020 staff received a letter on behalf of the Rincon Band of Luiseño Indians. The letter indicated that although the subject is located within the Territory of the Luiseño people, it was recommended that the City consult with the Soboba Band of Luiseño Indians who are closer to the property.

**Sources to be Incorporated by Reference**

- a. 2030 General Plan (January 24, 2012)
- b. 2030 General Plan Final Environmental Impact Report (FEIR) (January 12, 2012)

**Technical Studies Referenced in this Initial Study:**

- a. MIG. *Air Quality, Greenhouse Gas, and Energy Analyses for S2A Modular Factory Project. June 19, 2020.* (Appendix A)
- b. Hernandez Environmental Services (HES). *General Biological Assessment and Western Riverside County MSHCP Consistency Analysis for APNs 43-9030-009 & 439-030-010.* June

2019. (See Appendix B)
- c. Hernandez Environmental Services (HES). Burrowing Owl Survey Report for Assessor Parcel Numbers 439-030-009 and 439-030-010 located in Riverside County, California. June 7, 2019. (See Appendix B)
  - d. MIG. *Phase I Cultural Resources Assessment S2A Modular Factory Project*. March 26, 2020. (Appendix C)
  - e. Fred Aflakian, PG, CEG, Consulting Engineering Geologist. *Fault Rupture Hazard Investigation Proposed S2A Showroom and Factory Compound*. September 26, 2019. (Appendix D)
  - f. Eilar Associates, Inc. (EAI). *Noise Impact Analysis, S2A Modular Factory State Street & Crows Nest Place*. June 18, 2020. (Appendix E)
  - g. Ganddini Group, Inc. *S2A Modular Manufacturing Traffic Impact Analysis, City of Hemet*. May 19, 2020. (Appendix F)

## DESCRIPTION OF THE PROJECT

### Location

The City of Hemet (City) is located in Western Riverside County 15 miles east of the I-215 Freeway at the foot of the Santa Rosa Mountains. The Project site occupies 32.1 acres and is located at 1321 and 1255 North State Street, between West Esplanade Avenue and Menlo Avenue, in the northeast portion of the City. The site encompasses three parcels (APN# 439-030-009, 439-030-010, & 439-040-023) and is within Section 3, Township 5 South, Range 1 West according to the San Bernardino Base and Meridian (SBBM). Exhibit 1 shows the location of the site.

### Environmental Setting

The property is currently vacant and relatively flat except for the western portion of the site which is elevated approximately 20-30 feet above the eastern portion of the site. The site elevations range from 1,538 to 1,557 feet above mean sea level and an onsite drainage swale separates the western and eastern portions of the site. The swale generally bisects the site in a northwest-southeast direction. The drainage channel is partially buried and partially exposed across the site. The Project site naturally drains from southeast to northwest.

The drainage swale that crosses the site follows a splay associated with the San Jacinto Earthquake Fault through this area. Local power utility poles are located along the west bank of the swale across the site. The Project site is located within FEMA Flood Zone X which means “an area determined to be outside the 500-year flood and protected by levee from 100-year flood High Risk Areas” (FEMA FIRM Panel 06065C1488H dated April 19, 2017)(FEMA website <https://www.fema.gov/flood-zones>).

Crows Nest Place is a local unimproved road in the southeastern portion of the site that runs from State Street west to the drainage swale – it is a “paper street” that is not planned to be improved as a public street at this time. The Circulation Element of the Hemet General Plan indicates Crows Nest Place should have a curb-to-curb width of 44 feet within a total right-of-way of 110 feet. With Project development, Crows Nest Place will be improved and will provide direct access to the Project site.

The site is currently disturbed and supports mainly non-native weedy vegetation. The surrounding area is largely built out with industrial uses to the north, south and southeast, a mobile home park to the southwest, rural residences to the west, and vacant land to the east across State Street.

### Proposed Project

The following information is based on the Project site plan dated April 29, 2020. The proposed Project is the development of a new TESLA-powered modular “smart home” factory with manufacturing buildings and showroom/model display buildings with a total of 231,669 square feet of building area on 32.1 acres

(16.6 percent lot coverage). The proposed Project consists of five (5) buildings (A-E) including manufacturing space, “front” retail stores for associated vendors, a model home display village, and office space as shown in Table 1, *Project Characteristics*. Exhibit 2 shows the proposed site plan while Exhibit 3 shows elevations of the buildings.

**Table 1: Project Characteristics**

<b>Building</b>	<b>Use(s)</b>	<b>Area (square feet)</b>
A	Offices/Showroom	4,959
B	Offices/Showroom	101,355
C	Offices	101,355
D	Siding Building	12,000
E	Roofing Building	12,000
<b>Total</b>		<b>231,669</b>

Source: Site Plan dated April 29, 2020

Building A is located in the northeast corner of the site adjacent to State Street and contains the model home display village which will include five (5) fully functioning model homes. Building B is just west of Building A and contains additional showrooms and offices, while Building C is south of Building A and contains mainly offices. Buildings A-C are between State Street and the onsite drainage swale and north of Crows Nest Place. The office portions of these buildings will have air conditioning. Each building has its own associated parking lot adjacent to the building. The portion of the site south of Crows Nest Place will be used for “pre-shipping” of products (i.e., temporary outdoor storage) and additional parking. The parking areas adjacent to Buildings B and C will have covered spaces with overhead photovoltaic solar panels to generate electricity for onsite uses and the surrounding power grid if excess power is available during the day.

Buildings D and E are located west of the onsite drainage swale, with Building D housing the siding manufacturing and Building E housing the roofing manufacturing. A paved internal road will connect the areas supporting Buildings A-C with Buildings D and E across the onsite drainage swale. Neither of these buildings will have air conditioning but will have large fan units for employee comfort.

Local utilities are provided by Southern California Edison (electricity), the Southern California Gas Company (natural gas), Eastern Municipal Water District (water and sewer), Frontier (telephone), and Spectrum (Cable TV).

The entire Project is a “Net Zero” facility with all solar use, a battery storage system, and Tesla truck delivery system. The Project will also include onsite passenger vehicle parking, truck trailer parking, interior drives, and ornamental landscaping.

The site plan indicates earthwork onsite will be balanced with no import or export of fill (i.e., grading will move soil around within the site boundaries to create building pads, etc.). When the Project is developed, approximately 21 acres of the site (65 percent) will be disturbed and 16.4 acres of the site (50 percent) will be covered by impervious surfaces.

A water quality basin with 9,187 square feet (0.2-acre) will be located in the north-central portion of the site to collect and treat runoff water before release into the local storm drain system. Three drain lines from the east, southeast, and west portions of the site drain into the basin.

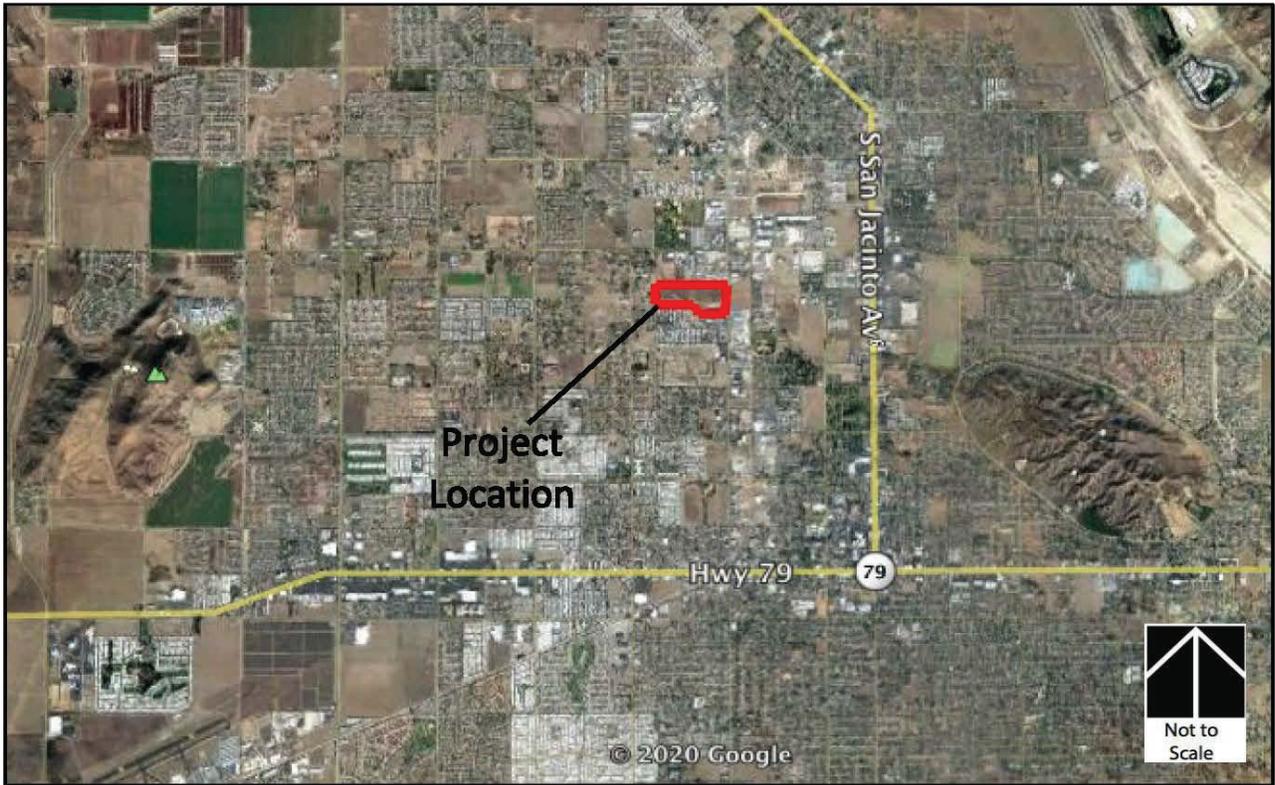
The current site plan indicates the Project will provide a total of 438 regular parking spaces, distributed as necessary to the five buildings, with a total of 10 handicapped spaces and 10 electric vehicle (EV) charging stations. Two handicapped spaces are located close to the main entrance of each of the 5 buildings while the EV charging stations are located east of Building C and south of Building A.

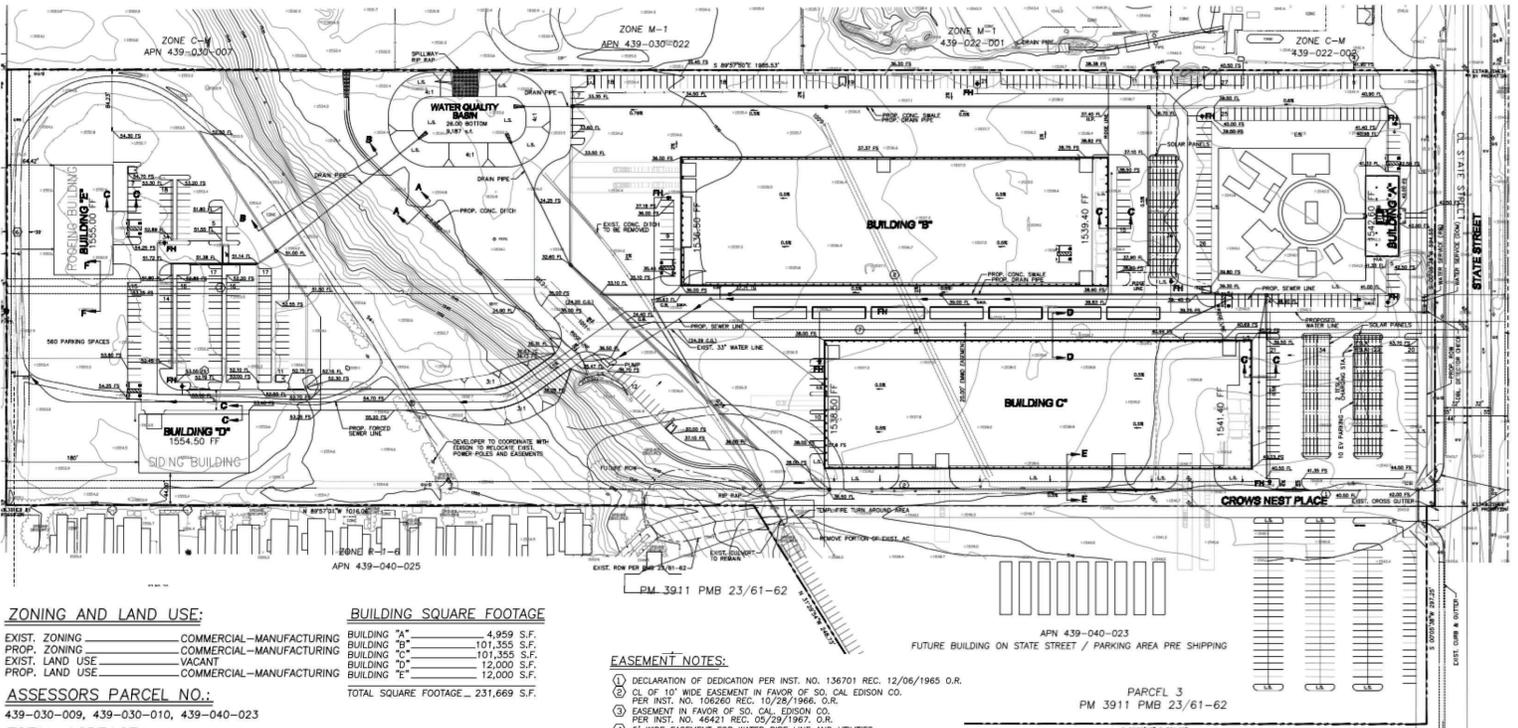
The Project site will be landscaped in accordance with City requirements with emphasis on public views of

the site from State Street (i.e., parkway along the eastern boundary of Project site). A Conditional Use Permit (CUP) has been submitted due to the proposed height of the buildings. The maximum height in the C-M zone is 35 feet and Buildings B and C propose a maximum height of 60 feet at their highest point of the roof. Pursuant to City Municipal Code Section 90-895 (d)(2), buildings that exceed that maximum height of the zone in which the use is proposed may be considered through the processing of a CUP.

Construction of the proposed Project will take place over an approximate duration of one year with development occurring in two distinct phases:

- **Phase 1 (6 months)**
  - Building A (4,959 square feet for offices / showroom)
  - Building B (101,355 square feet for residential plant)
  - Building E (12,000 square feet for hemp dry wall mud research and development)
  - Two (2) showroom example modular homes
- **Phase 2 (5 months)**
  - Building C (101,355 square feet for commercial plant)
  - Building D (12,000 square feet for hemp stucco/panels research and development)
  - Three (3) showroom example modular homes





**ZONING AND LAND USE:**

EXIST. ZONING	COMMERCIAL—MANUFACTURING
PROP. ZONING	COMMERCIAL—MANUFACTURING
EXIST. LAND USE	VACANT
PROP. LAND USE	COMMERCIAL—MANUFACTURING

**BUILDING SQUARE FOOTAGE**

BUILDING "A"	4,959 S.F.
BUILDING "B"	101,355 S.F.
BUILDING "C"	101,355 S.F.
BUILDING "D"	12,000 S.F.
BUILDING "E"	12,000 S.F.
<b>TOTAL SQUARE FOOTAGE</b>	<b>231,669 S.F.</b>

**ASSESSORS PARCEL NO.:**

439-030-009, 439-030-010, 439-040-023

**TOTAL ACREAGE:**

TOTAL ACREAGE (GROSS)	32.1 AC.
DISTRIBED AREA	21 AC.
IMPERVIOUS AREA	16.42 AC.
PERVIOUS AREA	15.68 AC.
TOTAL NO. OF PARKING	320

**BUILDING USE**

BUILDING "A"	OFFICES/SHOWROOM
BUILDING "B"	OFFICES/SHOWROOM
BUILDING "C"	OFFICES
BUILDING "D"	HEMP R & D STUCCO/PANELS
BUILDING "E"	HEMP R & D DRY WALL MUD

**EASEMENT NOTES:**

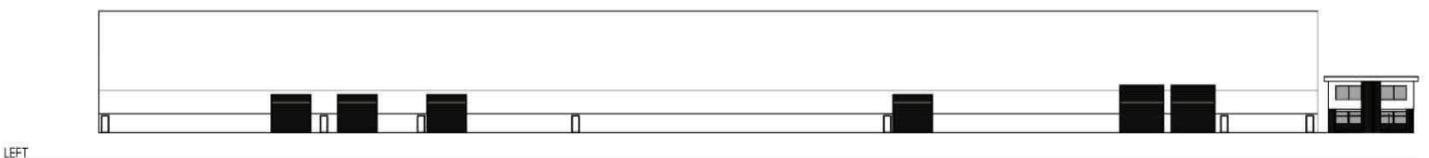
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- 2 CL OF 10' WIDE EASEMENT IN FAVOR OF SO. CAL EDISON CO. PER INST. NO. 106260 REC. 10/29/1966 O.R.
- 3 EASEMENT IN FAVOR OF SO. CAL. EDISON CO. PER INST. NO. 46421 REC. 05/29/1967 O.R.
- 4 5' WIDE EASEMENT FOR WATER PIPE LINE AND UTILITIES
- 5 AN EASEMENT IN FAVOR OF CALIFORNIA WATER AND TELEPHONE CO. PER BK. 1504 PG 231 IS NOT PLOTTABLE FROM THE RECORD.
- 6 EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT PER BK. 3726 PG.565-568. O.R.
- 7 EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT PER INST. 108484 REC. 06/11/1981.



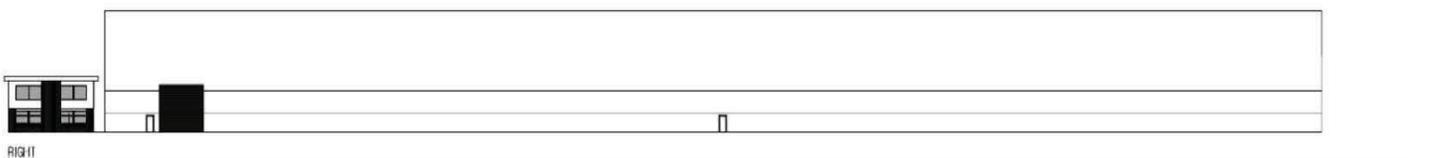
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FRONT



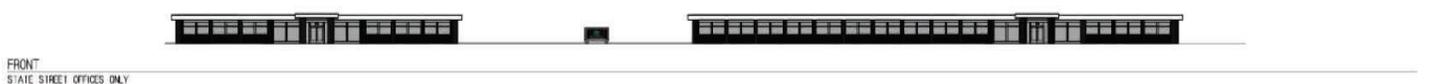
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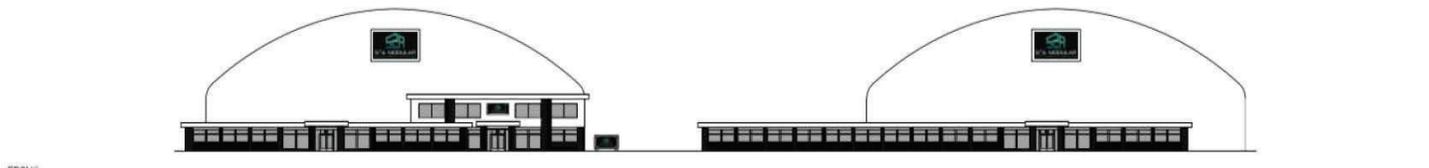
RIGHT



REAR



FRONT  
STATE STREET OFFICES ONLY



FRONT  
STATE STREET OFFICES WITH PLANT INCLUDED IN BACKGROUND

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## Exhibit 3 Elevations/Renderings

S2A Modular Home Factory Project  
Hemet, California



Plant Rendering



Office Rendering



Factory Rendering



Factory Rendering

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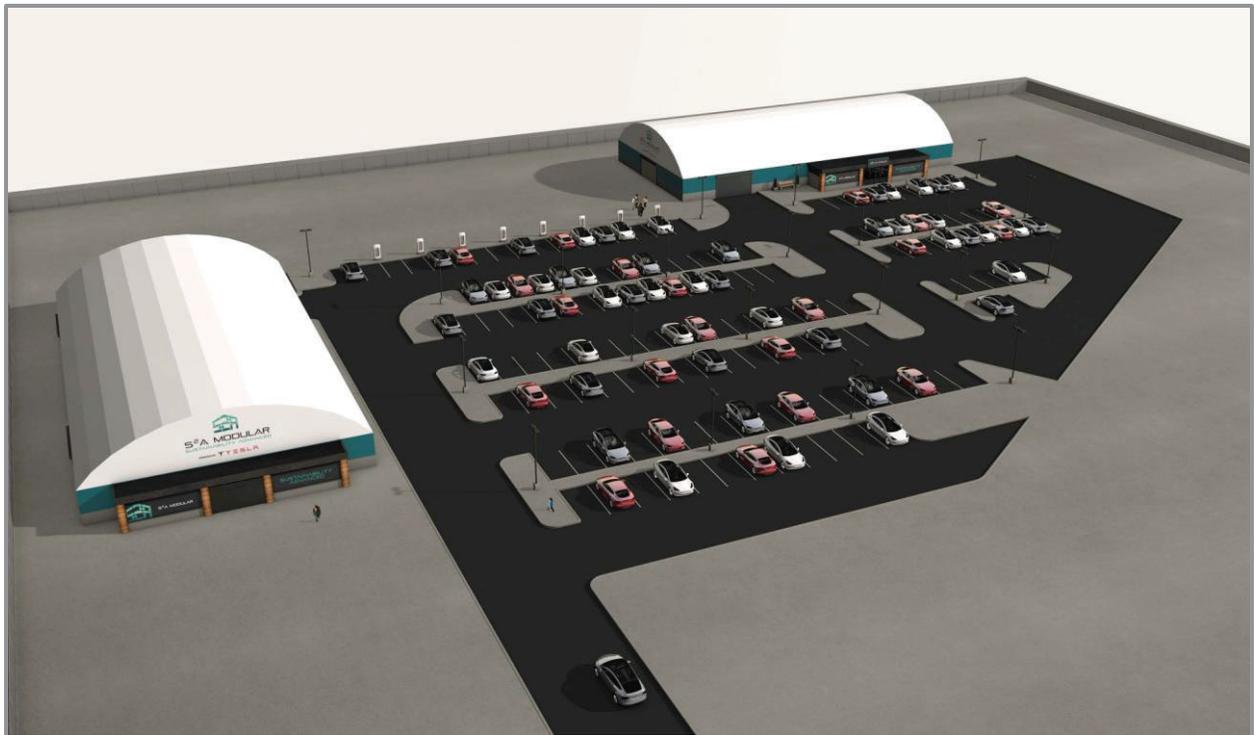
## Exhibit 3 Elevations/Renderings Cont.



S2A Modular Home Factory Project  
Hemet, California



Factory Rendering



Factory Rendering

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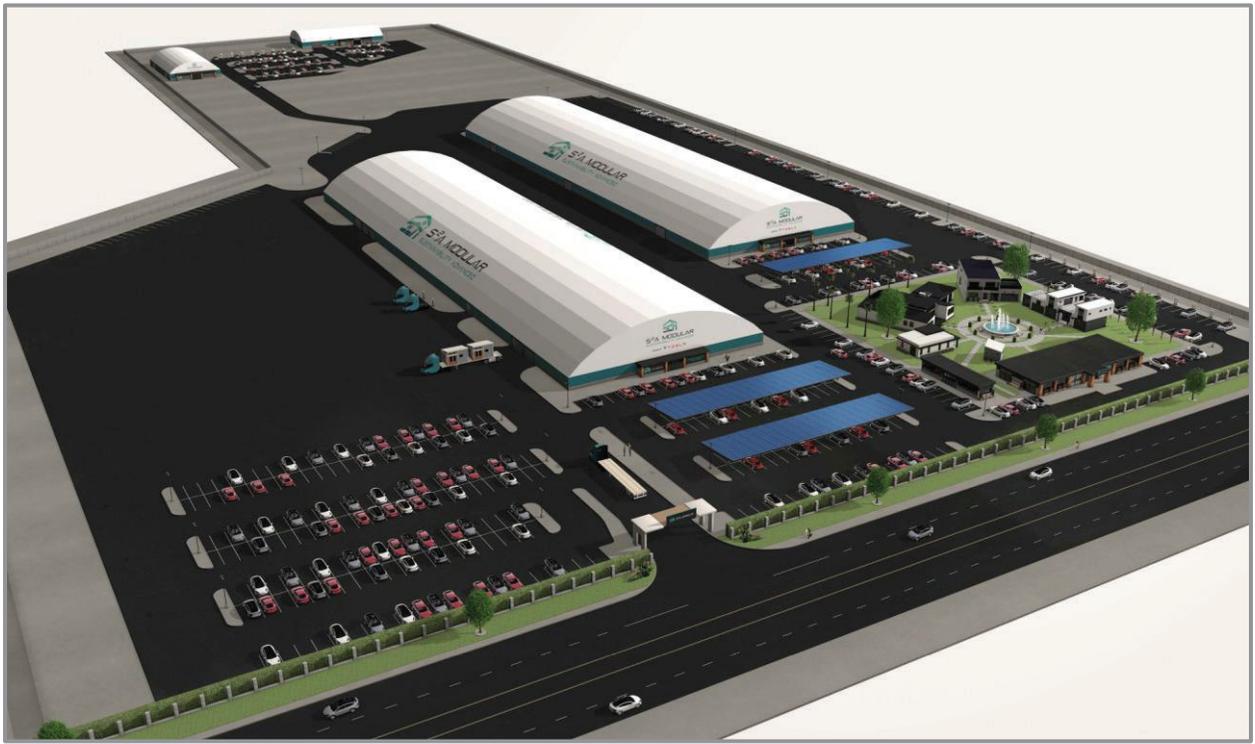
### Exhibit 3 Elevations/Renderings Cont.



S2A Modular Home Factory Project  
Hemet, California



Factory Rendering



Factory Rendering



Factory Rendering



Factory Rendering

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## Exhibit 3 Elevations/Renderings Cont.



S2A Modular Home Factory Project  
Hemet, California



Corner of State Street and Crow's Nest Place Facing North



Corner of State Street and Crow's Nest Place Facing South



Corner of State Street and Crow's Nest Place Facing West



Southwest Corner of Project Site Facing Northwest



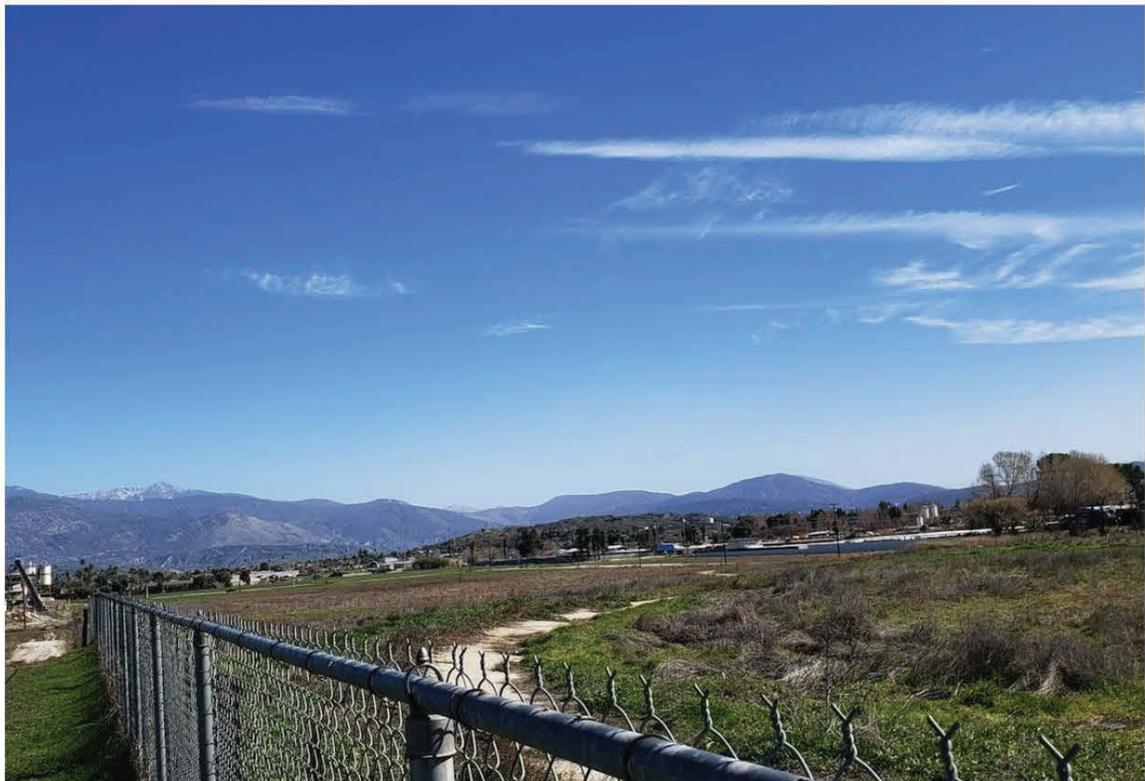
Southwest Corner of Project Site Facing North



Northwest Corner of Project Site Facing Southwest



Northwest Corner of Project Site Facing South



Northwest Corner of Project Site Facing Southeast

## TABLE OF MITIGATION MEASURES

### **BIOLOGICAL RESOURCES**

**BIO-1 Pre-Construction Burrowing Owl Survey.** A burrowing owl pre-construction survey shall be conducted on the Project site within fourteen (14) days prior to ground disturbance to avoid direct take of burrowing owls. The pre-construction survey will follow the guidance outlined in Burrowing Owl Survey Instructions for the Western Riverside MSHCP (2006).

**BIO-2 Pre-Construction Nesting Bird Survey.** If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (including but not limited to equipment mobilization and staging, clearing, grubbing, vegetation removal, and grading). Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-human causes of nest failure).

### **CULTURAL RESOURCES**

**CUL-1 Archaeological Monitoring.** Prior to ground disturbing activity, the applicant shall retain a registered professional archaeologist (RPA), and the registered professional archaeologist shall conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.

**CUL-2 Cultural Resource Management Plan.** A Cultural Resource Management Plan shall be developed by the Project Archaeologist, in consultation with the Soboba Band of Luiseno Indians, the contractor, and City, to address the documentation process for discovered resources, temporary storage of the items, limited non-destructive analysis, treatment and final disposition in accordance with CR-4. Details in the Plan shall include:

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

requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols.

**CUL-3 Tribal Monitoring.** Prior to the issuance of a grading permit, and prior to the commencement of ground disturbing activity, the applicant shall secure an agreement with the Soboba Band of Luiseno Indians for Tribal Monitoring and the Treatment and Disposition of all tribally associated artifacts discovered within the project boundaries. Native American Monitor(s) from the Soboba Band of Luiseno Indians shall conduct monitoring of all initial ground disturbing activities associated with the project. The Native American Monitor(s) shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction.

**CUL-4 Inadvertent Discoveries.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a) One or more of the following treatments, in order of preference, shall be employed, and evidence of such shall be provided to the City:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place is defined as avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.

ii. Onsite reburial of the discovered items. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the Soboba Band of Luiseno Indians. The location for the future reburial area shall be identified on a confidential exhibit on file with the City and concurred to by the Soboba Band of Luiseno Indians prior to certification of the environmental document.

**CUL-5 Discovery of Human Remains.** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.

## **GEOLOGY AND SOILS**

**GEO-1 Seismic Building Code Compliance.** Prior to the issuance of any grading or building permits, the applicant shall demonstrate, and the applicable building plans shall show, all planned improvements are consistent in terms of location and design with the seismic design criteria of the California Building Code (CBC) including structures constructed as part of the parking lot

enhancements (i.e. fences, rolling gates, drainage outlets, etc.) to prevent collapse during an earthquake. The Project must also be consistent with the seismic limitations outlined in the Fault Rupture Hazard Report and any subsequent geotechnical or soils constraints reports prepared by the applicant and approved by the City. The Project shall also install shut-off valves for any wet utilities (e.g., sewer and water) that cross the designated fault setback zone. These valves shall be placed on either side of the fault zone. This measure shall be implemented to the satisfaction of the City Engineer in consultation with the County Geologist, if necessary, to ensure public and worker health and safety are adequately protected against loss of life or significant property damage during operation of the Project.

**GEO-2 Paleontological Training for Construction.** The applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist will follow in conducting a salvage investigation if one is necessary.

**GEO-3 Paleontological Monitoring.** The applicant shall retain a professional paleontologist who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct periodic Paleontological Spot Checks beginning at depths below six feet to determine if construction excavations have extended into older Quaternary deposits. After the initial paleontological spot check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for paleontological resources will be required. The applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

**GEO-4 Paleontological Resource Treatment Plan.** If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until an appropriate paleontological treatment plan has been approved by the applicant and the City. Work shall be allowed to continue outside of the buffer area. The applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

**GEO-5 Paleo Completion Report.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and

their significance. The report shall be submitted to the applicant, the City, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

## **HYDROLOGY AND WATER QUALITY**

**HWQ-1 Hydrology Study.** Prior to issuance of a grading permit, the applicant shall prepare a Project site Hydrology Study for review and approval by the City Engineer. The Study shall meet the City requirements and include calculations demonstrating the physical requirements for the onsite water quality basin in terms of storm water detention capacity for expected flood flows. The Study shall demonstrate that post-development offsite runoff will be equal or less than that under pre-development conditions. All submitted plans as appropriate shall be consistent with the Hydrology Study. This measure shall be implemented to the satisfaction of the City Engineer.

**HWQ-2 SWPPP.** Prior to issuance of a grading permit, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) on the Project site for review and approval by the City Engineer. The SWPPP shall meet the City's requirements for such studies and include but not be limited to erosion and siltation reduction measure Best Management Practices (BMPs) to be implemented during construction. At the completion of construction, the Project will consist of impervious buildings surfaces, landscaped planters, and post-construction (operational) BMPs to be addressed in a Water Quality Management Plan (WQMP - see MM HWQ-3). All submitted plans as appropriate shall be consistent with the SWPPP. This measure shall be implemented to the satisfaction of the City Engineer.

**HWQ-3 WQMP.** Prior to issuance of a grading permit, the applicant shall prepare, and the City Engineer shall review and approve a Water Quality Management Plan (WQMP) on the Project site. The WQMP shall meet the City's requirements for such studies and include but not be limited to Best Management Practices (BMPs) for long-term water quality to be implemented by the Project after the completion of construction. The WQMP shall identify appropriate post-construction (operational) BMPs to address increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements. All submitted plans shall be consistent with the WQMP. This measure shall be implemented to the satisfaction of the City Engineer.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The results of the analysis indicate the environmental factors checked below will be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist.

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

**Summary of potentially significant impacts that could occur with implementation of this project:**  
(describe)

None – the Initial Study determined that all potential project impacts are less than significant with mitigation, less than significant, or there is no impact.

**DETERMINATION:**

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ Signature	_____ Date
Monique Alaniz-Flejter, Senior Planner Printed Name and Title	City of Hemet, California _____

## ENVIRONMENTAL CHECKLIST QUESTIONS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b>				
<b>Except as provided in Public Resources Code Section 21099, will the project:</b>				
a) Have an adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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, will the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Scenic Highways: [https://dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/scenic\\_hwy.htm](https://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm)

Project site plan and elevations.

Explanation of Checklist Responses

**a) Less Than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The mountains surrounding the Hemet valley are critical to the overall visual character and provide scenic vistas for the community. Topography and a lack of dense vegetation or urban development offer scenic views throughout the City, including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland, and open space. Scenic vistas provide views of these features from public spaces.

According to the Hemet 2030 General Plan, the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains provide a scenic background of vista points that enhance the visual character of Hemet, highlight distinguishing landmarks, and offer a sense of direction or orientation as people move about the community. Preserving view corridors for the enjoyment of future generations through design and development standards is a goal of the City. Hemet contains and is surrounded by natural topographic beauty. Within the General Plan Area are hillsides and hilltops with spectacular views. Unique landforms and hillsides include the hills at Diamond Valley Lake, Lakeview Mountains, Santa Rosa Hills, Tres Cerritos Hills, and Park Hill. Two of the most significant canyons in the Planning Area are Bautista Canyon and Reinhardt Canyon. The canyons offer a range of biological and agricultural resources as well as opportunities for recreation and residential development. The Hemet area contains numerous rock outcroppings of various sizes that provide natural beauty and are a regionally unique asset. Many have been incorporated into parkland, residential developments, and open space areas. Figure 7.1 of the General Plan shows the locations of City's natural and open space resources. These scenic vistas are typically viewed from publicly accessible areas, including parks and roadways.

Many of these scenic vistas are outside the City limits and beyond the Project area boundary so views of these vistas vary given their distance from the Project area. The Project is located at the northwest corner of State Street and Crows Nest Place, in the north-central portion of the City. To the north of the site are industrial and commercial uses and vacant land. To the east of the site is a self-storage use and vacant land. To the south of the site is a self-storage use and a mobile home park. To the west of the site are rural residential single-family homes. The major aesthetic resources within the Project area include views of the mountains and southerly views of the valley. The manmade environment is equally important in terms of scenic values. Buildings, landscaping, and signs often dominate the view. Agricultural uses such as citrus groves are less common but are also visually pleasing features. Views of these vistas will be partially blocked along State Street by the proposed Project.

The Project is requesting a Conditional Use Permit (CUP) to allow an increase in maximum height of two of the Project buildings. The maximum height within the C-M zone is 35 feet but Buildings B and C are proposed with a maximum height of 60 feet at the highest point of the roof. These two buildings are in the northeast portion of the site which is also at a lower elevation than the western portion of the site which is adjacent to a mobile home park to the south and rural residential to the west. Therefore, Buildings B and C will not block views or scenic vistas of the San Jacinto and San Bernardino Mountains to the north and will not substantially block views to the east of the Santa Rosa Mountains.

As discussed in the General Plan Draft EIR, General Plan policies and programs will reduce impacts on scenic vistas. Policy OS-2.2 uses the development review process in order to conserve view corridors, rock outcroppings, ridgelines, and other landscape features. The Project is located along a view corridor (State Street) but is not located in an area with rock outcroppings, ridgelines, or other landscape features. The proposed Project is subject to the development review process. Policy OS-2.8 directs the City to coordinate with Riverside County to protect hillside views outside the Project area. Program OS-P.1 changes the City's Zoning Ordinance to include restrictions in the Open Space zone and Hillside Overlay to preserve the natural open space character in parts of the city. The proposed Project is not located in any hillside area or open space area. Program OS-P-10 will require project reviews to consider impacts to view corridors of mountains, rock outcroppings, and other visual resources. Program CD-P-11 employs hillside preservation and protection techniques through the development review process, including the adoption of hillside development design standards for building height and material selection, grading, and street layout. Program CD-P-14 directs additional Zoning Code updates regarding building heights along Florida Avenue to maximize views of the San Jacinto Mountains and other scenic resources. Implementation of these policies and programs will reduce proposed Project impacts associated with scenic vistas to a less than significant level because the City's Zoning Ordinance includes restrictions to preserve natural open space character, and specific view corridors is considered in review of projects. The Project itself will not alter an existing scenic vista within or outside the City or obstruct such views. Therefore, this impact will be **less than significant**. No mitigation measures are required.

**b) Less Than Significant Impact.** According to the California Department of Transportation (Caltrans)

State Scenic Highway Program website, there is a designated state scenic highway located in the City of Hemet (State Route 74/West Florida Avenue). The Project site is located approximately 1.5 miles north of this state scenic highway. The proposed structures will comply with height restrictions of the City of Hemet Zoning Code and will not encroach onto any views of State Route 74/West Florida Avenue. The Project site does not contain any scenic resources, including, trees, rock outcroppings, or historic buildings that could be damaged by the proposed Project. Impacts will be **less than significant**. No mitigation measures are required.

**c) Less Than Significant Impact.** The overall visual character of Hemet can be described as a mix of suburban and rural residential land uses. Large, undeveloped parcels are distributed throughout the Project area, contributing to open views toward the surrounding mountains and hillsides. According to the General Plan EIR, implementation of the General Plan will result in conversion of land within the planning area from agricultural and open landscapes to urban development. Areas identified for new urban development in the General Plan include portions of west Hemet and areas in the southern portion of the planning area; however, the Project site also falls into this general category as it is an undeveloped site and is surrounded on two sides by undeveloped parcels. The character of the proposed development will be similar to that which is already present throughout urbanized portions of the Project area. The General Plan EIR noted that anticipated changes from a visual environment where rural residential, agricultural, and open space uses are predominant to a mix of housing, shops, schools, parks, and other urban land uses will constitute a substantial change. Development in previously undeveloped areas could also result in the destruction of scenic resources (such as rock outcroppings and landmark trees) through site grading, trenching, and other construction activities. This includes the Project site and area, which includes a mix of industrial, commercial, and residential uses and vacant land.

General Plan policies and programs have been adopted by the City to maintain and enhance the quality of the visual character in and around Hemet. Policy OS-2.2 uses the development review process to conserve view corridors, rock outcroppings, ridgelines, and other important landscape features. The proposed Project is subject to the development review process. Policy OS-2.8 directs the City to coordinate with Riverside County to protect hillside views that are outside of the planning area. Program OS-P.1 changes the City's Zoning Ordinance to include restrictions in the Open Space zone and Hillside Overlay to preserve natural open space character in parts of the city. The proposed Project is not located in any hillside area or open space area. Program OS-P-10 will require project reviews to consider impacts to view corridors of mountains, rock outcroppings, and other visual resources. The Project is located along a view corridor (State Street); however, the project review process will ensure impacts to view corridors of mountains will be minimal. Implementation of these policies and programs will reduce Project impacts associated with visual character to **less than significant**. No mitigation measures are required.

**d) Less Than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces, and expanses of pavement.

Hemet is surrounded by open and agricultural lands that contain few major sources of light and glare. By contrast, urban land uses generate light and glare, which affect the brightness of the night sky. Urban uses in the Project area already generate substantial light and glare that affect nighttime views in rural areas. However, development of the Project could potentially increase existing levels of light and glare in the Project area. These additional sources of nighttime skyglow could potentially obscure nighttime views of stars. Furthermore, Project development could create additional reflective surfaces and cause additional glare, including glare affecting motorists traveling along State Street during both night and day.

There are lighting sources adjacent to the site, including free-standing streetlights, light fixtures on

buildings, and pole-mounted lights. The proposed Project includes exterior street lighting and interior lighting. The Hemet General Plan includes programs to reduce new sources of light and glare. Program CD-P-20 requires lighting practices that reduce light pollution in new development areas and requires new lighting and existing lighting upgrades to cast light downward and reduce spillover lighting. This program will also limit the amount of reflective surfaces used in construction of the proposed Project to minimize new sources of glare. Light spillover will be avoided by requiring that fixtures be designed to shine downward on adjacent properties per the requirements of Municipal Code Section 90-1046(e) (Site Development Requirements). Section 90-1046(e) of the Municipal Code requires all exterior lighting to be directed or shielded away from nearby residential zones and contained within the boundaries of the site. Further, Section 90-1048 (Performance Standards) prohibits uses that create direct or sky-reflecting glare detectable by the human senses. Compliance with the Municipal Code standards for lighting and glare will ensure that lighting and glare impacts will be less than significant. Therefore, this impact will be **less than significant**. No mitigation measures are required.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE RESOURCES</b>				
Will the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

California Department of Conservation. Farmland Mapping and Monitoring Program. Riverside County Important Farmland Map Sheet 1 of 3. 2014.

California Department of Conservation. Williamson Act Program.  
[ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside\\_w\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside_w_15_16_WA.pdf) [Accessed March 2020].

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

MIG. *Phase I Cultural Resources Assessment S2A Modular Factory Project*. March 26, 2020. (See Appendix C)

### Explanation of Checklist Responses

**a) Less Than Significant Impact.** According to the 2030 General Plan, Farmland of Local Importance is the dominant category of agricultural land within the City's boundaries. The majority of the Prime Farmland is located in Bautista Canyon, and much of it is protected as agricultural preserves. A preservation easement held by the Wildlife Heritage Foundation conserves 486 acres in perpetuity of which approximately 250 acres are suitable for citrus-fruit crops. Existing agricultural land is shown in Figure 7.1 of the General Plan.

The proposed Project is located on an undeveloped site which is surrounded by industrial uses and vacant land to the north, a self-storage use and vacant land to the east, a self-storage use and mobile home park to the south, and rural residential single-family homes to the west. There are no signs or recorded documentation indicating that the site has been historically used for agriculture. The map of Important Farmland in California (2014) prepared by the Department of Conservation does not designate the site as being *Prime Farmland*, *Unique Farmland*, or *Farmland of Statewide Importance* by the Farmland Mapping and Monitoring Program (FMMP). However, the Project site is designated as *Farmland of Local Importance*, which means the site falls into one of four categories:

- Land with soils that will be classified as Prime or Statewide but lack available irrigation water;
- Lands planted with dryland crops of barley, oats, and wheat;
- Lands producing major crops for Riverside County but that are not listed as unique crops. These crops are identified as returning one million or more dollars on the 1980 Riverside County Agriculture Crop Report. Crops identified are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelons;
- DairyLand's, including corrals, pasture, milking facilities, hay, and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more;
- Lands identified by a city or county ordinance as agricultural zones or contracts.

According to the Project Phase I Cultural Assessment, the field survey in the western portion of the Project site encountered a row of non-native (olive) trees, approximately 5-6 feet apart that were placed in a north/south direction. Additionally, historic aerial photographs suggest that the western portion of the Project site may have been part of an orchard or grove sometime around the 1950's. The Project site has since been re-designated for industrial use in local plans is designated for Industrial (FAR 0.45) in the City's General Plan and is zoned C-M Commercial-Manufacturing. The City's General Plan EIR Agricultural Resources section states that implementation of the General Plan will result in the eventual conversion of the majority of the agricultural uses within the City to urban uses. Further, none of the General Plan Land Use alternatives in the General Plan proposes a land use designation that will provide for the permanent preservation of agricultural land. While a majority of the planning area will eventually be

converted to non-agricultural urban uses, some of the existing agricultural activities will continue as interim uses as allowed under the City's existing Development Code for all zoning categories. The conversion of agricultural land to urban uses is a long and continuing trend within the City. Although it is difficult to quantify the amount of agricultural land that is under development pressure, such pressure exists and will continue with or without implementation of the proposed Project. Thus, Hemet's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. Therefore, impacts to Farmland will be **less than significant**, and no mitigation is required.

**b) No Impact.** According to the 2030 General Plan EIR, 2,189 acres of land are under Williamson Act contracts within the City. Although much of this area will remain designated for Agriculture or Open Space under General Plan buildout, it was anticipated that implementation of the General Plan will result in 1,778 acres currently zoned for agricultural uses to be designated for other uses, including urban uses such as offices, retail, housing, and schools. It was also anticipated that implementation of the General Plan will also result in 564 acres of land currently under Williamson Act contracts to be designated for non-agricultural uses and that the pressures of new urban development in these areas could also foster the conversion of adjacent agriculturally-zoned areas and lands in Williamson Act contracts to non-agricultural use.

The General Plan includes policies and programs that express the City's intent to conserve agricultural lands within the planning area by supporting the use of tools like conservation easements to protect agricultural uses (OS-3.1, OS-3.2, OS-3.3, OS-3.4, OS-P-12, OS-P-13). Policy OS-3.1 in particular requires the City to honor preservation and conservation easements in perpetuity in the Bautista Valley, where most of the agriculturally-zoned and Williamson Act contracted land in the planning area is located. Furthermore, lands under Williamson Act contracts in the planning area are all located beyond the current City limits. According to the California Department of Conservation, several Williamson Act contracts for prime and nonprime agricultural land are located in the Bautista Canyon area. Under a Williamson Act contract, the local jurisdiction and landowners agree to continue agricultural activities for at least 10 years. In return, the County agrees to assess the property at agricultural value rather than at market value. However, no Williamson Act contracts are active for the Project site. The site is designated for industrial use in the City's General Plan and Zoning Code. Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract. **No impact** will occur.

**c) No Impact.** Public Resources Code § 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code § 12220(g). The Project site has already been disturbed and is surrounded by disturbed land on all sides. Therefore, development of this Project will have **no impact** to any timberland zoning.

**d) No Impact.** The Project site is vacant, disturbed land with limited non-native vegetation including grasses and non-mature trees. Thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this Project. **No impact** will occur.

**e) No Impact.** The Project site is a vacant site within a semi-urbanized environment. The Project is surrounded by disturbed vacant land and development on all sides. None of the surrounding sites contain existing forest uses. Development of this proposed Project will not change the existing environment in a manner that will result in the conversion of forest land to a non-forest use. **No impact** will occur.

#### Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b>				
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. Will the project:				
a) Conflict with or obstruct implementation of the air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to increased pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

MIG. *Air Quality, Greenhouse Gas, and Energy Analyses for S2A Modular Factory Project*. June 19, 2020. (See Appendix A)

Explanation of Checklist Responses

**a) Less Than Significant Impact.** An air quality study was prepared for the Project (MIG 2020). The Project site along with the entire City of Hemet and much of the County of Riverside is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment including ozone (O<sub>3</sub>), coarse particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.

The SCAQMD has prepared an Air Quality Management Plan (AQMP) for the Basin to establish a comprehensive program to lead the Basin into compliance with all federal and state air quality standards. The 2016 Final AQMP issued by the SCAQMD in March 2017 is the most recent air quality plan released and is the current air quality plan in effect. The control measures and related emission reduction estimates included in the 2016 AQMP are based upon emission projections for a future development scenario

derived from land use, population, and employment estimates from individual city general plans, approved specific plans, and in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP will have taken into account such uses, and the project will not conflict with implementation of the plan. In addition to the AQMP, regional plans prepared by the Southern California Association of Governments (SCAG) are also based on the land uses and growth projections used to prepare the AQMP. The most comprehensive regional plan applicable to the Project is the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS).

The Project proposes 231,669 square feet of light industrial office and warehouse buildings on 32.1 acres for a factory to manufacture and sell modular homes. The Project as proposed has a Floor Area Ratio (FAR) of 0.166 (231,669 SF divided by 32.1 acres). The Project is consistent with both the General Plan land use designation Industrial (FAR 0.45) and the zoning classification Commercial-Manufacturing (C-M) for the site. The 2016 AQMP is based on the General Plan land use designations and growth projections of those anticipated land uses as they build out in the future. Therefore, the proposed Project is consistent with the land uses and growth projections for Hemet that were used to develop the 2016 AQMP and RTP/SCS.

A project that conflicts with or obstructs the implementation of the AQMP could hinder its implementation, delay efforts to meet attainment deadlines, and/or interfere with SCAQMD efforts to maintain compliance with, and attainment of, applicable air quality standards. Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the Project is consistent with the growth assumptions in the AQMP and does not increase the frequency or severity of an air quality standards violation or cause a new one.

The proposed Project will induce employment growth, but the number of jobs added to the City will be well within the growth assumptions for Hemet accounted for in the previous 2016 RTP/SCS or current 2020-2045 RTP/SCS which was 24,500 new jobs in Hemet between 2012 and 2040. Therefore, it will not conflict with the first consistency criterion.

As further described in Sub-Section 10.b below, the proposed Project will also not exceed the construction or operational air quality thresholds maintained by the SCAQMD. Therefore, the proposed Project will not conflict with or obstruct implementation of the SCAQMD 2016 AQMP. This impact will be **less than significant**, and no mitigation is required.

**b) Less Than Significant Impact.** The Basin is classified as in attainment for all criteria pollutants except for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The Basin is designated as a nonattainment area for federal ambient air quality standard (AAQS) for the 8-hour ozone, PM<sub>2.5</sub> standards and as partial nonattainment for lead (Pb) and is in nonattainment area under state 1- and 8-hour ozone, PM<sub>2.5</sub>, and PM<sub>10</sub> standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO<sub>x</sub> and Reactive Organic Gases (ROG) are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone.

The SCAQMD adopts rules that establish permissible air pollutant emissions levels for a variety of business, processes, operations, and products subject to Federal and State air quality requirements. In general, the proposed Project and its potential emissions sources will be subject to a number of State and SCAQMD rules, including Rule 401(Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 1108 (Cutback Asphalt), Rule 1113 (Architectural Coatings), and Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents). These SCAQMD rules will serve to limit and control the proposed Project’s potential to emit air pollutants. The proposed Project will generate both short-term construction emissions and long-term operational emissions.

### Construction Emissions

The proposed Project involves the construction of a new, Tesla-powered modular smart home factory in two phases as outlined in the Project Description. Construction activities for both phases will include grading, vertical building development, paving, and architectural coating work. It is assumed site preparation work (e.g., removal of vegetation) will take place during the grading phases. The proposed Project's potential construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version (V.) 2016.3.2. Construction phase and duration and the type and amount of equipment used during construction were generated using CalEEMod default assumptions and modified as necessary to reflect project-specific data outlined in the Project Description of this document as well as the Project Air Quality Study (Appendix A). Compliance with established SCAQMD Rules outlined above was also assumed for this analysis. The proposed Project's maximum daily unmitigated construction emissions are shown in Table 1, *Daily Construction Emissions*.

As shown in Table 1, the proposed Project's maximum daily, unmitigated, construction criteria air pollutant emissions will be well below the SCAQMD's recommended regional pollutant thresholds. Therefore, Project construction will not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds.

**Table 1: Daily Construction Emissions**

Construction Season	Maximum Pollutant Emissions (Pounds Per Day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Phase 1</b>						
Summer 2020	11.7	96.7	91.8	0.2	13.9	6.4
Winter 2020	11.7	96.6	87.2	0.2	13.9	6.4
Summer 2021	66.4	23.7	28.8	0.0 <sup>(A)</sup>	0.2	1.3
Winter 2021	66.4	23.7	28.4	0.0 <sup>(A)</sup>	1.9	1.3
<b>Phase 2</b>						
Summer 2021	27.9	73.0	71.4	0.2	7.4	4.3
Winter 2021	27.9	72.9	69.6	0.2	7.4	4.3
<i>Highest Value</i>	<i>66.4</i>	<i>96.7</i>	<i>91.8</i>	<i>0.2</i>	<i>13.9</i>	<i>6.4</i>
SCAQMD Threshold	75	100	550	150	150	55
<i>Exceeds Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Source: Table 2: Unmitigated Maximum Daily Regional Construction Emissions, MIG, 2020.						
<sup>(A)</sup> 0.0 does not mean zero but rather less than 0.05 but greater than zero.						

### Operational Emissions

Once operational, the proposed Project will generate long-term emissions from area or regional sources and mobile sources. The proposed Project's operational emissions were also estimated using CalEEMod, V. 2016.3.2. The modeling is based on the Project's first full year of operations which is assumed to be 2021 using default data assumptions generated by CalEEMod and modified as necessary to reflect the following project-specific data outlined in the Project Description of this document as well as the Project Air Quality Study (Appendix A). Compliance with established SCAQMD Rules outlined above was also assumed for this analysis. The proposed Project's maximum daily unmitigated operational emissions are shown in Table 2, *Daily Operational Emissions*.

As shown in Table 2, the proposed Project's maximum daily, unmitigated, operational criteria air pollutant emissions will be well below the SCAQMD's-recommended regional pollutant thresholds. Therefore, Project operations will not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds. This impact will be less than significant.

**Table 2: Daily Operational Emissions**

Emissions Source	Maximum Daily Pollutant Emission (Pounds Per Day) <sup>(A)</sup>					
	ROG	NO <sub>x</sub> <sup>(B)</sup>	CO	SO <sub>2</sub> <sup>(B)</sup>	PM <sub>10</sub> <sup>(B)</sup>	PM <sub>2.5</sub> <sup>(B)</sup>
Area Sources	5.4	0.0 <sup>(B)</sup>	0.1	0.0 <sup>(B)</sup>	0.0 <sup>(B)</sup>	0.0 <sup>(B)</sup>
Energy Demand <sup>(C)</sup>	0.0	0.0	0.0	0.0	0.0	0.0
Mobile Sources	2.0	17.1	29.4	0.1	8.8	2.5
Total Daily Emissions <sup>(D)</sup>	7.4	17.1	29.5	0.1	8.8	2.5
<b>SCAQMD Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Table 3: Unmitigated Maximum Daily Regional Operational Emissions, MIG 2020.

Notes  
<sup>(A)</sup> Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SO<sub>x</sub> emissions occur during the summer. Maximum daily NO<sub>x</sub> emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter PM<sub>10</sub> and PM<sub>2.5</sub> emissions levels for the purposes of this table.  
<sup>(B)</sup> "0.0" does not mean emissions are zero but rather emissions are less than 0.01 but greater than 0.  
<sup>(C)</sup> The proposed Project will be a "Zero Net Energy" (ZNE) facility and therefore will offset any emissions associated with energy consumption through the generation of onsite renewable electricity.  
<sup>(D)</sup> Totals may not equal due to rounding.

### **Localized Construction and Operational Emissions**

In addition to regional CEQA thresholds, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, which will result in significant adverse localized air quality impacts.

The Project's maximum daily construction emissions are compared against the SCAQMD's-recommended LSTs thresholds in Table 3, *Local Significance Thresholds Construction Analysis*. Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis are onsite emissions only, and the LST against which these onsite emissions are compared are based on the project size in acres. The LST thresholds are for source receptor area (SRA) 28, the SRA in which the proposed Project is located, and are based on a receptor distance of 82 feet, the closest LST receptor distance thresholds recommended for use by the SCAQMD. The construction LSTs are provided for 1-, 2-, and 5-acre project sizes. Although the proposed Project will be much larger than 5 acres, this analysis conservatively uses the 5-acre LST values for evaluation purposes.

As shown in Table 3, the proposed Project's construction emissions will not exceed the SCAQMD's recommended construction LSTs. Project construction, therefore, will not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds. Typically, operations related LSTs become a concern when there are substantial on-site stationary or on-site mobile sources (e.g., heavy duty or idling trucks) that could impact surrounding receptors. This is not the case for the proposed Project, however, since the Project will utilize all electric equipment, including Tesla-powered trucks for product delivery. Therefore, it was not necessary to conduct an operational LST analysis for the Project.

### **Summary of Results**

The preceding analysis has demonstrated the proposed Project will not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds. This analysis assumes the Project will comply with applicable SCAQMD rules (e.g., Rule 403 regarding fugitive dust). This is considered regulatory compliance and not unique project mitigation under CEQA. Therefore, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard. Impacts be **less than significant**, and no mitigation is required.

**Table 3: Local Significance Thresholds Construction Analysis**

Construction Phase <sup>(A, B)</sup>	Maximum Pollutant Emissions (Pounds Per Day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Phase 1</b>				
Grading 2020	71.5	45.5	7.9	4.8
Building Construction 2020	65.4	57.3	3.8	3.6
Paving 2021	23.6	26.7	1.2	1.1
Architectural Coating 2021	3.1	3.6	0.2	0.2
<b>Phase 2</b>				
Grading 2021	24.7	15.9	3.7	2.4
Building Construction 2021	61.6	58.6	3.4	3.2
Paving 2021	10.8	12.3	0.6	0.5
Architectural Coating 2021	1.5	1.8	0.1	0.1
SCAQMD LST Threshold <sup>(C)</sup>	371	1,965	13	8
<i>Exceeds Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Source: Table 4: Local Significance Thresholds Construction Analysis. MIG 2020.				
<b>Notes</b> <sup>(A)</sup> Emissions estimated using CalEEMod, v. 2016.3.2 based on default model assumptions unless otherwise noted in MIG 2020. <sup>(B)</sup> Emissions presented are worst-case emissions and may reflect summer or winter emission levels. In general, due to rounding, there is no difference between summer and winter emission levels for the purposes of this table. <sup>(C)</sup> The LSTs are based on 5.0-acre project size and 25-meter receptor distance.				

**c) Less Than Significant Impact.** A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. The closest sensitive receptors to the site are: (1) the single-family, ranch-style homes immediately west of the Project site; (2) residences in the Desert Sky RV Park, immediately southwest of the Project site; and (3) park receptors at the Searl Youth Sports Park, approximately 915 feet southeast of the Project site.

In addition to criteria air pollutants, certain pollutants are classified as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs) which can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer). People exposed to HAPs/TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems.

A portion of the PM<sub>10</sub> and PM<sub>2.5</sub> emissions generated during construction of the Project will be diesel particulate matter, or DPM, a known TAC. The proposed Project's construction activities will not expose adjacent residential receptors to substantial levels of DPM that will pose a substantial adverse health risk for the following reasons:

- The proposed Project does not involve substantial earthmoving or grading activities that will require large amounts of heavy-duty equipment associated with the highest DPM emissions.
- The majority of Project construction will be located toward the middle-to-northern portions of the Project site, which will give pollutants additional time and space to disperse with the prevailing winds that are generally from the north-northwest and south-southeast (i.e., toward land uses that are not considered to be sensitive).
- Potential long-term adverse health risks from DPM are evaluated assuming a constant exposure to emissions over a 70-year lifetime, 24 hours a day, seven days a week, with increased risks generally associated with increased proximity to emissions sources.

Since construction activities will only generate DPM emissions on an intermittent, short-term basis (i.e., approximately one year), DPM emissions from construction activities will be unlikely to result in adverse health effects to existing sensitive receptors that exceed the SCAQMD's significance criteria.<sup>1</sup> This impact will be **less than significant** and no mitigation is required.

**d) Less Than Significant Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with other emissions and odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors and other emissions are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Implementation of the proposed Project may result in short-term odors during construction associated with fueling and fuel combustion, however, these odors will be quick to disperse and will not affect a substantial number of people.

The Project is required to comply with SCAQMD Rule 402 (Rule 402) during construction which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The Project is also required to comply with SCAQMD Rule 403 during grading which states prior to grading permit issuance, all applicable measures shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to: 1) All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions; 2) The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and 3) The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

Compliance with Rules 402 and 403 is considered regulatory compliance and is not considered unique mitigation under CEQA. Based on available information, potential impacts from other emissions and odors during construction and operation of the Project will be **less than significant** and no mitigation is required.

#### Mitigation Measures

None required.

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<sup>1</sup> The SCAQMD has established the following thresholds of significance for projects that generate TAC emissions: Maximum Incremental Cancer Risk  $\geq 10$  in 1 million; Cancer Burden  $> 0.5$  excess cancer cases (in areas  $\geq 1$  in 1 million); Chronic & Acute Hazard Index  $\geq 1.0$  (project increment) (SCAQMD, 2019).

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES</b>				
Will the project:				
a) Have an 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have an 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have an adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Hernandez Environmental Services (HES). *General Biological Assessment and Western Riverside County MSHCP Consistency Analysis for APNs 43-9030-009 & 439-030-010*. June 2019. (See Appendix B)

Hernandez Environmental Services (HES). Burrowing Owl Survey Report for Assessor Parcel Numbers 439-030-009 and 439-030-010 located in Riverside County, California. June 7, 2019. (See Appendix B)

#### Explanation of Checklist Responses

**a) Less Than Significant Impact with Mitigation Incorporated.** A Biological Assessment and Burrowing Owl Survey for the Project site were completed by Hernandez Environmental Services (HES) to verify the type, location, and extent of potential sensitive biological resources within the site and vicinity (June 2019). HES conducted a literature review and reviewed aerial photographs and topographic maps of the Project sites and surrounding areas. A five-mile radius was used to identify sensitive species with the California Natural Diversity Data Base (CNDDDB), the U.S. Fish and Wildlife Service (USFWS) Endangered Species Lists, and the California Native Plant Society (CNPS) rare plant lists to obtain species information for the Project area. The CNDDDB and USFWS critical habitat databases were utilized, together with Geographic Information System (GIS) software, to identify the previously recorded locations of sensitive plant and wildlife occurrences and designated critical habitat and determine the distance from the Project sites. Additionally, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was reviewed for known occurrences of sensitive species within Riverside County.

The Western Riverside County MSHCP is a comprehensive, multijurisdictional habitat conservation planning program for Western Riverside County, California. The purpose of the Western Riverside County MSHCP is to preserve native habitats, and to this end, the plan focuses upon the habitat needs of multiple species rather than one species at a time. The Western Riverside County MSHCP provides coverage/take authorization for some species listed under the federal or state Endangered Species Act (ESA) as well as non-listed special-status plant and wildlife species. It also provides mitigation for impacts to special-status species and their associated habitats.

Through agreements with the USFWS and California Department of Fish and Wildlife (CDFW), 146 listed and special-status plant and animal species receive some level of coverage under the Western Riverside County MSHCP. Of the 146 covered species, the majority have no additional survey needs or conservation requirements. Furthermore, the Western Riverside County MSHCP provides mitigation for project-specific impacts to these species, thereby reducing the degree of impact to below a level of significance, pursuant to the California Environmental Quality Act (CEQA). Several of the species covered under the Western Riverside County MSHCP have additional survey requirements.

The Project site is located within the Western Riverside County MSHCP boundaries and is required to document consistency with the Western Riverside County MSHCP in conjunction with any discretionary approvals for the Project. The Project site is located within Western Riverside County MSHCP San Jacinto Valley Area Plan but is not located within an Area Plan Subunit, Criteria Cell, or Cell Group. Further, the Project site is not located within plan-defined areas requiring surveys for narrow endemic plant species, or criteria area plant species. However, the Project site is located within plan-defined areas requiring surveys for burrowing owl (*Athene cunicularia*).

On March 20, 2019, HES biologist Juan Hernandez conducted a field survey of the original northern and central portions of the site (26.22 acres) while MIG biologist Jon Campbell confirmed similar conditions on the southern 6-acre portion of the site and reviewed conditions on the entire 32-acre site in April 2020. The purpose of the field surveys were to document the existing habitat conditions, obtain plant and animal species information, view the surrounding land uses, assess the potential for state and federal waters, assess the potential for wildlife movement corridors, and assess the presence of constituent elements for critical habitat, if present. Linear transects spaced approximately 50 to 100 feet apart were walked across the Project site for 100 percent coverage. All species observed were recorded. Global Positioning System (GPS) waypoints were taken to delineate specific habitat types, species locations, state or federal waters, and any other information that will be useful for the assessment of the Project site. Results of the literature, field survey, and MSHCP consistency analysis are discussed below.

### **Special-Status Plants**

The Project site is undeveloped, relatively flat, and heavily disturbed. The Project site contains only ruderal/weedy vegetation which is dominated by non-native plant species. Dominant vegetation observed in this habitat type includes ripgut brome (*Bromus diandrus*), foxtail chess (*Bromus madritensis*), black mustard (*Brassica nigra*), Russian thistle (*Salsola tragus*), London rocket (*Sisymbrium irio*), and filaree (*Erodium sp.*). A total of 15 plant species are: (a) listed as state and/or federal Threatened, Endangered, or Candidate species; (b) required to be reviewed under the Narrow Endemic Plant section of the Western Riverside MSHCP; (c) listed as 1B.1 plants on the CNPS Rare Plant Inventory; or (d) have been found to have a potential to exist on the Project sites. A total of 7 sensitive habitats have the potential to occur including Canyon Live Oak Ravine Forest, Desert Fan Palm Oasis Woodland, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Mixed Riparian Forest, Southern Riparian Scrub, and Southern Sycamore Alder Riparian Woodland. However, none of these sensitive habitats were found to occur within the Project site and no special-status plant species were detected on the Project site during the March 20, 2019 field survey or supplemental April 2020 walkover. None of the sixty-four (64) special-status plant species found in the vicinity of the Project site (refer to section 3.6.1 of the Biological Assessment) are expected due to a lack of suitable habitat.

### **Special-Status Wildlife**

Of the 18 animal species listed as state and/or federal Threatened, Endangered, Candidate within the Project vicinity, there is potential for the following species to be present on site: coastal whiptail (*Aspidoscelis tigris stejnegeri*); California horned lark (*Eremophila alpestris actia*); Los Angeles pocket mouse (*Perognathus longimembris brevinasus*); and coast horned lizard (*Phrynosoma blainvillii*). However, each of the species that has potential to occur on site are covered by the Western Riverside MSHCP and are considered adequately conserved.

### **Burrowing Owl**

A habitat assessment conducted for burrowing owl determined that the Project site provides suitable habitat for the species. Therefore, focused burrowing owl surveys were conducted for the Project site. Although the Project site supports fossorial mammal burrows, rock outcrops, and non-natural substrates capable of supporting the burrowing owl (BUOW), no BUOW or BUOW sign was observed at the entrance or adjacent to these burrows within the study area. Despite systematic searches of the Project site and 150-meter buffer area, no BUOW or evidence (i.e., including scat, pellets, feathers, tracks, and prey remains) were found which suggest recent or historical use of the study area by BUOW. Therefore, it can be concluded that BUOW are not currently present within the study area.

However, because the Project area is located within the Western Riverside County MSHCP burrowing owl survey area, it is recommended that a preconstruction survey be performed prior to the commencement of Project activities. Therefore, implementation of **Mitigation Measure BIO-1** is required to reduce potential impacts to burrowing owl to a **less than significant** level.

### **Nesting Birds**

Vegetation communities on the Project site have the potential to provide nesting habitat for bird species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG) Sections 3503 and 3513. Although no active nests were observed during the March 20, 2019 field survey or April 2020 confirmational walkover, there is potential for ground- and tree-nesting birds to establish nests on the Project site prior to Project construction. If the Project will remove shrubs or trees between February 1 and September 15, the Project will have a potential to impact nesting birds. Destruction of, or disturbance to, an active nest is prohibited. Construction activities including site mobilization, tree removal other vegetation clearing activities, grubbing, grading, and noise/vibration from the operation of heavy equipment also has the potential to result in significant direct (i.e., death or physical harm) and/or indirect (i.e., nest abandonment) impacts to nesting birds. Implementation of **Mitigation Measure BIO-2** will be required to reduce potential impacts to nesting birds to a **less than significant** level.

**b) No Impact.** Based on the results of the field surveys, the Project site does not contain any riparian habitat or other sensitive natural community. Therefore, **no impacts** to riparian habitat or other sensitive natural vegetation communities are anticipated.

**c) No Impact.** The drainage feature crossing the Project site does not contain any riparian habitat regulated under Section 1602 of the Fish and Game Code. Further, Project site does not contain any "waters of the United States" (WUS) that will be under the jurisdiction of the Federal CWA or riparian/wetland habitat that will be considered Western Riverside MSHCP riparian/riverine resources. The Project site does not contain any state or federal jurisdictional drainages, streams, or lakes. No vernal pools are located within the Project area. Therefore, **no impact** to on state or federally protected wetlands.

**d) No Impact.** Wildlife movement corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbances. The Project site was evaluated for its function as a wildlife corridor that species will use to move between wildlife habitat zones. The Project site is relatively flat and surrounded by commercial and residential structures. No wildlife movement corridors were found to be present on the Project site. The Project site does not contain mountain canyons or riparian corridors between major wildlife habitats. The Project site is surrounded by commercial and residential structures. No wildlife movement corridors were found to be present on the Project site and **no impact** will occur.

**e) Less than Significant Impact.** Should the proposed Project result in the removal of trees, it will be required to prepare a tree preservation plan according to City Municipal Code Section Sec. 70-163. - Filing of application regarding removal of trees. The Project will not otherwise conflict with local policies or ordinances protecting biological resources. Impacts will be **less than significant**.

**f) No Impact.** The biological assessment for the Project determined it is consistent with the MSHCP so no impacts to adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans are expected. The proposed Project site contains a drainage feature, but it is not subject to regulatory jurisdiction or associated riparian/wetland habitat that would be considered Western Riverside MSHCP riparian/riverine resources. Further, the site does not contain any depressions or areas where water could pool so no vernal pools or suitable habitat for fairy shrimp occur on the site.

The Project site is not located within or adjacent to a Western Riverside County MSHCP Conservation Area, therefore, the Project is not required to address Section 6.1.4 of the Western Riverside County MSHCP. The Project site is not located within plan-defined areas requiring surveys for narrow endemic plant species, or criteria area plant species. However, the Project site is located within plan defined-areas requiring surveys for burrowing owl (*Athene cunicularia*). A habitat assessment conducted for burrowing owl determined that the Project site provides suitable habitat for the species. Therefore, focused burrowing owl surveys were conducted for the Project site.

Focused burrowing owl surveys found that although the Project site supports fossorial mammal burrows and non-natural substrates capable of supporting BUOW, no BUOW or BUOW sign was observed at the entrance or adjacent to the burrows located within the study area. Despite systematic searches of the Project site and 150-meter buffer area, no BUOW or evidence (i.e., including scat, pellets, feathers, tracks, and prey remains) were found which suggest recent or historical use of the study area by BUOW. Therefore, it can be concluded that BUOW are not currently present within the Project area and will not be impacted as a result of this Project. **No impact** will occur as a result of conflicts with adopted habitat conservation plans.

Mitigation Measures

**BIO-1 Pre-Construction Burrowing Owl Survey.** A burrowing owl pre-construction survey shall be conducted on the Project site within fourteen (14) days prior to ground disturbance to avoid direct take of burrowing owls. The pre-construction survey will follow the guidance outlined in Burrowing Owl Survey Instructions for the Western Riverside MSHCP (2006).

**BIO-2 Pre-Construction Nesting Bird Survey.** If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist (as determined by a combination of academic training and professional experience in biological sciences and related resource management activities) no more than five (5) days prior to the beginning of project-related activities (including but not limited to equipment mobilization and staging, clearing, grubbing, vegetation removal, and grading). Surveys shall be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys shall be conducted within a 250-foot radius surrounding the work area (in areas where access is feasible). For larger raptors, the survey area shall encompass a 500-foot radius. Surveys shall be conducted during weather conditions suited to maximize the observation of possible nests and shall concentrate on areas of suitable habitat. If a lapse in project-related work of five (5) days or longer occurs, an additional nest survey shall be required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist shall determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist shall immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Active nest(s) within the Project site shall be monitored by a qualified biologist during construction if work is occurring directly adjacent to the established no-work buffer. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-human causes of nest failure).

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES</b>				
Will the project:				
a) Cause an adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause an adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

MIG. *Phase I Cultural Resources Assessment S2A Modular Factory Project*. March 26, 2020. (See Appendix C)

## Explanation of Checklist Responses

**a) No Impact.** The Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The site is not listed with the State Office of Historic Preservation (SHPO) or the National Register of Historic Places. The Project site is vacant and there are no known historically or culturally significant resources, structures, buildings, or objects located on the Project site. Results of the California Historical Resources Information System – Eastern Information Center (CHRIS-EIC) indicated that there were no previously recorded historical resources within the Project Area and no historical resources were identified during the pedestrian survey conducted as part of the Phase I Cultural Resources Assessment. However, there is one (1) historic site: P-33-012805/CA-Riv-007152H (landscape and debris scatter), and three (3) historic built environments (P-33-014709, P-33-019840, and P-33-019841) located within a one-mile radius of the Project site. These historic resources will not be impacted by the proposed Project; therefore, no impact analysis of historical resources is necessary. As such, the proposed Project will not cause an adverse change in the significance of a historical resource and impacts to historic resources are not anticipated. Therefore, **no impact** will occur, and no mitigation is required.

**b) Less Than Significant Impact with Mitigation Incorporated.** The Project site has been previously disturbed by past activities. On February 27, 2020, MIG conducted a records search of the Study Area at the CHRIS-EIC. The records search included a review of all recorded archaeological and historical resources within a one-mile radius of the Study Area, as well as a review of cultural resource reports and historic topographic maps on file. In addition, MIG reviewed the California Points of Historical Interest (CPHI), the California Historical Landmarks (CHL), the California Register, the National Register, and the California State Historic Resources Inventory (HRI) listings. The purpose of the records search is to determine whether previously recorded archaeological or historical resources exist within the Study Area that require evaluation and treatment. The results also provide a basis for assessing the sensitivity of the Study Area for additional cultural resources. According to the Phase I Cultural Resources Assessment, results of the records research conducted at the Eastern Information Center (CHRIS-EIC) indicate that there are no archaeological resources located within the Project's Area of Potential Effects (APE). The City of Hemet Archaeological Resources Sensitivity Map was also reviewed and found the Project site to be in an area of low sensitivity for archaeological resources. Further, there were no archaeological resources identified during the pedestrian survey; therefore, no evaluation of archaeological resources is necessary.

Therefore, the proposed Project will result in no substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5. within the Project site or within a one-mile radius of the Study Area and there is one (1) historic archaeological isolate (P-33-013156) located within a one-mile radius of the Study Area. A review of the City of Hemet Archaeological Resources Sensitivity Map found that the Project site to be located in area of low sensitivity for archaeological resources. The one historic archaeological isolate will not be impacted by the proposed Project. There were no archaeological resources identified during the pedestrian survey; therefore, no evaluation of archaeological resources is necessary. However, despite the disturbances of the Project site that may have displaced archaeological resources on the surface, it is possible that intact archaeological resources exist at depth. As a result, Mitigation Measures CUL-1 through CUL-4 have been incorporated

to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. Mitigation Measure CUL-1 requires the applicant to conduct archaeological sensitivity training for construction personnel. Mitigation Measure CUL-2 requires the applicant to retain a qualified archaeologist to conduct periodic archaeological resources spot checks during grading and earth-moving activities in younger Alluvial sediments. Mitigation Measure CUL-3 requires the developer to cease ground-disturbing activities and implement a treatment plan if archaeological resources are encountered. Mitigation Measure CUL-4 requires preparation of a final report upon completion of monitoring services. With implementation of **Mitigation Measures CUL-1 through CUL-4**, impacts will be **less than significant**.

**c) Less Than Significant Impact with Mitigation Incorporated.** No known human remains have been identified from the database within a one-mile radius of the Study Area. No human remains were identified during the pedestrian survey of the Study Area. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. Similar to the discussion regarding archaeological resources above, it is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within two-miles of the Study Area, and the favorable natural conditions that will have attracted prehistoric inhabitants to the area. Mitigation Measure CUL-5 addresses the finding of human remains. With implementation of **Mitigation Measure CUL-5**, potential impacts regarding human remains will be **less than significant**.

#### Mitigation Measures

The following measures reflect input from the Soboba Tribe during the consultation process on this Project:

**CUL-1 Archaeological Monitoring.** Prior to ground disturbing activity, the applicant shall retain a registered professional archaeologist (RPA), and the registered professional archaeologist shall conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.

**CUL-2 Cultural Resource Management Plan.** A Cultural Resource Management Plan shall be developed by the Project Archaeologist, in consultation with the Soboba Band of Luiseno Indians, the contractor, and City, to address the documentation process for discovered resources, temporary storage of the items, limited non-destructive analysis, treatment and final disposition in accordance with CR-4. Details in the Plan shall include:

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

**CUL-3 Tribal Monitoring.** Prior to the issuance of a grading permit, and prior to the commencement of ground disturbing activity, the applicant shall secure an agreement with the Soboba Band of Luiseno Indians for Tribal Monitoring and the Treatment and Disposition of all tribally associated

artifacts discovered within the project boundaries. Native American Monitor(s) from the Soboba Band of Luiseno Indians shall conduct monitoring of all initial ground disturbing activities associated with the project. The Native American Monitor(s) shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction.

**CUL-4 Inadvertent Discoveries.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a) One or more of the following treatments, in order of preference, shall be employed, and evidence of such shall be provided to the City:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place is defined as avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.

ii. Onsite reburial of the discovered items. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the Soboba Band of Luiseno Indians. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Soboba Band of Luiseno Indians prior to certification of the environmental document.

**CUL-5 Discovery of Human Remains.** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Hemet Planning Department immediately. The coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts, in consultation with the property owner and the lead agency.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VI. ENERGY**

**Will the project:**

- 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?

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

MIG. *Air Quality, Greenhouse Gas, and Energy Analyses for S2A Modular Factory Project*. June 19, 2020.

Explanation of Checklist Responses

**a) Less Than Significant Impact.** The proposed Project consists of the development of a new “Zero Net Energy” (ZNE) facility that will manufacture modular “smart” homes. Construction activities associated with the proposed Project will require the use of heavy-duty, off-road equipment and construction-related vehicle trips that will combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment will be required to comply with CARB’s airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. Off-road, heavy-duty equipment (e.g., excavators, loaders, etc.) are anticipated to consume approximately 82,073 gallons of diesel across the two construction phases, and on-road vehicle trips (e.g., construction worker commutes and vendor deliveries) are anticipated to consume 40,280 and 25,294 gallons of gasoline and diesel, respectively (see Attachment 3). Total petroleum fuel consumption during Project construction is estimated to be 40,280 and 107,367 gallons of gasoline and diesel, respectively.

Once operational, the proposed Project will consume energy for vehicle trips (worker commutes and clients/customers), electricity and natural gas usage, and water and wastewater conveyance. As estimated using CalEEMod, the proposed Project will consume approximately 7.5 million British thermal units (MMBTU) of natural gas and 2,351 megawatt-hours (mWh) of electricity per year. These estimates are considered to be particularly conservative, since the Project will be designed to ZNE standards, which typically involves substantially reducing, if not eliminating, natural gas and increasing the efficiency of electricity consuming building systems and equipment. The proposed Project is also estimated to result in a total of approximately 4.0 million annual vehicle miles travelled (VMT) which, based on the average fleet mix and gasoline and diesel fuel fleet efficiency in the Basin, will consume approximately 139,053 and 37,011 gallons of gasoline and diesel, respectively.<sup>2</sup>

<sup>2</sup> According to the Board of Equalization (BOE), statewide taxable sales figures indicate a total of 15,584 million gallons of gasoline fuel were sold in 2017 (CEC, 2019; CDFTA 2018). Although exact estimates are not available by County, retail fuel outlet survey data indicates Riverside County accounted for approximately 6.8% and 7.4% of total statewide gasoline and diesel sales, respectively (CEC, 2019). Based on CARB’s EMFAC2017 web database, the overall average fuel economy for all

Electricity, natural gas, and gasoline fuel consumption are energy sources necessary to operate and maintain the proposed Project in a safe manner. Lighting is essential for safety and security and natural gas consumption is often needed for heating, cooking, and other temperature-controlled activities. As described previously, the proposed Project will be a ZNE facility, which will mean it will implement numerous energy efficiency measures (e.g., heat pump water heaters) and off-site its annual energy consumption through the generation of on-site renewable energy. For mobile sources, the proposed Project will utilize six, Tesla-powered trucks to deliver the modular homes and include 10 on-site EV charging stations. Finally, the modular homes sold at the proposed facility could help reduce energy consumption in new residential developments, since they do not require as much heavy-duty off-road construction equipment to develop at a site and are designed to achieve energy efficiency. For these reasons, the proposed Project will not result in the wasteful, inefficient, or unnecessary use of energy resources. This impact will be **less than significant**, and no mitigation is required.

**b) Less Than Significant Impact.** The proposed Project will not conflict with or obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed above, the proposed Project will meet ZNE standards (exceeding that mandated through by the State through the CalGreen Code) and will implement numerous green features, such as onsite renewable energy generation and the use of Tesla-powered trucks to deliver the modular homes. It will also result in the production, distribution, and use of homes that are more energy efficiency than that required by the CalGreen Code. In addition, the Project will be consistent with the City General Plan Policy OS-6.6 Solar Energy to... "Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an onsite solar generation." Therefore, the proposed Project will not conflict with or obstruct a state or local plan for renewable energy. This impact will be **less than significant**, and no mitigation is required.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS</b>				
Will the project:				
a) Directly or indirectly cause potential 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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gasoline and diesel vehicles in the Riverside County (South Coast Air Basin) in year 2021 would be 26.4 and 9.7 miles per gallon, respectively.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Fred Aflakian, PG, CEG, Consulting Engineering Geologist. *Fault Rupture Hazard Investigation Proposed S2A Showroom and Factory Compound*. September 26, 2019.

MIG, Inc. *Phase I Cultural Resources Assessment S2A Modular Factory Project*. March 26, 2020. (See Appendix C)

Explanation of Checklist Responses

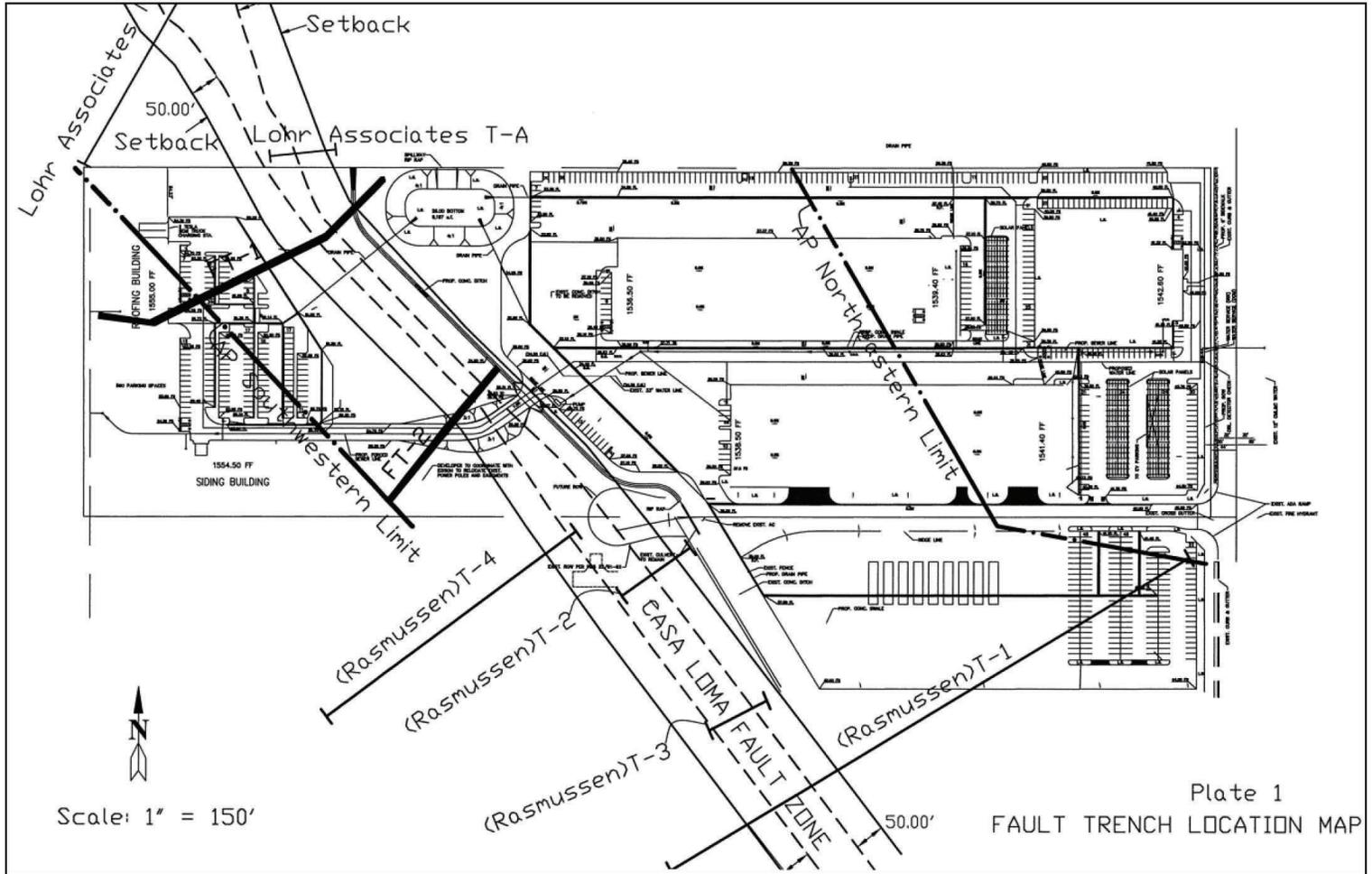
**a.i) Less than Significant Impact with Mitigation Incorporated.** According to the Fault Rupture Hazard Investigation, a northwest trending branch of the San Jacinto fault zone, the Casa Loma fault, passes through the central portion of the Project site and can be clearly seen in aerial photos trending in a southeast to northwest direction. The same scarp can be seen to the northwest of the site as well as to the southeast of the site crossing State Street. Additional surficial evidence of this fault can be observed in alluvium approximately three miles to the southeast. Evidence of fault rupture was observed up to the

surface in both fault trenches. Therefore, the fault is considered to be an active fault, having undergone very recent and possibly historic surface rupture. Numerous other active faults are located within the general region, such as the Elsinore and San Andreas fault zone, but they are further from the site, so they are not considered significant when compared to the onsite branch of the San Jacinto fault zone. The General Plan acknowledges the presence of the San Jacinto Fault through the Project site and adjacent properties in Figure 6.1, *Seismic Hazards* (2030 GP).

Vertical movement along the Casa Loma fault has resulted in a prominent northeast facing fault scarp in the central portion of the site. The scarp has been modified by cultivation/farming and erosion, leaving a broader and less steep scarp than originally existed. Major movement along the fault occurs along a narrow well-defined zone. The strike of the fault measured in the bottom of the trench was approximately the same as the surface trace of the scarp. The existence of a very prominent fault scarp at one confined location together with the narrow zone of sediment rupture near the surface observed in both onsite trenches indicate fault rupture has occurred in the past over a very narrow zone. Recurring faulting usually occurs along the same plane that underwent previous fault rupture. No other disruptions or suspicious zones were observed, and the remainder of the site is considered to be relatively free of a fault rupture hazard.

The Fault Rupture Hazard Report concludes that the northwest trending, active Casa Loma fault passes through the central portion of the site and future ground rupture from faulting should be expected along this fault zone. Fault rupture is not expected through any of the remaining portion of the site as no evidence of faulting was noted during the aerial photo analysis or fault trenching. Human occupancy structures are not recommended across or within the designated fault setback zone as shown on Exhibit 5, *Fault Hazard Setback Zone*. The Fault Report also recommended shut-off valves for any wet utilities (sewer and water) crossing the designated fault setback zone. These valves will need to be placed on either side of the fault zone.

The proposed Project includes only office and warehouse buildings and no residences or similar human occupied buildings onsite. The proposed Project buildings will be subject to the seismic design criteria of the California Building Code (CBC). Adherence to these requirements will reduce the potential for structures constructed as part of the parking lot enhancements (i.e. fences, rolling gates, drainage outlets, etc.) to collapse during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking. However, implementation of **Mitigation Measure GEO-1** will help further reduce potential fault rupture impacts of the Project to **less than significant** levels.



**Exhibit 5 Fault Hazard Setback Zone**

S2A Modular Home Factory Project  
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**a.ii) Less Than Significant Impact with Mitigation Incorporated.** The General Plan EIR notes that the Project is located in a region with several active fault lines and it was noted that the entire area is at risk for damage caused by ground shaking and seismic activity. The seismic risk in the Project area is similar to other portions of Riverside County. With the increase of development and population allowed under the General Plan Alternatives, it was shown that the number of people and buildings exposed to seismic ground shaking will increase. As such, this was considered a significant impact in the General Plan EIR. However, each development project considered for approval by the City under the General Plan will be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations) and have a geotechnical investigation conducted for the affected Project site. The geotechnical investigation will calculate seismic design parameters pursuant to CBC requirements and will include foundation and structural design recommendations, as needed, to reduce hazards to people and structures arising from ground shaking. In addition to adherence with CBC seismic design requirements, implementation of **Mitigation Measure GEO-1** outlined above will help reduce potential impacts related to ground shaking to **less than significant** levels.

**a.iii) Less Than Significant Impact with Mitigation Incorporated.** The Hemet 2030 General Plan identifies liquefaction susceptibility in the City as ranging from very low to very high. Areas of low and very low liquefaction susceptibility potential are located in pockets of the northwest, southwest, and south-central portions of the City. Areas of high and very high liquefaction susceptibility potential are located in pockets of the west, northeast, and south-central portions of the City. The remainder of the City is identified as moderate liquefaction susceptibility potential, including the proposed Project site. The proposed Project will be required to comply with seismic safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations) as demonstrated by a geotechnical constraint's investigation conducted for the Project site. A geotechnical investigation will calculate seismic design parameters pursuant to CBC requirements and will include foundation and structural design recommendations, as needed, to reduce hazards to people and structures arising from liquefaction. In addition to adherence with CBC seismic design requirements, implementation of **Mitigation Measure GEO-1** outlined above will help reduce potential impacts related to liquefaction to **less than significant** levels.

**a.iv) Less Than Significant Impact with Mitigation Incorporated.** The General Plan EIR notes that some of the soils that occur within the City are susceptible to collapse which may pose a hazard to new development. However, the proposed Project will be required to comply with soil limitation provisions of the CBC (Title 24, Part 2 of the California Code of Regulations) and have a geotechnical investigation conducted for the affected Project site. The geotechnical investigation will include foundation and structural design recommendations necessary to reduce hazards to people and structures arising from landslides. In addition, there are no steep or unstable slopes adjacent to the Project site which could represent a risk of landslides, although the slopes of the onsite drainage channel could be subject to limited erosion or collapse. However, adherence to CBC seismic and soil design requirements as well as **Mitigation Measure GEO-1** will help reduce potential impacts related to landslides to **less than significant** levels.

**b) Less Than Significant Impact with Mitigation Incorporated.** The General Plan EIR notes that some of the soils that occur within the City are susceptible to collapse which may pose a hazard to new development. However, the proposed Project will be required to comply with seismic and soil safety provisions of the CBC (Title 24, Part 2 of the California Code of Regulations) and have a geotechnical investigation conducted for the Project site. A geotechnical investigation will calculate seismic and soil design parameters pursuant to CBC requirements and will include foundation and structural design recommendations as needed, to reduce hazards to people and structures arising from soil erosion and/or loss of topsoil. Adherence to CBC seismic and soil design requirements as well as **Mitigation Measure GEO-1** will help reduce potential impacts related to landslides to **less than significant** levels.

**c) Less Than Significant Impact with Mitigation Incorporated.** Impacts related to liquefaction and landslides are discussed above in Sections a.iii and a.iv, above. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as

one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Figure 6.1, *Seismic Hazards*, in the City's General Plan indicates the Project site and surrounding area have a moderate risk for liquefaction (2030 GP).

The proposed Project is required to be constructed in accordance with the CBC. Adherence to CBC seismic and soil design requirements as well as **Mitigation Measure GEO-1** will help reduce potential impacts related to lateral spreading to **less than significant** levels.

**d) Less Than Significant Impact with Mitigation Incorporated.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The project is required to be constructed in accordance with the CBC. Adherence to CBC seismic and soil design requirements as well as **Mitigation Measure GEO-1** will help reduce potential impacts related to unstable soils or lateral spreading to **less than significant** levels.

**e) No Impact.** The Project proposes to connect to the existing municipal sewer system. The proposed Project will connect to this system and will not require use of septic tanks. **No impact** will occur.

**f) Less Than Significant with Mitigation Incorporated.** According to the Phase I Cultural Resources Assessment, the results of the paleontological resources records search through NHMLAC indicate that no vertebrate fossil localities from the NHMLAC records have been previously recorded within the Project site or within a one-mile radius. Moreover, no paleontological resources were identified by MIG during the pedestrian survey. In addition, the literature review, and the search at the NHMLAC indicate that the Project site is situated upon younger Quaternary Alluvium, derived primarily as alluvial fan deposits from the Santa Rosa Hills to the southeast. These deposits are unlikely to contain significant fossil vertebrates in the uppermost layers, but finer-grained older Quaternary deposits that do contain significant vertebrate fossils may be underlined by older Quaternary deposits that extend into the Study Area at unknown depths. Consequently, the Project site has moderately low sensitivity level to encounter subsurface paleontological fossils or unique geological features during Project implementation. As a result, Mitigation Measures GEO-2 through GEO-5 have been incorporated to reduce potentially significant impacts to previously undiscovered paleontological resources or unique geological features that may be accidentally encountered during Project implementation to a less than significant level. Mitigation Measure GEO-2 requires the applicant to conduct paleontological sensitivity training for construction personnel. Mitigation Measure GEO-3 requires the applicant to retain a qualified paleontologist to conduct periodic paleontological resources spot checks during grading and earth-moving activities in older Quaternary deposits. Mitigation Measure GEO-4 requires the developer to cease ground-disturbing activities and implement a treatment plan if paleontological resources are encountered. Mitigation Measure GEO-5 requires preparation of a final report upon completion of monitoring services. With implementation of **Mitigation Measures GEO-2 through GEO-5**, impacts will be **less than significant**.

#### Mitigation Measures

**GEO-1 Seismic Building Code Compliance.** Prior to the issuance of any grading or building permits, the applicant shall demonstrate, and the applicable building plans shall show, all planned improvements are consistent in terms of location and design with the seismic design criteria of the California Building Code (CBC) including structures constructed as part of the parking lot enhancements (i.e. fences, rolling gates, drainage outlets, etc.) to prevent collapse during an earthquake. The Project must also be consistent with the seismic limitations outlined in the Fault Rupture Hazard Report and any subsequent geotechnical or soils constraints reports prepared by the applicant and approved by the City. The Project shall also install shut-off valves for any wet utilities (e.g., sewer and water) that cross the designated fault setback zone. These valves shall be placed on either side of the fault zone. This measure shall be implemented to the satisfaction of the City Engineer in consultation with the County Geologist, if necessary, to ensure public and

worker health and safety are adequately protected against loss of life or significant property damage during operation of the Project.

**GEO-2 Paleontological Training for Construction.** The applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist will follow in conducting a salvage investigation if one is necessary.

**GEO-3 Paleontological Monitoring.** The applicant shall retain a professional paleontologist who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct periodic Paleontological Spot Checks beginning at depths below six feet to determine if construction excavations have extended into older Quaternary deposits. After the initial paleontological spot check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for paleontological resources will be required. The applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

**GEO-4 Paleontological Resources Treatment Plan.** If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until an appropriate paleontological treatment plan has been approved by the applicant and the City. Work shall be allowed to continue outside of the buffer area. The applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

**GEO-5 Paleo Completion Report.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the applicant, the City, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS</b>				

**Will the project:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

MIG. *Air Quality, Greenhouse Gas, and Energy Analyses for S2A Modular Factory Project*. June 19, 2020.

Explanation of Checklist Responses

**a) Less Than Significant Impact.** An assessment of greenhouse gas emissions was prepared for the Project (MIG 2020). Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as GHGs. GHG that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants because climate change is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. The six most common GHG's are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO<sub>2</sub>, which has a GWP of one. By comparison, CH<sub>4</sub> has a GWP of 25, which means that one molecule of CH<sub>4</sub> has 25 times the effect on global warming as one molecule of CO<sub>2</sub>. Multiplying the estimated emissions for non-CO<sub>2</sub> GHGs by their GWP determines their carbon dioxide equivalent (CO<sub>2</sub>e), which enables a project's combined global warming potential to be expressed in terms of mass CO<sub>2</sub> emissions (referred to as CO<sub>2</sub> equivalents, or CO<sub>2</sub>e).

## **GHG Thresholds**

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010. Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds:

**Tier 1** consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.

**Tier 2** consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it will not have a significant impact.

**Tier 3** consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:

- 3,000 MTCO<sub>2</sub>e per year for all land use types; or
- 3,500 MTCO<sub>2</sub>e per year for residential; 1,400 MTCO<sub>2</sub>e per year for commercial; 3,000 MTCO<sub>2</sub>e per year for mixed use projects.

**Tier 4** has three options for projects that exceed the screening values identified in Tier 3:

- Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined); or
- Option 2: Early implementation of applicable AB 32 Scoping Measures; or
- Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 MTCO<sub>2</sub>e/year/service population by 2020 and 4.1 MTCO<sub>2</sub>e/year/service population by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 MTCO<sub>2</sub>e/year/service population for the 2020 and 2035 calendar years, respectively.

This analysis conservatively uses the SCAQMD's interim Tier 3 GHG threshold to evaluate the proposed Project's GHG emissions levels.

## **Project GHG Emissions**

The proposed Project will generate GHG emission from both short-term construction and long-term operational activities. Construction activities will generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the Project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction activities will cease to emit GHG upon completion. The SCAQMD recommends amortizing construction GHG emissions over a 30-year period and including with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. Once operational, the proposed Project will generate GHG emissions from area, mobile, water/wastewater, and solid waste sources. The proposed Project's construction and operational emissions were estimated CalEEMod, V. 2016.3.2, using the same default assumptions and Project-specific variables applied to the air quality emissions estimates.<sup>3</sup>

<sup>3</sup> CalEEMod does not estimate N<sub>2</sub>O emissions, however, in 2016, statewide CO<sub>2</sub> and N<sub>2</sub>O emissions for the on-road transportation sector (light duty gasoline vehicles) were 115.4 and 0.005 million metric tons, respectively (N<sub>2</sub>O emissions, therefore, would be equal to 0.004% of CO<sub>2</sub> emissions for this sector). N<sub>2</sub>O emissions, therefore, are not anticipated to increase the proposed Project's GHG emissions estimates by more than 1% overall and would not materially change this GHG evaluation.

The proposed Project's total GHG emissions are shown in Table 5, *Project Greenhouse Gas Emissions*. As shown in Table 5, the proposed Project's potential increase in GHG emissions will be below the SCAQMD's recommended GHG emissions thresholds.

**Table 5: Project Greenhouse Gas Emissions**

GHG Emissions Source	GHG Emissions (Metric Tons Per Year)
Area	0.0 <sup>(A)</sup>
Energy	0.0 <sup>(B)</sup>
Mobile	1,834.7
Solid Waste	144.5
Water/Wastewater	296.0
Construction <sup>(B)</sup>	50.3
Total <sup>(C)</sup>	2,325.5
SCAQMD Tier 3 Screening Threshold	3,000
SCAQMD Tier 3 Threshold Exceeded?	No
Source: Table 6: Project Greenhouse Gas Emissions, MIG 2020.	
<b>Notes</b> <sup>(A)</sup> 0.0 does not mean emissions are zero but rather emissions are greater than 0.00, but less than 0.1. <sup>(B)</sup> Construction emissions from Phases 1 and 2 have been summed and averaged over a 30-year assumed project lifetime. <sup>(C)</sup> Totals may not equal due to rounding.	

Although Table 5 shows the Project will not exceed the SCAQMD's recommended GHG emissions thresholds, actual GHG emissions from this facility will likely be lower than indicated in Table 5 for the following reasons. First, the GHG emissions imbedded in CalEEMod for water/wastewater transport and treatment are based on Southern California Edison's GHG intensity values from 2012. Due to statewide mandates to increase the amount of electricity supplied to consumers from renewable resources, the GHG emissions associated with this source will be lower. Second, the mobile source emissions estimate does not take into account that the Project will utilize Tesla-powered trucks to deliver the modular homes to their final destination. The use of all-electric trucks fueled (i.e., charged) at a "Zero Net Energy" (ZNE) facility in lieu of diesel-powered trucks will reduce the estimated GHG emissions from this source. However, there was no estimate of the use of these trucks available so it was assumed the delivery trucks will be powered by fossil fuel as a "worst case" assumption. Finally, the proposed Project will have the added environmental benefit of furthering the implementation of technology that is necessary for the state to meet future GHG emission reduction goals. The modular homes produced at the facility will be built around Tesla Powerwall Technology, which will make each unit electrically self-sustainable. Each structure, once developed, will be connected to the electrical grid as a backup power source, but will otherwise rely on renewable energy generated onsite. In addition, not only will the modular homes be more energy efficient than homes of standard construction, they will also be produced in a facility that is ZNE, thereby reducing the upstream GHG intensity of development as well. The proposed Project will not generate GHG emissions that exceed SCAQMD CEQA thresholds and will support future GHG-emission reduction goals at the state level. This impact will be less than significant, and no mitigation is required.

**b) Less Than Significant Impact.** The proposed Project will not conflict with CARB's Scoping Plan or the Southern California Association of Governments (SCAG) previous 2016-2035 RTP/SCS or recently updated 2020-2045 RTP/SCS. Nearly all the specific measures identified in the 2017 Climate Change Scoping Plan will be implemented at the state level, with CARB and/or another state or regional agency having the primary responsibility for achieving required GHG reductions. The proposed Project, therefore, will not directly conflict with any of the specific measure identified in the 2017 Climate Change Scoping Plan. Similarly, the proposed Project will not conflict with the SCAG 2020 RTP/SCS, because it is within the growth assumptions of the RTP/SCS, will utilize zero-emission Tesla-trucks to deliver the modular homes, and will provide on-site electric vehicle (EV) charging stations to help facilitate and encourage employees and customers/clients to buy EVs, which will help reduce per capita GHG emissions associated with automobile use. The proposed Project will also facilitate the construction, distribution, and

use of energy efficient homes. This impact will be **less than significant**, and no mitigation is required.  
Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS</b>				
Will the project:				
a) Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard or excessive noise for people residing or working in the Project site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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South Coast Air Quality Management District. Rule 1403: Asbestos Emissions from Demolition/ Renovation Activities. Amended October 5, 2007

#### Explanation of Checklist Responses

**a) Less Than Significant Impact.** According to the Hemet 2030 General Plan, the California Health and Safety Code defines a hazardous material as any material that, based on quantity, concentration, and physical or chemical characteristics, poses a significant potential hazard to public health and safety or to the environment. The manufacturing, use, and transport of hazardous materials are considered potential hazards to human activity. Commercial and industrial businesses located in Hemet and nearby communities use hazardous materials, including such businesses as dry cleaners, film processors, auto service providers, landscape contractors, and paint shops. Larger businesses, primarily in industrial areas, can generate, use, and/ or store large quantities of hazardous products.

The current regulatory environment provides a high level of protection from the hazardous materials manufactured, transported to businesses, and stored within the City. Federal, state, and county agencies enforce regulations for hazardous waste generators and users. Residents also use a range of household hazardous products. To address household hazardous wastes, the City cooperates with the Riverside County Sanitation District to sponsor programs that raise awareness of proper use, storage, and disposal of household hazardous wastes. The Hemet Fire Department is the first responder for hazardous materials incidents within the City. In 1996, the Hemet Fire Department established a Hazardous Materials Response Team. This team handles all types of hazardous materials incidents.

There are no hazardous waste landfills or collection centers in the City or Planning Area. Hazardous materials pass through the Hemet area on local streets or railways. The City has no direct authority to regulate their transport. The Riverside County Department of Environmental Health (DEH) is responsible for tracking hazardous materials handlers to ensure appropriate reporting and compliance. DEH regulates facilities that handle and store onsite specified types and quantities of hazardous and acutely/ extremely hazardous materials through permitting, routine facility inspections, and development of detailed site plans indicating where hazardous materials are stored.

Construction of the proposed Project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed Project requires ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes, and other waste materials.

According to the U.S. Environmental Protection Agency (EPA), Similarly, operation of the proposed Project will require the use and storage of common hazardous materials associated with light industrial uses. Use of common commercial/light industrial hazardous materials and their disposal does not present a substantial health risk to the community. The proposed Project will not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with heavy industrial uses which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances. The proposed Project will be required to comply with the Riverside County Area Plan addressing the proper use, storage, collection, and disposal of hazardous materials. Therefore, with adherence to existing regulations, the proposed Project will have a less than significant impact.

With regard to Project operation, widely used hazardous materials typically include paints, solvents, cleaners, and pesticides. Operation of the proposed modular factory will involve the use of cleaning solutions for daily operation and paints for routine maintenance and re-coating of structures. The remnants of these and other products are disposed of as prescribed by the City and Fire Department. Through compliance with existing regulations, use of common light industrial hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use, or disposal of hazardous materials or wastes will be less than significant.

Compliance with and enforcement of existing federal, state, and local laws and regulations concerning the routine transport, use, or disposal of hazardous materials, supported by implementation of Draft General Plan policies and programs will reduce impacts to a **less than significant** level and no mitigation measures are required.

**b) Less Than Significant Impact.** According to the State Water Resources Control Board, there are no open cases of leaking underground storage tanks (LUST) within one-quarter mile of the Project site. There are four closed cases of LUST within one-quarter mile of the Project site: Superior Ready Mix (T0606500522), Hemet Ready Mix (T0606500605), Caltrans Hemet Maintenance (T0606500467), and Beaumont Concrete Company (T0606400479). The Superior Ready Mix site and the Hemet Ready Mix site are located immediately to the north of the Project site and both cases were closed in 2003. The Caltrans Hemet Maintenance site is located approximately 0.20 miles east of the Project site on South Juanita Street. This case was closed in 1997. The Beaumont Concrete Company site is located approximately 0.25 miles south of the Project site on State Street. This case has been closed since 2003. Therefore, there will be a **less than significant** impact related to the release of hazardous materials into the environment as a result of development of the proposed Project.

Construction of the Project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed Project will require ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes, and other waste materials. Impacts will be **less than significant**.

According to the SCAQMD, activities associated with demolition of buildings and structures may pose a hazard regarding asbestos containing materials (ACM) and lead-based paint (LBP). ACM were used on a widespread basis in building construction prior to and into the 1980s. However, there are no buildings or structures on site that will be demolished as part of Project development, therefore, it is assumed that ACM is not present on the Project site. According to the California Department of Toxic Substances, exposure of construction workers to LBP during demolition activities is also of concern, similar to exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead. The primary emitters of lead are industrial processes. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material. There are no building or structures, therefore, it is assumed that LBP is not present on the Project site.

With regard to operation, the proposed modular home factory will not involve the use of hazardous materials or generate hazardous waste that could 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. Project operation will involve the use of paints, adhesives, and chemicals used in typical manufacturing operations, and with compliance with existing regulations, will not pose a significant risk to the environment or humans. Impacts will be **less than significant**.

**c) Less Than Significant Impact.** The nearest school to the Project site is Edward Hyatt Elementary School, located approximately 1.1 miles to the northeast. Operation of the Project will not generate any hazardous emissions. Storage, handling, production, or disposal of acutely hazardous materials associated with future operation of the modular home factory will be subject to existing regulations. Impacts will be **less than significant** with implementation of existing regulations.

**d) No Impact.** The Project is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. Based upon review of the *Cortese List*, the Project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC);
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB);
- listed as a hazardous solid waste disposal site by the SWRCB;
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB; or
- developed with a hazardous waste facility subject to corrective action by the DTSC.

Therefore, there will be **no impact** pursuant to Government Code Section 65962.5 (Cortese List sites).

**e) No Impact.** The Project is not located within an airport land use plan and there are no public airports, private airstrips, or heliports within two miles of the Project site. The nearest airport is Hemet-Ryan Airport, located approximately 3.6 miles to the southwest. **No impact** related to airport operations will occur.

**f) Less Than Significant Impact.** Per state Fire and Building Codes, sufficient space will have to be provided around the buildings for emergency personnel and equipment access and emergency evacuation. All Project elements, including landscaping, will be sited with sufficient clearance from proposed structures so as not to interfere with emergency access to and evacuation from the facility. The modular home factory will be required to comply with the California Fire Code as adopted by the Hemet Municipal Code (Chapter 10.14-75). The Project site plan includes one ingress/egress access point via a Crows Nest Place. The roadway will be improved, and the Project driveway will be constructed to California Fire Code specifications and will allow emergency access and evacuation from the site as well as existing mobile homes served by Crows Nest Place. The Project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. In addition, the site is located on the west side of State Street

which provides both local and regional access to and from the site. Construction work in the street associated with the Project will be limited to lateral utility connections and roadway improvements with nominal potential traffic diversion. Project impacts will be **less than significant**, and no mitigation is required.

**g) No Impact.** According to the Hemet 2030 General Plan, the Project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). There are no wildland conditions in the urbanized area where the Project site is located. **No impact** will occur.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY</b>				
Will the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Decrease groundwater supplies or interfere with groundwater management of the basin to the degree the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the 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 will	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or silt in a manner which will result in erosion, siltation, or flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or offsite;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which will exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Project site plan.

Explanation of Checklist Responses

**a) Less Than Significant Impact with Mitigation Incorporated.** The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project will have an impact on surface water quality if discharges associated with the Project will create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body. For the purpose of this specific issue, a significant impact could occur if the Project will discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into storm water drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations with regards to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce potential construction water quality impacts, as well as a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts. All new development in the City of Hemet is required to comply with provisions of the NPDES program, including Waste Discharge

Requirements (WDR), and the City's Municipal Separate Storm Sewer System Permit (MS4) as enforced by the Santa Ana Regional Water Quality Board (SARWQCB)(SARWQCB 2010).

The Project site is situated in the San Jacinto River watershed which drains northwest then west across the Hemet Valley and eventually into the Santa Ana River and on to the Pacific Ocean. An unimproved drainage channel crosses the center of the Project site from southeast to northwest. This drainage appears to be a remnant of area-wide drainage from the "Little Lake" area in the Santa Rosa Hills approximately four miles southeast of the site. Beyond the Project site this drainage daylight and downstream runoff is collected by other unimproved channels or simply sheet flows to the northwest and west. The onsite drainage channel does not connect to any larger natural drainages, improved storm drain channels, or water bodies so potential water-quality impacts of the Project are localized and will not affect beneficial uses of any impaired water bodies identified by the U.S. Environmental Protection Agency under Section 303(b) of the Clean Water Act.

### ***Project Improvements***

To protect general water quality for downstream resources, the Project has several improvements that will eliminate or reduce the potential for pollutants in any runoff from the Project site. The Project site plan indicates a detention/water quality basin with an area of 9,187 square feet (0.2-acre) and a depth of seven feet will be constructed in the north-central portion of the site. This basin will collect and treat runoff water as well as to detain runoff from the site during anticipated storm events. The basin also has a spillway on its north side to allow runoff from the basin under emergency conditions. Three drain lines from the east, southeast, and west portions of the site drain will drain into this basin.

The Project will also have a shallow improved swale constructed along the east side of the onsite drainage channel to prevent sheet flow runoff from the portion of the Project east of the channel to flow into the channel without treatment by the water quality basin.

The site is surrounded by a mixture of land uses including industrial, commercial, residential, and vacant land. The site is currently vacant undeveloped land with a 100 percent (100%) pervious earthen surface. Drainage runoff currently sheet flows from the "outer" portions of the site toward the onsite drainage channel which conveys them offsite to the north. The proposed drainage pattern for this site will be generally the same as the existing/historical drainage pattern.

The clearing and grading phases of Project site construction will disturb surface soils along with brush and vegetation potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the Project site's bare soil will be subject to wind and water erosion which could flow directly into the onsite drainage channel. Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and will ensure applicable water quality standards are appropriately maintained during construction of the proposed Project.

The City's development review procedures also require preparation of a Hydrology Study and a Water Quality Management Plan to demonstrate the new onsite basin will: detain sufficient storm water runoff to prevent an increase in post-development runoff from the site; and treat onsite runoff to remove urban pollutants that might otherwise cause water quality impacts to the groundwater through onsite percolation or downstream via surface runoff.

With the use of a water quality/detention basin and low-impact development features as required by the City, the Project will produce no runoff to off-site parcels and therefore no downstream flooding will occur due to the development this Project. However, a hydrology study must demonstrate that the proposed basin and improvements will not increase the volume or velocity of surface flows to the detriment of downstream landowners and/or facilities.

### Best Management Practices

In addition to the proposed improvements, the Project will implement a number of Low Impact Development (LID) and Best Management Practices (BMPs) to assure that Project runoff will have no significant water quality impacts as outlined in Table 6, *General Best Management Practices*. These general measures will be incorporated as appropriate into the Water Quality Management Plan for the Project.

**Table 6: General Best Management Practices**

Pollutant Source	Structural Source Control BMPs	Operational Source Control BMPs
Onsite storm drains	Private drains will show markers if possible.	Maintain markers and provide information to maintenance personnel.
Trash Storage Areas	Show areas that are covered and paved and will prevent runoff.	Inspect trash areas regularly and prevent spills.
Vehicle and Equipment Cleaning Areas	Washing of vehicles will be performed indoors.	Wash water from vehicle and equipment washing operations shall not be discharged to the storm drain system.
Vehicle and Equipment Maintenance/Repair Areas	No vehicle repair or maintenance will be done outdoors. There are no floor drains. There are no tanks, containers or sinks to be used for parts cleaning or rinsing.	The following restrictions apply to use this site: <ul style="list-style-type: none"> <li>• No person shall dispose of, nor permit the disposal, directly or indirectly of vehicle fluids, hazardous materials, or rinse water from parts cleaning into storm drains.</li> <li>• No vehicle fluid removal shall be performed outside a building, nor on asphalt or ground surfaces, whether inside or outside a building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately.</li> <li>• No person shall leave unattended drip parts or other open containers containing vehicle fluid unless such containers are in use or in an area of secondary containment.</li> </ul>
Outdoor Storage Areas	Maintain a detailed description of materials that are stored and provide structural features to prevent pollutants from entering storm drains.	
Material Storage Areas	Maintain a detailed description of materials that are stored and provide structural features to prevent pollutants from entering storm drains.	
Material Storage Areas (cont'd)	Where appropriate, reference documentation of compliance with the requirements of Hazardous Materials Programs for: <ul style="list-style-type: none"> <li>• Hazardous Waste Generation</li> <li>• Hazardous Materials Release Response and Inventory</li> <li>• California Accidental Release (CalARP)</li> <li>• Aboveground Storage Tank</li> <li>• Uniform Fire Code Article 80 Section 103(b) &amp; (c) 1991</li> </ul>	
Fire Sprinkler Test/Maintenance Water	A means will be provided to drain the fire sprinkler test water to the sanitary water.	
Plazas, Sidewalks and Parking Lots		Sweep walkways and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer, not to a storm drain.

Source: CSQA 2015.

## **Summary of Impacts**

A basin will be constructed in the north-central portion of the site with detention volume sufficient to protect downstream properties from post-development runoff from the proposed Project site. This basin will also provide biofiltration/passive treatment and infiltration to protect local groundwater and downstream surface water quality. Proper engineering design and construction in conformance with the requirements of the City will be required to meet the intent of the NPDES Permit for Riverside County and the City's MS4 Permit within the San Jacinto River Watershed (MS4 permit). Without verification of the basin design, potential water quality impacts are potentially significant and require mitigation. Mitigation Measure HWQ-1 requires preparation and approval of a Project Hydrology Study before grading to verify basin requirements in terms of water quality and runoff detention. In addition, Mitigation Measure HWQ-2 requires preparation of a Storm Water Pollution Prevention Plan to protect water quality during construction and Mitigation Measure HWQ-3 requires preparation of a Water Quality Management Plan to protect water quality during Project operation. With implementation of **Mitigation Measures HWQ-1 through HWQ-3**, potential impacts related to water quality standards or waste discharge requirements over the short- and long-term will be reduced to **less than significant** levels.

**b) Less Than Significant Impact with Mitigation Incorporated.** Managing the watershed and stormwater to maximize groundwater recharge is imperative to ensuring an adequate and affordable source of water in the future and to meeting habitat hydration needs in biologically sensitive areas of the City (GP 2030 p. 7-22). To address these issues, the Cities of Hemet and San Jacinto, The Eastern Municipal Water District (EMWD), Lake Hemet Municipal Water District, private pumpers (agricultural users), and the Soboba Tribe developed a groundwater management plan for the Hemet-San Jacinto Basin in 2012.

The Hemet/San Jacinto Groundwater Management Area (GMA) is managed by the Hemet-San Jacinto Watermaster (Watermaster) based on the Stipulated Judgment entered on April 18, 2013, in Riverside County Superior Court (Case No. RIC 1207274). The Management Area is located in the western portion of Riverside County within the San Jacinto River Watershed and includes the Cities of San Jacinto and Hemet, as well as the unincorporated areas of Winchester, Valle Vista, and Cactus Valley. The GMA encompasses approximately 90 square miles and has been divided into four groundwater management zones. The Watermaster is responsible for estimated water supplies and projected demands for the GMA, evaluating data compiled from the Groundwater Monitoring Programs, and managing the groundwater recharge program and other activities to protect the local groundwater resources (EMWD 2018).

The Project site is currently vacant and much of the runoff that falls on the site either percolates directly into the ground or flows into the onsite drainage channel and then percolates into the ground. Some of this runoff eventually reaches the local groundwater basin. Development of the proposed Project will construct impervious surfaces on approximately half of the site which will substantially reduce the natural infiltration that presently occurs onsite. As discussed previously in Section 10.a, a water quality/detention basin has been designed in the north-central portion of the site that will capture storm water runoff as well as retain increased runoff in the post-development condition of the Project site. With proper design, post-development storm water runoff volume or time of concentration will not exceed pre-development conditions (see Mitigation Measure HWQ-1). This basin will allow continued percolation of onsite runoff into the ground and eventually back into the local groundwater basin. In addition, the onsite drainage channel will remain in its unimproved condition which will help maintain natural infiltration in this area.

No component of the proposed Project will substantially decrease groundwater supplies. The Project design, as depicted on the Project plans (specifically the water quality/detention basin), and subsequent Project-specific WQMP, will allow for water to percolate back into the ground and allow for groundwater recharge. This will offset any impacts from the other non-pervious elements contained in the proposed Project. This standard condition is applicable to all development, so it is not considered mitigation for CEQA implementation purposes.

Based on available information, implementation of the proposed Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may

impede sustainable groundwater management of the basin. Any impacts will be **less than significant**, and no mitigation is required.

**c.i) Less Than Significant Impact with Mitigation Incorporated.** Please reference the discussion set forth in Section X.a above, relative to the Project design and the existing drainage pattern of the site and the area. The Project site is located within FEMA Flood Zone X which means “an area determined to be outside the 500-year flood and protected by levee from 100-year flood High Risk Areas” (FEMA FIRM Panel 06065C1488H dated April 19, 2017)(FEMA website <https://www.fema.gov/flood-zones>). In addition, Figure 6,2, *Natural Flood Hazards*, in the General Plan indicate the site is not within a 100-year or 500-year flood zone (2030 GP).

The increase in overall runoff volume from the developed site will be mitigated by the water quality basin which will also act as a detention basin during times of peak flow, so development of this site will not increase offsite runoff in the post-development condition compared to existing conditions (see MM HWQ-1). Therefore, the proposed Project will not substantially alter the historical and existing drainage pattern of the area.

Furthermore, implementation of a Water Quality Management Plan will ensure that the post-Project development of the site, which substantially increases the impervious area of the Project site, does not cause or result in substantial on- or off-site erosion or siltation as outlined in Section X.a above.

Mitigation Measure HWQ-1 requires preparation and approval of a Project Hydrology Study before grading to verify basin requirements in terms of water quality and runoff detention. In addition, Mitigation Measure HWQ-2 requires preparation of a Storm Water Pollution Prevention Plan to protect water quality during construction and Mitigation Measure HWQ-3 requires preparation of a Water Quality Management Plan to protect water quality during Project operation. With implementation of **Mitigation Measures HWQ-1 through HWQ-3**, potential impacts related to erosion, siltation, or flooding on- or off-site over the short- and long-term will be reduced to **less than significant** levels.

**c.ii) Less Than Significant Impact with Mitigation Incorporated.** As discussed in the previous Section 10.a, to manage the substantial increase in impervious area associated with the proposed Project development plan, a water quality basin that will also provide storm water retention has been designed in the north-central portion of the site. This basin will be designed to retain the expected post-development runoff during anticipated storm events. Mitigation Measure HWQ-1 requires preparation and approval of a Project Hydrology Study before grading to verify basin requirements in terms of runoff detention which will assure the Project will not substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or offsite. With implementation of **Mitigation Measure HWQ-1** (hydrology study), Project impacts will be **less than significant**.

**c.iii) Less Than Significant Impact with Mitigation Incorporated.** The Project site will convey onsite flows to a basin where the flows will be treated for water quality purposes as well as retain increased runoff. As discussed in Section X.a above, the design and implementation of the basin will result in less runoff from the Project site than currently exists in the undeveloped condition. Mitigation Measure HWQ-1 requires preparation and approval of a Project Hydrology Study before grading to verify basin requirements in terms of runoff detention which will assure the Project will not substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or offsite. In addition, Mitigation Measure HWQ-2 requires preparation of a Storm Water Pollution Prevention Plan to protect water quality during construction and Mitigation Measure HWQ-3 requires preparation of a Water Quality Management Plan to protect water quality during Project operation. With implementation of **Mitigation Measures HWQ-1 through HWQ-3**, the Project will not create or contribute runoff water which will exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts will be **less than significant**.

**c.iv) Less Than Significant Impact with Mitigation Incorporated.** In the existing undeveloped condition, storm water runoff on the Project site sheet flows generally toward the onsite drainage channel

which currently does not experience flooding or inundation conditions during anticipated storm events. Upon completion of the Project site development plan the site will have a water quality basin that also provides retention of storm runoff which will assure that post-development storm water runoff will not exceed pre-development storm water runoff volumes, nor will it impede or redirect flood flows because the Project will not place any structures within the flood limits of the creek. Mitigation Measure HWQ-1 requires preparation and approval of a Project Hydrology Study before grading to verify basin requirements in terms of runoff detention which will assure the Project will not substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or offsite. With implementation of **Mitigation Measure HWQ-1**, the Project will have a **less than significant impact** in this regard.

**d) Less Than Significant Impact.** The Project site is not located within a FEMA designated flood hazard area or a local City/County designated "Flood Hazard Area." The Project site is located approximately 25 miles east of the nearest coastline (Pacific Ocean) therefore the risk associated with tsunamis is negligible. The General Plan indicates the onsite drainage channel and the portion of site northeast of the channel are within the dam inundation area of Little Lake located four miles southeast of the site (GP 2030 Figure 6.3, *Dam Inundation Areas*). The Project site is not located near any impounded body of water and the onsite drainage channel does not contain any substantial flow of water most of the year. Therefore, the risk associated with a seiche to the Project site is negligible. Based on available information, the risk of pollutant release due to Project inundation caused by a flood, tsunami, or seiche is **less than significant** and no mitigation is required.

**e) Less Than Significant Impact with Mitigation Incorporated.** The Project has been designed to comply with the Municipal Separate Storm Sewer System (MS4) Permit for the Santa Ana Region, Waste Discharge Requirements for Discharges from the MS4 Draining the County of Riverside, the Incorporated Cities of Riverside County, and the Riverside County Flood Control and Water Conservation District within the Santa Ana Region, California Regional Water Quality Control Board. With adherence to, and implementation of the conclusions and recommendations of a Project-specific WQMP (see MM HWQ-3), the Project site development plan will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. With implementation of **Mitigation Measure HWQ-3**, impacts will be **less than significant**.

#### Mitigation Measures

**HWQ-1 Hydrology Study.** Prior to issuance of a grading permit, the applicant shall prepare a Project site Hydrology Study for review and approval by the City Engineer. The Study shall meet City requirements and include calculations demonstrating the physical requirements for the onsite water quality basin in terms of storm water detention capacity for expected flood flows. The Study shall demonstrate that post-development offsite runoff will be equal or less than that under pre-development conditions. All submitted plans as appropriate shall be consistent with the Hydrology Study. This measure shall be implemented to the satisfaction of the City Engineer.

**HWQ-2 SWPPP.** Prior to issuance of a grading permit, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) on the Project site for review and approval by the City Engineer. The SWPPP shall meet the City's requirements for such studies and include but not be limited to erosion and siltation reduction measure Best Management Practices (BMPs) to be implemented during construction. At the completion of construction, the Project will consist of impervious buildings surfaces, landscaped planters, and post-construction (operational) BMPs to be addressed in a Water Quality Management Plan (WQMP - see MM HWQ-3). All submitted plans as appropriate shall be consistent with the SWPPP. This measure shall be implemented to the satisfaction of the City Engineer.

**HWQ-3 WQMP.** Prior to issuance of a grading permit, the applicant shall prepare, and the City Engineer shall review and approve a Water Quality Management Plan (WQMP) for the Project site. The

WQMP shall meet the City's requirements for such studies and include but not be limited to Best Management Practices (BMPs) for long-term water quality to be implemented by the Project after the completion of construction. The WQMP shall identify appropriate post-construction (operational) BMPs to address increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements. All submitted plans shall be consistent with the WQMP. This measure shall be implemented to the satisfaction of the City Engineer.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING</b>				
Will the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Explanation of Checklist Responses

**a) No Impact.** The Project site is vacant and bordered by commercial/industrial uses to the north and south, a mobile home park to the southwest, rural residential uses to the west, and vacant land to the east and northwest (see previous Exhibit 1). The Project proposes to develop 231,669 square feet of light industrial office and warehouse uses on 32.1 acres. The uses surrounding the site are mixed but of primary concern will be conflicts with established residential neighborhoods to the southwest and west. At this time, the site is fenced and public access to the site is prohibited, and in any case will not function as a non-vehicular connection between two or more residential neighborhoods. The site has long been designated for light industrial use and no changes to the General Plan or zoning designations are proposed. Also, the Project will not create any streets that could alter the existing surrounding pattern of development or established community. will serve to divide existing neighborhoods. Therefore, there will be **no impact** relative to dividing established communities from the proposed Project.

**b) No Impact.** The Project proposes 231,669 square feet of light industrial office and warehouse buildings on 32.1 acres for a factory to manufacture and sell modular homes. The Project as proposed has a Floor Area Ratio (FAR) of 0.166 (231,669 SF divided by 32.1 acres). The Project is consistent with both the General Plan land use designation Industrial (FAR 0.45) and the zoning classification Commercial-Manufacturing (C-M) for the site. The Project proposes no change to either the General Plan designation or zoning classification and will be developed in accordance with the existing land use and

zoning designations. Since the Project proposes no changes to the General Plan or zoning, there will be no conflicts with those plans and thus no impacts or environmental impacts from changes related to those plans.

The Project is requesting a Conditional Use Permit (CUP) to allow an increase in maximum height for two of the Project buildings. The maximum height within the C-M zone is 35 feet but Buildings B and C are proposed with a maximum height of 60 feet at the highest point of the roof. These two buildings are in the northeast portion of the site which is also at a lower elevation than the western portion of the site which is adjacent to a mobile home park to the south and rural residential to the west. Therefore, Buildings B and C will not block views or scenic vistas of the San Jacinto and San Bernardino Mountains to the north and will not substantially block views to the east of the Santa Rosa Mountains which is a goal of the General Plan.

The Project will be required to comply with applicable policies of the General Plan regarding the protection of biological and cultural resources, air quality, noise, and other environmental issues. Therefore, the Project will not cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect. There will be **no impact** and no mitigation is required.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES</b>				
Will the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Explanation of Checklist Responses

**a) No Impact.** State law requires the General Plan to address the need for conserving mineral resources within the City and its sphere of influence. The California Geological Survey has prepared mineral resource reports designating the mineral deposits of statewide or regional significance. These reports are to be used to address mineral resources within the City. The State Geologist has classified areas into Mineral Resource Zones (MRZ) identifying the statewide or regional significance of mineral deposits

based on the economic value and accessibility of the deposits. Within the City, including the Project site, the State has applied the MRZ-3 classification which refers to areas containing known mineral occurrences of undetermined mineral resource significance. The MRZ-3 designation in the City refers to sedimentary deposits that have the potential to supply sand and gravel for concrete and crushed stone for aggregate. However, the City does not consider these areas to contain deposits of significant economic value, based on available data. The General Plan states the City contains “no mineral deposits of statewide or regional importance but some mineral resources have the potential for local significance. For example, limestone, serpentine, sand, and gravel were historically mined in the Bautista Canyon, Diamond Valley, and the Salt Creek and San Jacinto riverbeds, respectively” (2030 GP p. 7-20). However, no significant mineral resources have been identified on the Project site, and the location and type of land uses surrounding the Project site will highly constrain mining of any sand or gravel from the site.

No mineral resources are known to occur on the Project site, nor has the Project site been previously used for mineral extraction. The Project site also has minimal potential to be mined in the future because it is largely surrounded by commercial, industrial, and residential development and is not considered a state designated mineral resource extraction zone. Therefore, development of the Project site will not result in the loss of a known mineral resource that will be of value to the region and residents of the State. There will be **no impact** in this regard.

**b) No Impact.** The General Plan indicates the Project site is not located within or adjacent to any known mineral extraction or recovery sites (2030 GP p. 7-20). Therefore, the proposed Project will not result in the loss of any locally important mineral resources. There will be **no impact** in this regard.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE</b>				
Will the project:				
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 general plan or noise ordinance, or other applicable standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the Project site to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Eilar Associates, Inc. (EAI). Noise Impact Analysis, S2A Modular Factory State Street & Crows Nest Place. June 18, 2020. (Appendix E)

### Explanation of Checklist Responses

**a) Less Than Significant Impact.** A noise impact assessment for the Project was prepared and the results summarized below (EAI 2020). The noise study was submitted to satisfy the noise requirements of the City of Hemet. Its purpose is to assess noise impacts from potential project-related noise sources, such as mechanical equipment, site activity, and project-generated traffic, as well as temporary construction noise. This analysis aims to determine if additional project design features are necessary and feasible to reduce these impacts to comply with the applicable noise regulations of the City of Hemet Public Safety Element to the General Plan and Municipal Code. Potential impacts will also be assessed for significance per the California Environmental Quality Act (CEQA).

### **Sound/Noise Characteristics**

Sound is caused by increases in air pressure but to be “heard” by humans they must be received or sensed by the ear. Noise is simply defined as unwanted sound. Noise or sound level values are typically expressed in terms of decibels using the A scale of weighting which best approximates the hearing range and sensitivity of humans. Time-averaged noise levels are expressed by the symbol LEQ for a specified time period. The Community Noise Equivalent Level (CNEL) is a calculated 24-hour weighted average, where sound levels during evening hours of 7 p.m. to 10 p.m. have an added 5 dB weighting, and sound levels during nighttime hours of 10 p.m. to 7 a.m. have an added 10 dB weighting. This is similar to the Day-Night sound level, LDN, which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. Sound levels expressed in CNEL are always based on A-weighted decibels. These metrics are used to express noise levels for both measurement and municipal regulations, for land use guidelines, and for enforcement of noise ordinances.

Sound pressure is the actual noise experienced by a human or registered by a sound level instrument. When sound pressure is used to describe a noise source, the distance from the noise source must be specified in order to provide complete information. Sound power, on the other hand, is a specialized analytical metric to provide information without the distance requirement, but it may be used to calculate the sound pressure at any desired distance.

### **Applicable Noise Regulations**

The City General Plan Public Safety Element specifies noise level limits to nearby noise-sensitive receivers. Noise levels have been evaluated at the nearest noise-sensitive receivers beyond adjacent roadways and sidewalks. The General Plan states that noise impacts to off-site noise-sensitive receivers should not exceed 60 dBA LEQ between the hours of 7 a.m. and 10 p.m. and 45 dBA LEQ between the hours of 10 p.m. and 7 a.m. Additionally, maximum noise impacts should not exceed 75 dBA LMAX during daytime hours, and 65 dBA LMAX during nighttime hours. The General Plan also incorporates a five-decibel penalty for simple tone noises such as truck backup alarms.

Additionally, Section 67-10 of the City of Hemet Municipal Code states that grading activity is limited to between the hours of 6 a.m. and 6 p.m. from June 1 through September 30 and between the hours of 7 a.m. and 6 p.m. from October 1 to May 31 on Monday through Friday. Grading is prohibited on Saturdays between the hours of 6 p.m. and 7 a.m. and Sundays, year-round. The Code does not include specific noise limits for construction activities, but 75 dBA is a commonly used suburban construction noise threshold that has been applied to this Project.

### **Existing Noise**

The only major noise sources in the Project area are automobile and truck traffic along State Street which is a four-lane Divided Secondary Roadway running north-south along the east boundary of the Project site. The posted speed limit is 45 mph north of the site and 40 mph south of the site although the observed speed was approximately 55 mph. In the vicinity of the Project site, State Street currently carries a traffic volume of approximately 20,000 Average Daily Trips (ADT). The noise study measured a noise level of 76.5 dBA LEQ at 35 feet from the State Street centerline.

### **Onsite Construction Noise**

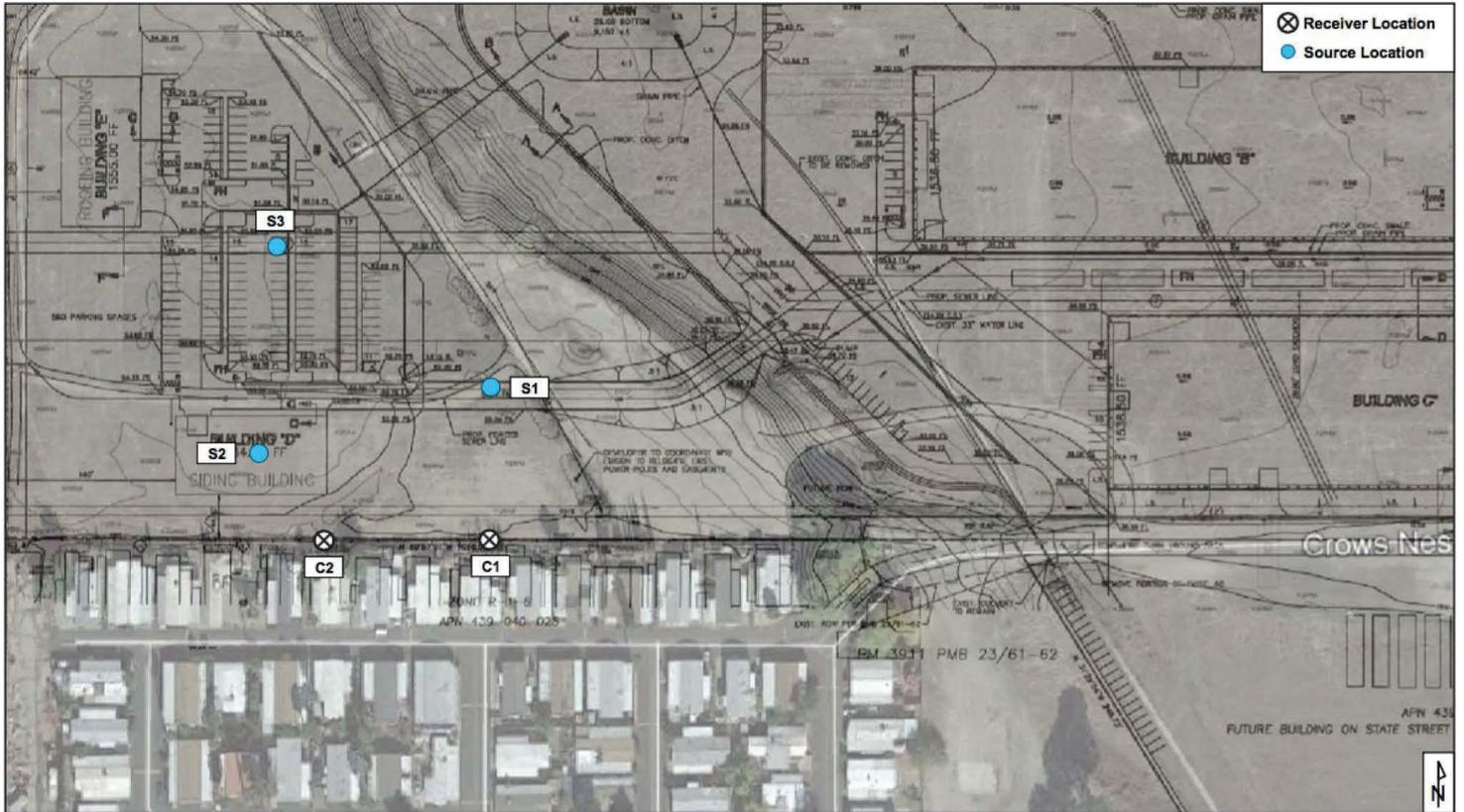
The noise study estimated temporary construction noise impacts based on information from the project description about stages of construction and equipment. The closest sensitive receptors to the site are the mobile home park residences immediately south of the site and rural residences immediately west of the site. Noise levels were calculated at residential receivers to the south since the residences to the west and any off-site receivers are located at a greater distance from the Project site and will therefore be exposed to lesser noise impacts.

Construction noise sources were placed near the center of various work areas on the western portion of the site to evaluate typical impacts to these receivers as equipment moves around the property during the worst-case phases of construction. Depending on the stage of construction, the approximate center of work is expected to be located roughly 115 to 300 feet from the nearest sensitive receiver location. Noise calculations consider typical duty cycles of equipment to account for periods of activity and inactivity on the site. Calculated construction noise impacts during worst-case phases of construction are shown in Table 7 and a graphical representation of the receiver locations is shown in Exhibit 6.

**Table 7: Construction Noise Levels**

<b>Stage (Source Location)</b>	<b>Receiver</b>	<b>Equipment</b>	<b>Average Noise Level (dBA)</b>
Utilities and Grading (S1)	C1	Small Dozer, Dozer, Backhoe, Water Truck	67.9
Foundation (S2)	C2	Concrete Pump Truck	59.8
Building Installation (S2)	C2	Pickup Trucks, Crane	72.6
Paving (S3)	C2	Asphalt Paver, Roller, Pickup Trucks	62.3

Source: Table 11. Temporary Construction Noise Levels at Nearest Residential Receivers (South), EAI 2020.



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## Exhibit 6 Construction Noise Receptor Locations

S2A Modular Home Factory Project  
Hemet, California

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As shown in Table 7, based on the typical noise levels and duty cycles of construction equipment, average noise levels are anticipated to remain below 75 dBA at the nearest residential property lines during the worst-case phases of construction. Any other noise-sensitive receivers are located at a greater distance from on-site activity, and therefore, will be exposed to lesser noise levels. Therefore, short-term construction noise impacts will be **less than significant**, and no mitigation is required.

**Recommended Construction Noise Reduction Measures**

Noise impacts were determined to be less than significant; however, the noise study recommended the following actions be implemented to help reduce noise impacts on local residents to the greatest degree practical. The City could consider making these actions Conditions of Approval as they are not considered mitigation under CEQA (i.e., impacts less than significant so no mitigation required):

1. Staging areas should be placed as far as possible from residential receivers.
2. Place stationary equipment in locations that will have a lesser noise impact on nearby sensitive receivers.
3. Turn off equipment when not in use.
4. Limit the use of enunciators or public address systems, except for emergency notifications.
5. Equipment used in construction should be maintained in proper operating condition, and all loads should be properly secured to prevent rattling and banging.
6. Schedule work to avoid simultaneous construction activities that both generate high noise levels.
7. Use equipment with effective mufflers.
8. Minimize the use of backup alarms.

**Onsite Operational Noise**

The primary sources of noise generated by the proposed Project are anticipated to be the proposed vehicular and HVAC equipment. Noise levels from the proposed vehicles and HVAC units were calculated for both Phase 1 and the completed Project to the closest residential properties. Hourly average noise level calculations assumed backup alarms will operate for one minute per hour, three onsite truck movements per hour, two on-site forklift movements per hour, and continuous HVAC equipment operation during hours of operation. This analysis evaluates “reasonable worst case” conditions that will be expected on the site during Project operation.

The closest sensitive receptors to the site are the mobile home park residences immediately south of the site and rural residences immediately west of the site. Table 8 shows the Project-related operational noise impacts at surrounding sensitive receivers for Phase 1 and the completed Project. Calculated noise impacts at the properties to the west and south are shown at the nearest noise-sensitive property lines. All receivers have been calculated at a height of five feet above grade. The location of the noise source and receiver locations are shown in Exhibit 7, *Operational Noise Receptor Locations* (EAI 2020).

**Table 8: Operational Noise Impacts**

Receiver	Description	Noise Limit (dBA)	Average Hourly Noise Level (dBA)	Max Noise Level Limit (dBA LMAX) <sup>1</sup>	Max Noise Level (LMAX)
<b>Phase 1</b>					
R1	West Property Line	60	37.0	70	51.5
R2	South Property Line	60	49.6	70	65.1
<b>Total</b>					
R1	West Property Line	60	50.2	70	65.9
R2	South Property Line	60	52.4	70	66.4

Source: Tables 7 and 8, EAI 2020

<sup>1</sup> Max noise level limit evaluated as 70 dBA to account for simple tone noise of backup alarms.

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As shown in Table 8, noise levels at adjacent residential property lines will comply with the applicable daytime noise limits of the City of Hemet for both Phase 1 and the completed Project as currently designed. Therefore, no additional project design features are deemed necessary to reduce noise impacts from onsite operational activities. Impacts are **less than significant**, and no mitigation is required.

### Offsite Vehicular Noise

The noise study examined potential noise impacts from change in traffic noise levels in the surrounding area with the addition of Project traffic. Data from the Project Traffic Impact Analysis TIA (Ganddini 2020) was used for this analysis. A significant direct impact occurs when Project traffic combines with existing traffic and causes a doubling of sound energy measured as an increase of 3 dB. A cumulative impact may occur when Project traffic combines with traffic generated by other proposed projects in the area and causes an increase of 3 dB. In cases where a cumulative impact is identified, the Project's contribution can be considered "cumulatively considerable" if the proposed Project accounts for more than a one decibel increase to cumulative noise levels. A cumulatively considerable impact can be identified by comparing existing plus cumulative traffic volumes to existing plus cumulative plus project traffic volumes. Project-generated traffic noise increases are shown in Table 9.

**Table 9: Offsite Traffic Noise Impacts**

Road	Segment	Traffic Volume (ADT)			Noise Level Increase (dB)	
		Existing	Project	Cumulative	Direct	Cumulative
State Street	North of Esplanade	21,200	290	3,200	0.1	0.7
	Between Esplanade and Crows Nest	20,000	840	4,300	0.2	1.0
	Between Le Crows Nest and Fruitvale	19,600	990	4,200	0.2	1.0
	Between Fruitvale and Menlo	20,500	930	4,200	0.2	1.0
	Between Menlo and Devonshire	18,000	660	6,500	0.2	1.5
	Between Devonshire and Florida	16,800	540	6,900	0.1	1.7
	South of Florida	11,500	290	5,200	0.1	1.7
Esplanade Avenue	West of State Street	16,500	300	1,600	0.1	0.5
	East of State Street	19,700	240	1,600	0.1	0.4
Crows Nest Place	West of State Street	200	1,200	0	<b>8.8</b>	<b>8.8</b>
Fruitvale Avenue	West of State Street	2,600	60	700	0.1	1.1
	East of State Street	1,600	0	200	0.0	0.5
Menlo Avenue	West of State Street	8,300	110	2,300	0.1	1.1
	East of State Street	10,000	170	1,400	0.1	0.6
Devonshire Avenue	West of State Street	5,200	60	300	0.0	0.3
	East of State Street	3,100	60	200	0.1	0.3
Florida Avenue	West of State Street	30,100	10	5,900	0.0	0.8
	East of State Street	29,900	90	3,900	0.0	0.5

Source: Table 9. Anticipated Traffic Noise Increases with Project-Generated Traffic, EAI 2020. **BOLD** values = significant impact

As shown in Table 9, no direct or cumulative impacts are anticipated to cause a theoretical increase of three decibels or greater along area roadways with the exception of Crows Nest Place (which is actually within the Project site). In order to determine noise impacts more accurately from internal traffic on Crows Nest Place, existing traffic noise levels were evaluated at off-site receivers and compared to traffic noise levels anticipated with the increase in traffic volumes on surrounding roadways. Table 10 shows the results of these calculations. As shown in Table 10, no direct impacts are anticipated to result from project traffic at nearby sensitive receivers resulting from the increase in traffic volumes on Crows Nest Place.

For this reason, all project-generated traffic noise levels are **less than significant**, and no mitigation is required.

**Table 10: Project-Related Traffic Noise Impacts on Nearby Receivers**

Receiver	Description	Existing Noise Level (CNEL)	Existing + Project Noise Level (CNEL)	Noise Level Increase (dB)
R1	West Property Line	45.6	45.9	0.3
R2	South Property Line	51.7	52.7	1.0

Source: Table 10. Anticipated Traffic Noise Increases with Project-Generated Traffic at Nearby Receivers, EAI 2020

**Noise Impact Summary**

Noise from temporary construction is expected to remain below applicable construction noise limits set by the City of Hemet. No construction activity will take place during the more sensitive nighttime hours when ambient noise levels tend to be lower, as per City of Hemet Municipal Code requirements. For these reasons, this impact is deemed to be **less than significant**, however, the noise study recommended a number of actions be made conditions of approval to help reduce noise impacts adjacent residential uses as much as possible.

Operational noise impacts are not expected to generate a substantial permanent increase in ambient noise levels in the vicinity of the Project site and will comply with the noise limits of the City of Hemet Public Safety Element to the General Plan, as designed. The impact of permanent project-related noise sources will therefore be **less than significant**.

Noise impacts from project-generated traffic are not expected to cause a significant direct increase or a cumulatively considerable increase on any surrounding roadway. This impact is also considered to be **less than significant**.

As demonstrated above, the Project is not expected to cause a substantial permanent or temporary increase in ambient noise levels, and therefore all of these noise impacts will be **less than significant**.

**b) Less Than Significant Impact.** The noise study indicated the grading stage of construction has the potential to generate the highest vibration levels as grading activities will take place closest to residential receivers and will consist of the use of loaded trucks. According to the Federal Transit Administration Transit Noise and Vibration Assessment Manual (see reference), a loaded truck generates a peak particle velocity (PPV) of approximately 0.076 inches/second at a distance of 25 feet from the equipment. The evaluation of an impact’s significance can be determined by reviewing both the likelihood of annoyance to individuals as well as the potential for damage to existing structures. According to the Caltrans Transportation and Construction Vibration Guidance Manual, the appropriate threshold for damage to modern residential structures is a PPV of 0.5 inches/second. Annoyance is assessed based on levels of perception, with a PPV of 0.01 being considered “barely perceptible,” 0.04 inches/second as “distinctly perceptible,” 0.1 inches/second as “strongly perceptible,” and 0.4 inches/second as “severe.”

It is estimated the closest location to sensitive receptors will be approximately 25 feet when trucks are used near the southern boundary of the site. At this distance, the PPV will be 0.076 inches/second. This level of vibration falls well below the building damage PPV criteria of 0.5 inches/second. The impact falls between the “barely perceptible” and “distinctly perceptible” PPV criteria for annoyance, and the vibration will be reduced to “barely perceptible” levels by the time the trucks are located at a distance of 100 feet from receivers.

Since construction vibration is not anticipated to cause damage to off-site buildings and will be less than the “barely perceptible” vibration threshold for the majority of construction, the noise study concluded that temporary construction vibration impacts will not be “excessive” and therefore are **less than significant** and no mitigation is required.

**c) No Impact.** The Project site is not located within an airport land use plan nor is it located within two miles of a private airstrip, public airport, or public use airport. The closest airport to the Project site is Hemet/Ryan Airport which is four miles southwest of the site. There are also no heliports or private airstrips within two miles of the site. Therefore, the proposed Project will not expose people working in the project area to excessive noise levels from such uses so there will be **no impact** in this regard.

Mitigation Measures

None required

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING</b>				
Will the project:				
a) Induce substantial unplanned population growth in an area, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Explanation of Checklist Responses

**a) No Impact.** As reported by the State of California Department of Finance, the 2020 population of Hemet was approximately 85,175 persons. According to the GP EIR Table 5.10-3, Population Estimates and Projections of the GP EIR (GP EIR p. 4.10-12), Hemet is projected to have a population of 132,576 persons at buildout year 2030. The Project proposes no residences so it will not have any impact on the City’s housing stock or build-out population. The Project also proposes no changes to the General Plan land use designation or zoning for the site. Therefore, the Project will not affect or increase population growth in the area so it will not induce substantial population growth. **No impact** will occur.

**b) No Impact.** The proposed Project site is undeveloped and there are no existing residences on the site. Therefore, the Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **No impact** will occur.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XV. PUBLIC SERVICES**

a) Will 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 following?

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public services/facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Explanation of Checklist Responses

**a) Less Than Significant Impact.** The City of Hemet Fire Department (HFD) provides fire protection services for the Project site and the entire City of Hemet. The HFD website indicates it began in 1908 and although it was a city fire department, it still served areas outside the city limits until 1933 when the California Division of Forestry started serving unincorporated areas of Riverside County (<https://www.hemetca.gov/90/Fire>). The HFD currently has five fire stations and the closest fire protection facilities to the Project site are HFD Station #1 at 220 N Juanita Street (1.8 miles south), HFD Station #3 at 4110 W. Devonshire Avenue (3.5 miles southwest), and Little Lake Station #26 (3.6 miles southeast) which is maintained jointly by Riverside County and CALFIRE (GP 2030 Figure 6.5, *Fire Facilities*). Based on an average speed of 35 miles per hour, the closest station to the Project site (Station #1) will have an estimated response time of 3 minutes. According to the General Plan, the Project site is not located within a Wildland Fire Hazard Severity Zone, a Federal Responsibility Area, or a State Responsibility Area for wildfire protection (2030 GP Figure. 6.4, *Wildland Fire Hazard Severity Zones*). The Project site is located within the urban/suburban service area of the HFD also is not within a future fire service area that will require a new fire station (2030 GP Figure 6.5, *Fire Facilities*). In 2009 the HFD “prepared a Fire Facilities

Plan to ensure adequate current and future coverage in the City” (2030 GP p. 6-23). Historically, the large majority of HFD service calls have been for emergency medical/rescue (GP 2030 Table 6.1, *Fire Incident Reports by Type*).

The Insurance Services Office (ISO) is a company that creates ratings based on specific criteria to determine how well equipped a fire department is to put out fires in their communities. After analyzing the data, the ISO assigns a Public Protection Classification (PPC) on a scale from 1 to 10 with 1 being best. To determine the ISO rating, the company conducts a field survey of the fire department using the Fire Suppression Rating Schedule (FSRS) with a 100 point scale based on four key areas that include; the fire department’s staffing; capabilities, training, and equipment, etc. (50 points); the city’s water supply/infrastructure (40 points); emergency communication systems (10 points), and community risk reduction programs (extra credit of up to 5.5 points). In 2010 the City had an ISO rating of 4 and currently maintains an ISO rating of 4 (<https://www.isomitigation.com/>). An ISO rating of 5 is both the median and most common rating fire departments receive. In general, urban areas tend to have better PPC scores than rural areas as urban fire departments are closer together and often receive better funding.

The proposed Project will add approximately 231,669 square feet of new offices and factory warehouses in five freestanding buildings on 32.1 acres of now vacant land. According to the City’s General Plan EIR, fire protection for the City at buildout will be feasible based on the existing and planned fire stations and provisions for additional equipment as buildout occurs.

The General Plan EIR states that its policies and programs are designed to meet the City’s response time performance standard of response within five minutes or less for 80% of fire and emergency medical calls. The General Plan contains the following policies and program related to fire protection services:

- Policy PS-7.5 requires the City to maintain adequate personnel, facilities, and equipment to respond to fires.
- Policy PS-7.3 requires development projects to pay for their proportional share of new fire and emergency service demand to enable construction of new fire service facilities.
- Program PS-P-16 directs the City to prepare a Fire Department Master Plan to assess current service levels and project five-year personnel, facility, and equipment needs, as well as funding strategies. (GP FEIR p. 4.12-13)

All development within the City is required to comply with the latest edition of the California Building Code (CBC), California Fire Code (CFC), and other applicable building and fire standards. All construction on the Project site will be required to comply with these building codes. Based on review of the Project site plan by the HFD, the Project site will have adequate number and location of fire hydrants to meet fire protection demand. The Project has two driveway access points from State Street for primary access and an emergency/secondary access at the northeast corner of the site which also takes access from State Street. These three access points will ensure adequate emergency access to the site for HFD.

The Project site development plan proposes a modular home factory which will incrementally add to the existing demand for fire protection services. The HFD is independently funded through a combination of ad valorem tax and parcel assessment. The HFD is a subsidiary unit of the City of Hemet and maintains an independent revenue stream through the tax rolls. In addition, capital improvements are funded through Development Impact Fees (DIFs) and special Development Agreement Fees when applicable. Incremental impacts attributed to the Project will be reduced through the payment of Fire Department DIFs.

With the implementation of General Plan policies, compliance with existing codes and standards, payment of DIFs, and through Hemet Fire Department review of the proposed Project, impacts on the demand for additional fire facilities or services will be **less than significant**. No new or altered fire protection facilities will be needed.

**b) Less Than Significant Impact.** The City of Hemet Police Department (HPD) provides protection services for the Project site and the entire City of Hemet. The HPD website indicates the closest police station to the Project site is Police Headquarters at 450 E. Latham Avenue (1.6 miles south) in downtown Hemet (<https://www.hemetca.gov/97/Police>). In addition, the City maintains mutual aid agreements with the County Sheriff's Department and the California Highway Patrol. The Sheriff's Department serves the Hemet Sphere of Influence Area and maintains a station at 43950 Acacia Avenue in Hemet. The California Highway Patrol has jurisdiction along I-215 to the west and SR-79 which passes through the City of Hemet and maintains a station at 27685 Commerce Center Drive in Temecula and at 8118 Lincoln Avenue in Riverside.

The General Plan contains the following policies and programs that are designed to maintain desired levels of service for police protection for existing and new residents, and to attain the City's performance standard of a seven minute average response time for emergency calls within urban areas and a nine minute average response time for emergency calls within rural areas:

- Policy PS-8.1 requires the City to maintain high public safety standards related to police protection, such as response times.
- Policy PS-8.3 requires development projects to pay their proportional share of the cost of providing additional police protection and services, including development of new facilities.
- Program PS-P-24 directs the City to prepare a Police Department Master Plan to assess current service levels and project five-year personnel, facility, and equipment needs, as well as funding strategies. (GP FEIR p. 4.12-14)

Fortunately, the Project offices and showrooms are close to and visible by HPD officers traveling along from State Street. The Project site is located within existing patrol routes, and future calls could be responded to within the identified priority call target response times. Review of the proposed Project by the HPD will ensure the onsite design features such as multiple ingress/egress routes, perimeter lighting, and surveillance and alarm systems comply with the General Plan Safety Element goals to enhance community safety, protect life and property, and reduce crime.

According to the City's General Plan EIR, law enforcement protection for the City at buildout will be feasible based on incremental expansion of the number of officers as the population and number of new businesses increases (GP FEIR p. 4.12-14). The construction of the proposed Project will incrementally increase the need for police protection. The project's potential impacts on law enforcement facilities and staffing will be offset by payment of the DIF at the time of building permit issuance. Funding for continued operation and maintenance will be provided by the City's General Fund and through special revenue funds.

With adherence to onsite security measures required by the City and payment of the City's mandatory DIF fee, the proposed Project will not increase demand for law enforcement services to a point that new or altered police facilities will be required. Impacts will be **less than significant**, and no mitigation is required.

**c) No Impact.** Although the proposed Project is located in the City of Hemet, the San Jacinto Unified School District (SJUSD) provides school facilities and services to the northern portion of Hemet. According to the SJUSD website, the District serves grades K-12 with six elementary schools, two middle schools, one comprehensive high school, one continuation high school, and eight additional facilities. The SJUSD started in 1865 with 12 students and has grown to a current enrollment of almost 12,000 students (<https://www.sanjacinto.k12.ca.us/>).

The proposed Project is a non-residential development so it will not generate new students who will require housing and educational services through the SJUSD. Any indirect impacts to SJUSD facilities will be offset through the payment of non-residential development impact fees prior to the issuance of a building permit. The District's current approved Statutory School Fee (Level I) for commercial

development is \$0.56 per square foot. This fee is subject to change and the applicable fees at time of building permit issuance shall apply.

Under CEQA and SB 50, the payment of established development impact fees is considered full mitigation in accordance with *California Government Code* Section 65995 and *California Education Code* Section 17620. This includes non-residential development like the proposed Project that will not directly generate new students to be served by the SJUSD. As required of all development, the proposed Project will be required to pay applicable development fees established by the District prior to the issuance of permits. Payment of required school development fees sufficiently offsets any impact the proposed Project will have on school services and facilities. Therefore, there will be **no impact** on school facilities.

**d) No Impact.** Park and recreation facilities in the Hemet area are maintained by four agencies: The City of Hemet, Valley Wide Parks and Recreation District (Valley-Wide District), Hemet Unified School District, and the Riverside County Department of Parks and Recreation. The City includes 17 parks and recreational facilities with programs ranging from purely passive recreational use to heavily programmed use. A variety of recreational opportunities are offered at each park depending upon the size of the park and the type of facilities, and many parks are located adjacent to schools or community centers. According to the General Plan, there were 700.25 acres of parkland in the City in 2010 which represented 9.2 acres per 1,000 residents based on the City's estimated 2010 population of 75,820.

New residential development typically creates new demands and impacts on parks and recreational programs by adding new residents to the City who directly utilize these resources. However, the proposed Project is industrial so it will have at most incremental indirect impacts on local parks and recreational programs. Since the Project is non-residential, payment of required public facilities Development Impact Fees (DIF) will more than offset any indirect impact the proposed Project on local or regional parks or recreational facilities. Therefore, the Project will have **no impact** on parks and recreational facilities.

**e) No Impact.** Typically, residential development has demonstrable impacts on other public services and facilities (e.g., library, health care, etc.). The proposed Project is a light industrial development which will have minimal if any impacts on such services. Prior to the issuance of a building permit, the proposed Project will be required to pay the City's current DIF for implementation of the MSHCP open space/habitat plan and other public services. In addition to the MSHCP, other services covered by the City's non-residential DIF include: Bridge Signals & Thoroughfares; Fire Suppression Facilities; General Facilities; Law Enforcement Facilities; Lighting & Landscaping Maintenance Fees; Retention Basin Capacity Fee; Sewer Connection; Storm Drainage Facilities; Water Holding and Distribution Fee; School Fees (through the appropriate school district); and Sewer and Water Fees (through EMWD). Payment of the DIF, which is considered a standard condition, will offset the impacts to MSHCP open space acquisition and other public services to a **less than significant** level and no mitigation is required.

#### Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVI. RECREATION**

Will the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility will be accelerated?                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Explanation of Checklist Responses

**a) No Impact.** Park and recreation facilities in the Hemet area are maintained by four agencies; the City of Hemet, Valley Wide Parks and Recreation District (Valley-Wide District), Hemet Unified School District, and the Riverside County Department of Parks and Recreation. The planning area includes 17 parks and recreational facilities with programs ranging from purely passive recreational use to heavily programmed use. A variety of recreational opportunities are offered at each park depending upon the size of the park and the type of facilities, and many parks are located adjacent to schools or community centers. According to the General Plan, there were 700.25 acres of parkland in the City in 2010 which represented 9.2 acres per 1,000 residents based on the City’s estimated 2010 population of 75,820.

Typically, new residential development creates new demands and impacts on parks and recreational programs by adding new residents to the City who directly utilize these resources. However, the proposed Project is industrial so it will have at most incremental indirect impacts on local parks and recreational programs. Since the Project is non-residential, payment of required public facilities Development Impact Fees (DIF) will more than offset any indirect impact the proposed Project on local or regional parks or recreational facilities. Therefore, while the Project have no impact and will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated.

**b) No Impact.** The Project is industrial and non-residential in nature so it will not generate a significant need for new or expanded park facilities. In addition, the Project will not construct any new park or related facilities so there is no need for additional analysis in this regard in other sections of the Initial Study (i.e., Air Quality, Biology, Cultural Resources, etc.). Therefore, the Project will not create impacts from the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. There is **no impact**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION</b>				
Will the project:				
a) Conflict with applicable program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Will the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Ganddini Group, Inc. *S2A Modular Manufacturing Traffic Impact Analysis, City of Hemet*. May 19, 2020.

Hemet demographic data (website <https://datausa.io/profile/geo/hemet-ca#economy>)

Explanation of Checklist Responses

**a) Less than Significant Impact.** A Traffic Impact Analysis was prepared for the Project (Ganddini 2020). The CEQA thresholds of significance for transportation and traffic impacts have shifted in recent years. In the past the analysis focused on the Level of Service (LOS) which measured congestion at local intersections and roadway segments. The emphasis of these past studies was to assure the street grid network functioned well and allowed for efficient movement of vehicles. The current focus is to encourage active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit increases in Vehicle Miles Travelled (VMT). An important part of this analysis is to determine if a proposed action is consistent with both the vehicular and non-vehicular aspects of the Circulation Element of the General Plan.

**Non-Vehicular Plan Consistency**

Goal C-4 of the General Plan Circulation Element states “Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road

congestion.” Emphasizing non-vehicular transportation are also key elements of SB 375 and SCAG’s Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). Non-vehicular transportation includes pedestrians (sidewalks, trails), bicycles (on-road lanes or off-road paths), bus transit, and train transit.

Sidewalks will be available along the west side of State Street to allow employees access to commercial and other uses to the north and south of the site (i.e., along Esplanade Avenue to the north and Menlo Avenue and Florida Avenue to the south). Bicycle lanes are provided on State Street, Menlo Avenue, Devonshire Avenue, and Florida Avenue. On-street bicycle lanes are planned in the City General Plan for State Street north of Devonshire Avenue, Menlo Avenue, Devonshire Avenue, and Florida Avenue. The Riverside Transit Agency (RTA) operates a number of bus routes in the Project area including Routes 31, 32, 33 and 217 along State Street, Route 42 along Esplanade Avenue, Route 32 along Menlo Avenue, Routes 21 and 33 along Devonshire, Route 28 along Florida Avenue, as well as the Amtrak train station at State Street north of Florida Avenue (1.4 miles south of the Project site).

The proposed Project is non-residential in nature so it will not directly generate new residents who will want to take regular advantage of non-vehicular transportation. However, employees of the proposed Project will be able to take advantage of these non-vehicular transportation options (i.e., sidewalks, bicycle lanes, or transit) as they so choose, although using them as a replacement for commuting will only be possible if an employee lived within a convenient distance to the Project site. Based on the availability of non-vehicular transportation options, the proposed Project will not conflict with applicable program, plan, or ordinance on the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project will have a **less than significant impact** in this regard and no mitigation is required.

### ***Highway Impacts***

In addition to traffic impacts on local roadways and intersections, Caltrans is a responsible agency for traffic impacts on state freeways and highways. Florida Avenue (SR-79) is a nearby roadway that would be affected by Project-related traffic. The TIA determined that this State highway study intersection is forecast to operate at Level of Service D or better during peak hour conditions per GP Policy C-1.3. This analysis included a conservative “worst case” assumption for the State Street/Florida Avenue (SR-79) intersection that no re-routing of eastbound-westbound traffic on Florida Avenue will occur with the proposed future alignment of SR-79 to the west of State Street. If and when such a realignment occurs, it could likely alleviate congestion at this intersection. Therefore, the Project will have a **less than significant impact** regarding highways and no mitigation is required.

### ***Development Impact Fees***

The primary way that impacts from new development on local roadways and intersections are addressed is through the imposition of Development Impact Fees (DIF) which are collected on all new development projects in the City. The fees are used to build improvements to serve new development or to reduce their impacts. Traffic capital improvement projects are funded in part by City DIF Fund 329 (Bridges, Streets and Traffic Facilities). The Development Impact Fee provides a funding mechanism for arterial streets, traffic signals, interchange improvements. The City of Hemet Development Impact Fee costs include acquiring (right-of-way), designing, constructing, improving, and maintaining arterial streets from the current lane configuration to the ultimate lane configuration, new traffic signal as warranted, and interchange improvements. As required by City Code, all development projects are required to pay the DIF as a condition of development. At some locations, payment of the City of Hemet Development Impact Fee (DIF) will constitute mitigation of cumulative impacts. As mitigation for potential cumulative impacts, the proposed Project shall contribute towards the identified improvements through an adopted traffic impact fee program, or through an equivalent fair share contribution for improvements not covered within such fee programs. Typically, applicable fees include the City of Hemet Development Impact Fee, and the County of Riverside Transportation Uniform Mitigation Fee (TUMF) and Road and Bridge Benefit District (RBBB) programs.

### **Circulation Element Consistency**

The proposed Project must also be consistent with the following goal and policies of the General Plan Circulation Element that are applicable to the Project:

**GOAL C-1:** *Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.*

#### POLICIES

**C-1.3 Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

**Analysis:** As outlined in the Congestion Management section below, the Project will install a traffic signal at State Street/Crows Nest Place and make improvements to State Street/Menlo Avenue which will maintain LOS within this standard.

**C-1.5 Traffic Control System.** Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.

**Analysis:** As outlined in the Congestion Management section below, the Project will install a traffic signal at State Street/Crows Nest Place and make improvements to State Street/Menlo Avenue which complies with this policy.

**C-1.15 New Development.** Approval of new development projects shall: 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;

**Analysis:** As outlined in the Congestion Management section below, the Project will install a traffic signal at State Street/Crows Nest Place and make improvements to State Street/Menlo Avenue which complies with this 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.

**Analysis:** As outlined in the Congestion Management section below, a Traffic Impact Analysis was prepared for the Project that meets the City's requirements, so the Project complies with this policy.

Based on this analysis, the Project is consistent with the Circulation Element and will have a **less than significant impact** and no mitigation is required.

### **Congestion Management**

LOS congestion is no longer a CEQA significance threshold, however, the City uses LOS analyses to identify specific improvements that individual projects need to install or contribute to as part of maintaining and improving the overall network (e.g., road improvements may include sidewalks, bicycle lanes, or transit stops/shelters that improve the non-vehicular circulation network as well). Therefore, the following is presented from the TIA for informational purposes only and to identify any Project-related improvements that might result in direct or indirect environmental impacts.

- (1) Past CEQA court cases required an evaluation of traffic impacts if a project were built out immediately based on existing conditions. The TIA determined that all the Project area intersections will operate at acceptable LOS D or better (GP Policy C-1.3 in the Circulation Element) except State Street at Crows Nest Place but this condition could be alleviated by

installation of a traffic signal at that intersection. This improvement must be installed before the Project is operational.

- (2) In the opening year, all intersections will operate at acceptable LOS D or better except State Street/Menlo Avenue. This intersection will need the following improvements: (a) reconfigure eastbound approach striping to include one left turn lane and one shared through/right lane; (b) reconfigure westbound approach striping to include one left turn lane, one through lane, and one right turn lane; and (c) modify traffic signal phasing to provide permissive eastbound and westbound phasing. This improvement must be installed before the Project is operational to the satisfaction of the City Public Works Department.
- (3) A construction work site traffic control plan (TCP) be submitted to the City for review and approval prior to the start of construction as set for in the 2014 California Manual of Uniform Traffic Control Devices. This will be made a condition of approval of the Project (i.e., it is not mitigation because LOS is no longer a CEQA threshold) which must be installed before the Project is operational.
- (4) All roadway design, traffic signing and striping, and traffic control improvements related to the proposed Project shall be constructed in accordance with applicable State/Federal engineering standards and to the satisfaction of the City Public Works Department.
- (5) All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed Project should be constructed in accordance with applicable State/ Federal engineering standards and to the satisfaction of the City of Hemet Public Works Department.
- (6) State Street adjacent to the site shall be constructed and/or repaired at its ultimate half-width section including landscaping and parkway improvements prior to occupancy of the Project or as required by the City Public Works Department.
- (7) The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable City and Caltrans standards.
- (8) The City shall periodically review traffic operations in the vicinity of the Project once the Project is operational to assure that traffic operations are satisfactory to the satisfaction of the City Public Works Department.

These eight (8) items will be made conditions of approval of the Project (i.e., it is not mitigation because LOS is no longer a CEQA threshold). Indicated improvements shall be installed before the Project is operational. None of these improvements or actions will result in any direct or indirect environmental impacts that require separate mitigation.

**b) Less Than Significant Impact.** Level of Service (LOS) has long been the standard of determining significant traffic impacts under CEQA, which in turn influence air pollutant emissions. In 2013 the state legislature passed SB 743 which requires agencies to focus on reducing vehicle miles traveled (VMT) rather than LOS as a determination of significance under CEQA. Per the 2020 CEQA Statute and Guidelines, vehicle miles traveled (VMT) is “the most appropriate measure of transportation impacts.” According to the State of California’s *Technical Advisory on Evaluating Transportation Impacts in CEQA* “residential, office, and retail projects tend to have the greatest influence on VMT.” OPR recommended that specific thresholds outlined in the Technical Advisory be used for analysis and mitigation of those types of projects but also advised that lead agencies may develop thresholds for other project types if they so desire. In this case, the Project is an atypical light industrial development with offices, showrooms, and warehouse buildings supporting commercial manufacturing uses (i.e., modular housing assembly). This type of manufacturing generates a relatively small amount of traffic compared to logistics centers or retail product storage warehouses. For example, the Traffic Impact Analysis (TIA) for the Project determined the Project would generate 911 total daily trips with 143 peak AM trips and 155 peak PM trips. Since approximately 21.4 percent of these trips (195 v. 983) are various sizes of trucks, traffic impacts were also

estimated using Passenger Car Equivalent (PCE) to account for the lengths of trucks vs. passenger vehicles (i.e., trucks experience more delay at intersections equivalent to 1.5 to 3.0 passenger cars depending on its actual size). The TIA also estimated the Project would generate 1,170 daily PCE trips which is 28 percent higher than the 911 vehicle trips. The TIA also estimated the Project would generate 218 PCE trips during the AM peak hour and 204 PCE trips during the PM peak hour (Ganddini 2020, p. 23 and Table 2).

OPR and the 2020 State CEQA Guidelines mandate the use of quantitative VMT calculations starting July 1, 2020. However, WRCOG and SCAG have not yet adopted sub-regional thresholds against which to compare project VMT generation to determine if a project meets the recommended VMT reductions under SB 743 (i.e., 15 percent below the sub-regional threshold): therefore project impacts cannot be compared to sub-regional thresholds to determine significance.

The general guidance from the State to date has been that projects which decrease overall VMT will be considered to not have a significant impact under the new analysis guidelines. At present, Hemet has 26,100 jobs compared to 29,193 households so it has a jobs/housing ratio of 0.89 (Data USA 2020). This means the City is “housing rich” or “jobs poor”. SCAG considers communities that have a job/housing ratio of 1.15 which is the regional average as maintaining a healthy balance of trip generating vs. trip attracting uses, thereby helping to minimize regional VMT over the long-term. The Project will add approximately 100 new workers to the City’s workforce which will help improve the City’s jobs/housing balance.

The Project will also reduce out of town commute trips for City residents that work at the Project so residents can travel shorter distances to work and other destinations. At present, Hemet is “housing rich” and relatively distant from larger employment sources in the Inland Empire (e.g., Perris, Moreno Valley, Riverside, San Bernardino, etc.).

Also, the proposed City-wide VMT reduction strategies outlined in the General Plan do not apply to the proposed Project. These policies include: (1) creating Mixed Use Areas; (2) Providing Pedestrian Facilities; (3) Implement Neighborhood Electric Vehicle (NEV) Network; (4) Incorporate Bike Lanes/Increase Density; and (5) Increase Transit Accessibility (Table 4.2 Trip Reduction Strategies Measure Applicability VMT Reduction Range, GP 2030). However, it should be noted the Project will have a number of electric vehicle charging stations (site plan indicates 10) plus future EV connections for electric trucks to move materials in and modular homes out of the Project site.

Finally, a low-VMT screening analysis was performed using the WRCOG VMT Screening Tool by the Project traffic consultant (TIA VMT Memorandum, Ganddini Group, July 2020). The Project site is located entirely within the Riverside Traffic Analysis Model (RivTAM) Traffic Analysis Zone 4,259. Since the City of Hemet has not established a VMT threshold, Table 11 evaluates eight potential thresholds for non-residential uses based on those more commonly observed among early adopters of the VMT metric.

**Table 11  
Low VMT Area Screening Analysis**

Metric	Project (TAZ 4259)	Potential Thresholds			
		Regional Average	15% Below Regional Average	Jurisdictional Average (WRCOG Default)	15% Below Jurisdictional Average
Total VMT / SP	17.30	24.32	20.67	22.75	19.34
<i>Meets Project VMT ≤ threshold?</i>	--	Yes	Yes	Yes	Yes
Home-Based Work VMT / Worker	6.76	13.53	11.50	7.62	6.48
<i>Meets Project VMT ≤ threshold?</i>	--	Yes	Yes	Yes	No

Notes:

Source: WRCOG VMT Screening Tool 2020  
VMT = Vehicle Miles Traveled; SP = Service Population

As shown in Table 11, the proposed Project is estimated to generate approximately 17.30 VMT per service population and 6.76 home-based work VMT per worker. The Project VMT does not exceed the potential screening threshold based on jurisdictional average, which is the default screening threshold used in the WRCOG Screening Tool. Additionally, the Project satisfies the screening criteria for seven out of the eight potential thresholds evaluated.

Since SCAG and WRCOG have not yet established sub-regional goals, it cannot be determined whether the Project quantitatively meets the potential threshold of VMT being 15% under the jurisdictional average for this screening tool. In addition, the WRCOG guidance for using this tool does not state a project must meet all of the thresholds to be considered to have a less than significant VMT impact, but rather to assist lead agencies in their local determinations. The Project does clearly result in reduced VMT under all 8 potential thresholds evaluated since the estimated 100 new workers generated by the project will help improve the City's jobs/housing balance and result in shorter work commutes. This reduction in VMT is consistent with the State's general guidance to date that projects which decrease overall VMT will be considered to not have a significant impact. For purposes of this specific analysis, the proposed Project will result in a less than significant VMT impact based on overall results of the WRCOG low-VMT area screening tool thresholds.

Based on available information, the Project will reduce VMT in the City so it will not conflict and is consistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts are **less than significant**, and no mitigation is required.

**c) No Impact.** The Project is adjacent to State Street, designated a four-lane divided secondary road in the City General Plan. The site plan shows the Project will have two driveways for Project vehicle entry and exit. This roadway has public right-of-way and is under the jurisdiction of the City of Hemet. Final Project site plans will be subject to City review and approval which will ensure that Project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. The TIA recommended that the final grading,

landscaping, and street improvement plans demonstrate that sight distance standards are met in accordance with applicable City of Hemet and Department of Transportation sight distance guidelines. This is a standard condition and is not considered unique project mitigation under CEQA. This will eliminate any Project impacts due to a geometric design feature so there will be **no impact** in this regard.

**d) No Impact.** A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in State Street will generally be limited to street frontage improvements and lateral utility connections (i.e., water, sewer) that will be limited to nominal potential traffic diversion. The Traffic Control Plan (TCP) is designed to alleviate potential construction-related circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project. Therefore, there will be **no impact** relative to emergency response or evacuation during either construction or operation of the Project.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES</b>				
Will 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) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision(c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

MIG, Inc. *Phase I Cultural Resources Assessment S2A Modular Factory Project*. March 26, 2020. (See Appendix C)

## Explanation of Checklist Responses

**a) No Impact.** The Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The site is not listed with the State Office of Historic Preservation (SHPO) or the National Register of Historic Places. The Project site is vacant and there are no known historically or culturally significant resources, structures, buildings, or objects located on the Project site. Results of the California Historical Resources Information System – Eastern Information Center (CHRIS-EIC) indicated that there were no previously recorded historical resources within the Project Area and no historical resources were identified during the pedestrian survey conducted as part of the Phase I Cultural Resources Assessment. However, there is one (1) historic site: P-33-012805/CA-Riv-007152H (landscape and debris scatter), and three (3) historic built environments (P-33-014709, P-33-019840, and P-33-019841) located within a one-mile radius of the Project site. These historic resources will not be impacted by the proposed Project; therefore, no impact analysis of historical resources is necessary. As such, the proposed Project will not cause an adverse change in the significance of a historical resource and impacts to historic resources are not anticipated. Therefore, no impact will occur, and no mitigation is required.

**b) Less Than Significant Impact with Mitigation Incorporated.** Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resources (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. CEQA defines TCR as either a site, feature, place, or 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, that is listed or eligible for listing, on the CRHR or on a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k), or a resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historic register criteria in Public Resources Code Section 5024.1(c), and considering the significance of the resources to a California Native American Tribe. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the Pproject. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

On August 4, 2020 the City notified the following tribes/representatives of the Project and requested notification of a desire to consult with the City per AB 52 within 30 days:

<b><u>Tribe</u></b>	<b><u>Representative(s)</u></b>
Agua Caliente Band of Cahuilla Indians	Patricia Garcia, Director of Tribal Hist Preserv Office
Morongo Band of Mission Indians	Raymond Huaute, Cultural Resources Specialist
Pechanga Band of Luiseno Indians	Anna Hoover, Cultural Analyst
Rincon Band of Luiseno Indians	Jim McPherson, Cultural Resources Department
Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resource Director
Torres Martinez Desert Cahuilla Indians	Michael Mirelez, Cultural Resources Coordinator

AB 52 contains provisions requiring Cities, Counties, and other government entities to engage in tribal consultations for projects that are not exempt from the CEQA. Government to government consultation may provide “Tribal Knowledge” of the Study Area that can be used in determining tribal cultural resources that cannot be obtained through other investigative means. Additionally, it is anticipated that during the application process the City of Hemet Community Development Department will notify the tribes of the proposed Project and will commence AB 52 consultations as specified in the regulations.

On February 11, 2020, Mr. Christopher Purtell of MIG commissioned a Sacred Lands File (SLF) records search of the Project area through the NAHC. Results of the SLF records search provided information as to the nature and location of additional prehistoric or Native American resources to be incorporated in the assessment whose records may not be available at the California Historical Resource Information System – Eastern Information Center (CHRIS-EIC). The NAHC SLF records search results (received February 24, 2020) revealed that no known “Native American cultural resources” in the SLF database are within the Project site or within a one-mile radius of the Study Area.

As per NAHC suggested procedures, follow-up letters were sent via first class mail on February 26, 2020 to the 13 Native American individuals and organizations identified by the NAHC as being affiliated with the vicinity of the Project area. The letters requested any additional information they may have about Native American cultural resources that may be affected by the proposed Project. As of March 26, 2020, the City has received three (3) tribal responses from the Morongo Band of Mission Indians, the San Manuel Band of Mission Indians, and from the Quechan Indian Tribe. The responses for the Morongo Band of Mission Indians and the San Manuel Band of Mission Indians were received on March 3, 2020. The Quechan Indian Tribe’s response was received on March 6, 2020.

The Morongo Band of Mission Indians response: they “have no additional comments to provide at this time”. The San Manuel Band of Mission Indians response: “the proposed project is located outside of Serrano ancestral territory and, as such, SMBMI will not be requesting consulting party status with the lead agency or requesting to participate in the scoping, development, and/or review of documents created pursuant to legal and regulatory mandates”. The Quechan Indian Tribe response: “this email is to inform you that we do not wish to comment on this project”. On August 14, 2020 staff received a letter on behalf of the Rincon Band of Luiseño Indians. The letter indicated that although the subject is located within the Territory of the Luiseño people, it was recommended that the City consult with the Soboba Band of Luiseño Indians who are closer to the property. The City subsequently consulted with the Soboba Tribe and the cultural mitigation measures reflect the Tribe’s input.

As of August 27, 2020, the City has received no other responses from the Native American community concerning the proposed Project. The City will continue to monitor the progress of this on-going Native American consultation.

As discussed in Phase I Cultural Resources Assessment, the results of the records research compiled from the CHRIS-EIC and a Sacred Lands File Search commissioned through the NAHC, and a pedestrian field survey failed to indicate known TCR within the Project area as specified in PRC Section 210741, 5020.1(k), or 5024.1. However, despite the disturbances of the Study Area that may have displaced or submerged archaeological resources relating to TCRs on the surface, it is possible that intact tribal cultural resources exist at depth given the proven prehistoric occupation of the region and the favorable natural conditions that will have attracted prehistoric inhabitants to the area. As a result, Mitigation

Measures CUL-1 through CUL-4, from the Cultural Resources chapter of this IS/MND, have been incorporated to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. With implementation of **Mitigation Measures CUL-1 through CUL-4**, impacts will be **less than significant**.

Because the Project site has been disturbed, no human remains, or cemeteries are anticipated to be disturbed by the proposed Project. Any buried human remains will have been uncovered, collected, and/or destroyed at that time of initial development of the site. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. Similar to the discussion regarding archaeological resources above, it is also possible to encounter buried human remains during construction. As a result, Mitigation Measure CUL-5 has been implemented to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. Mitigation Measure CUL-5 requires that in the unlikely event that human remains are uncovered the contractor shall be required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she shall contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. With implementation of **Mitigation Measure CUL-5**, impacts will be **less than significant**.

Mitigation Measures

See Mitigation Measures CUL-1 through CUL-5 in Section V (Cultural Resources).

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS</b>				
Will the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause adverse environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Eastern Municipal Water District Website, accessed June 10, 2020 (<https://www.emwd.org>).

Eastern Municipal Water District (EMWD). Hemet/San Jacinto Groundwater Management Area 2018 Annual Report. January 1, 2018.

Eastern Municipal Water District (EMWD). EMWD Sewer System Master Plan. 2019.

RMC Water and Environment (RMC). Eastern Municipal Water District, 2015 Urban Water Management Plan (UWMP), Final Report. June 2016.

California Integrated Waste Management Board (CIWMB) Website, accessed June 16, 2020. (<https://www.calrecycle.ca.gov/stateagency/iwmp/ans>).

Riverside County Department of Waste Resources (RCDWR) Website, accessed June 10, 2020. <https://www.rcwaste.org>

Explanation of Checklist Responses

**a) Less Than Significant Impact.** The Hemet Water Department provides water to most City residents and businesses although the Project site is actually served by the Eastern Municipal Water District (EMWD). EMWD is the water, wastewater service and recycled water provider to more than 825,000 people living and working within a 555-square mile service area in western Riverside County and is California’s sixth-largest retail water agency (<https://www.emwd.org/drinking-water-service>).

It is estimated the Project will consume approximately 22.4 acre-feet of water per year based on 100 total employees consuming 200 gallons of water per day or 7.3 million gallons per year. The EMWD maintains an Urban Water Management Plan (UWMP) per state law that requires water purveyors to document they have adequate water supplies for their customers based on buildout of the General Plan land uses. The proposed Project is consistent with the General Plan and zoning designations for the site, so the proposed light industrial use has been taken into account in the EMWD UWMP (RMC 2016). The Project will connect to existing water lines in State Street for its potable water supply and no special or additional water facilities are needed for this incremental new service.

EMWD also provides sewer service to the Project site. EMWD provides wastewater and recycled water services to approximately 239,000 customers within its service area and currently treats approximately 46 million gallons per day of wastewater at its five active regional water reclamation facilities through 1,813 miles of sewer pipelines. The Project area is served by the San Jacinto Valley Regional Water Reclamation Facility (SJVWRWF) and has a maximum capacity of 14 million gallons per day (<https://www.emwd.org/wastewater-service>).

It is estimated the Project will generate approximately 10,000 gallons per day or 3.65 million gallons of wastewater per year. This estimate is based on 100 total employees generating approximately 100 gallons of waste per day. This amount of waste represents approximately 0.07 percent of the SJVWRWF's current capacity (10,000 gallons per day divided by 14 million gallons per day).

The EMWD Sewer System Master Plan (SSMP) is required by state law that requires water purveyors to document it has adequate wastewater treatment capabilities and capacity for existing and planned development based on buildout of the General Plan land uses. The proposed Project is consistent with the General Plan and zoning designations for the site, so the proposed light industrial use has been taken into account in the EMWD SSMP (EMWD 2019). The Project will connect to existing sewer lines to the west via onsite collection pipes and a sewer pump station on the east side of the onsite drainage channel. No special or additional sewer facilities are needed for this incremental new service.

Local storm drain facilities in the area are maintained by the City of Hemet while regional drainage and retention facilities are maintained by the Riverside County Flood Control and Water Conservation District. The Project proposes to maintain the onsite drainage channel in its current unimproved condition, and construct a new water quality/detention basin in the north-central portion of the site to collect and treat surface runoff as well as retain sufficient runoff during storm events to prevent an increase in downstream runoff. No new or additional storm drain facilities will be needed to serve the Project.

Electricity is provided to the Project site by the Southern California Edison Company (SCEC) which maintains an electrical generation, distribution, and service grid throughout Southern California. The Project will consume additional electricity for lighting, air conditioning, and ventilation. The Project will be a Tesla-powered "Zero Net Energy" (ZNE) facility so it is expected to consume little if any electricity off the SCEC grid. In addition, natural gas is provided to the Project area by The Gas Company (TGC) which maintains regional and local distribution lines throughout Southern California. The Project will use very little natural gas mainly for hot water heating or limited space heating during the winter months. No new or additional electrical or natural gas facilities will be needed to serve the Project.

Telecommunications services to the Project area are provided by Frontier (telephone) and Spectrum (Cable TV/Internet). The area also has a number of wireless internet and cellular telephone service companies (Verizon, Sprint, AT&T, etc.). The Project will connect to these services as needed and no special or additional telecommunications facilities are needed to serve this incremental new use.

None of the involved utility service agencies or companies have indicated that they cannot adequately serve the Project site, nor are any special new facilities needed to serve the Project. Therefore, the Project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause adverse environmental effects. Impacts are **less than significant**, and no mitigation is required.

**b) Less Than Significant Impact.** The Project site is provided domestic water by the Eastern Municipal Water District (EMWD)(<https://www.emwd.org/drinking-water-service>). It is estimated the Project will consume approximately 22.4 acre-feet of water per year based on 100 total employees consuming 200 gallons of water per day or 7.3 million gallons per year. The EMWD maintains an Urban Water Management Plan (UWMP) per state law that requires water purveyors to document they have adequate water supplies for their customers based on buildout of the General Plan land uses. The proposed Project is consistent with the General Plan and zoning designations for the site, so the proposed light industrial

use has been taken into account in the EMWD UWMP (RMC 2016). The Project will connect to existing water lines in State Street for its potable water supply and no special or additional water facilities are needed for this incremental new service.

In 2012, the Cities of Hemet and San Jacinto, EMWD, Lake Hemet Municipal Water District, private pumpers (agricultural users), and the Soboba Tribe developed a groundwater management plan for the Hemet–San Jacinto Basin. The Hemet/San Jacinto Groundwater Management Area (GMA) is managed by the Hemet-San Jacinto Watermaster (Watermaster) based on the Stipulated Judgment entered on April 18, 2013, in Riverside County Superior Court (Case No. RIC 1207274). The Management Area is located in the western portion of Riverside County within the San Jacinto River Watershed and includes the Cities of San Jacinto and Hemet, as well as the unincorporated areas of Winchester, Valle Vista, and Cactus Valley. The GMA encompasses approximately 90 square miles and has been divided into four groundwater management zones. The Watermaster is responsible for estimated water supplies and projected demands for the GMA, evaluating data compiled from the Groundwater Monitoring Programs, and managing the groundwater recharge program and other activities to protect the local groundwater resources (EMWD 2018).

Sources of water other than groundwater serving the City and surrounding area include the Colorado River Aqueduct, Lake Hemet, the San Jacinto River, and the State Water Project, a water storage and delivery system of reservoirs, aqueducts, power plants and pumping plants including the Sacramento–San Joaquin Delta (Delta). Approximately 30 percent of southern California’s water comes from the Delta, where the rivers of the western Sierra Nevada merge before heading south through the aqueduct system of the State Water Project. The Delta’s declining ecosystem, caused by a number of factors, has led to historic restrictions in water supply deliveries. The Bay Delta Conservation Plan is a long-term Delta habitat restoration program and aqueduct improvement project, which is expected to take a minimum of 10 to 12 years to complete. With years of low rainfall and the diminished supply from the Delta, these sources are also facing shortages.

The Hemet/San Jacinto Groundwater Management Area Plan and the EMWD UWMP are both based on land uses and growth projections in the General Plan. The proposed Project is consistent with the City’s General Plan land use designation, so it is consistent with the area water management plans. According to their UWMP, the EMWD will have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts are **less than significant**, and no mitigation is required.

**c) Less Than Significant Impact.** EMWD provides sewer service to the Project site through its San Jacinto Valley Regional Water Reclamation Facility (SJRWRF) which has a maximum capacity of 14 million gallons per day (<https://www.emwd.org/wastewater-service>). It is estimated the Project will generate approximately 10,000 gallons per day or 3.65 million gallons of wastewater per year. This estimate is based on 100 total employees generating approximately 100 gallons of waste per day. This amount of waste represents approximately 0.07 percent of the SJRWRF’s current capacity (10,000 gallons per day divided by 14 million gallons per day). The EMWD Sewer System Master Plan (SSMP) is required by state law that requires water purveyors to document it has adequate wastewater treatment capabilities and capacity for existing and planned development based on buildout of the General Plan land uses. The proposed Project is consistent with the General Plan and zoning designations for the site, so the proposed light industrial use has been taken into account in the EMWD SSMP (EMWD 2019). Therefore, EMWD has adequate capacity to serve the Project’s projected sewer demand. Impacts will be **less than significant**, and no mitigation is required.

**d) Less Than Significant Impact.** The City of Hemet contracts with CR&R Incorporated for waste collection and transfer services. The City’s waste reduction goals and policies are primarily located within the Community Services and Infrastructure Element and focus on the following areas: complying with California statewide waste reduction mandates, promoting the use of recycling and recycled materials in development projects, and promoting the use of recycling and recycled materials in City operations (GP 2030 p. 7-32 and 33).

It is estimated the 100 new employees of the Project will generate approximately 1,000 pounds or 0.55 tons of waste per day based on an average rate of 11.1 pounds per employee (light industrial) per day (CIWMB 2020). Solid waste from the Hemet area is disposed of mainly at the Lamb Canyon Landfill which is operated by Riverside County. The landfill has a daily capacity of 3,000 tons per day and an estimated maximum capacity of 13.53 million tons and a remaining life of over 20 years (<https://www.rcwaste.org/landfill/lambcanyon>). The estimated daily waste that will be generated by the Project represents approximately 0.02 percent of the Lamb Canyon daily capacity. Therefore, the Project will not 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. Impacts are **less than significant**, and no mitigation is required.

**e) Less Than Significant Impact.** The City operates a number of residential and non-residential solid waste plans and programs. New businesses such as the proposed Project will be required to comply with non-residential waste management programs. The Project will also have to comply with other applicable federal, state, and local solid waste management and reduction statutes and regulations such as: builders must recycle and or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with the 2019 California Green Building Standards Code; AB 341 requires that all businesses that generate 4 or more cubic yards of waste per week must make arrangements for recycling collection services with CR&R or donate, sell and/or self-haul their recyclables to a recycling facility; and AB 1826 which requires all businesses that generate 4 or more cubic yards of waste per week must make arrangements for organics collection services with CR&R or donate, sell and/or self-haul their recyclables and organics to a recycling facility. With this regulatory compliance, impacts will be **less than significant**, and no mitigation is required.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE</b>				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, will the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources

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

City of Hemet. *City of Hemet General Plan 2030*. Adopted January 24, 2012.

Explanation of Checklist Responses

**a) No Impact.** According to the General Plan, the Project site is not located within a Wildland Fire Hazard Severity Zone, a Federal Responsibility Area, or a State Responsibility Area for wildfire protection (Fig. 6.4, 2030 GP). The Project will take access from a major existing roadway (i.e., State Street) which provides both local and regional access. State Street and the surrounding roadways interconnect and are part of an adopted emergency response plan/emergency evacuation plan, as implemented by the City of Hemet. The Project will be constructing a light industrial complex of office and warehouse buildings as well as roadway and utility connections. A limited potential exists to interfere with an emergency response or evacuation plan during construction if access along State Street were restricted. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a Traffic Management Plan. As part of the plan review process, the City will require the developer to submit a Traffic Management Plan that will provide appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. This is a standard condition of approval and not considered unique project mitigation under CEQA. Following construction, emergency access to the Project site and area will be via State Street. Therefore, implementation of the Project will not substantially impair an adopted emergency response plan or emergency evacuation plan. There will be **no impact** in this regard.

**b) No Impact.** The Project site is not located within either a fire responsibility area or a fire hazard area. The Project site topography is relatively flat although a shallow drainage channel crosses the center of the site from southeast to northwest. Onsite drainage is currently by sheet flow toward the onsite channel. The Project site is an area of the City with mixed land uses (residential, commercial, light industrial) with scattered vacant land. The buildings and improvements proposed for the Project site will be similar in type and scale to light industrial uses in the surrounding area and the site is designated for such uses in the General Plan.

The Hemet area does experience periodic winds sometimes in excess of 30 miles per hour at certain times of the year. However, the site is relatively flat and has a small drainage channel crossing it although

the channel does not generally support extensive vegetation that could become a wildfire hazard. The Project site is currently vacant and has a sparse weedy vegetation due to regular weed abatement for fire protection.

The Project will be constructed in accordance with the 2016 CBC, including Chapter 7 of the CBC, which requires all on-site structures to incorporate construction techniques and materials such as roofs, eaves, exterior walls, vents, appendages, windows, and doors hardened to provide resistance to and/or to perform at high levels against ignition during the exposure to burning vegetation from wildfires. The City reviews all proposed development to ensure compliance with applicable provisions of its Development Code, the Uniform Fire Code, California Fire Code, and California Uniform Building Code requirements. The City's Fire Department shall review the Project and require the necessary code requirements in order to reduce any potential wildland fire hazard impacts to a less than significant level. This is a standard condition and not considered unique mitigation under CEQA.

Based on this information, the Project will not, 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. here will be **no impact** in this regard.

**c) No Impact.** The Project site is not located within either a fire responsibility area or a fire hazard area. The Project does not include and or 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. Site adjacent improvements to State Street and onsite utilities will be installed in accordance with the respective agency or company requirements. Therefore, there will be **no impact** in this regard.

**d) No Impact.** The Project site is not located within either a fire responsibility area or a fire hazard area. The Project site topography is relatively flat although a shallow unimproved drainage channel crosses the center of the site from southeast to northwest. Onsite drainage is currently by sheet flow toward the onsite channel. The Project proposes a detention basin in the north-central portion of the site that will prevent an increase in downstream runoff as a result of developing over half the site with impervious surfaces (i.e., buildings, parking and drive areas, product storage areas, etc.). The Project will include hardscape and landscape improvements that will serve to stabilize the built environment. Based on this information, the Project will not 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. There will be no impact in this regard.

#### Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Responses

**a) Less Than Significant with Mitigation Incorporated.** Section IV evaluated potential impacts to biological resources from development of the Project and found all impacts were less than significant with implementation of mitigation for burrowing owl and nesting birds (**BIO-1 and BIO-2**). In addition, Section V found no impacts to historical resources (site is completely vacant) and potential impacts to cultural resources were reduced to less than significant levels by implementation of mitigation (**CUL-1 through CUL-5**). Section XVIII also examined potential impacts to tribal cultural resources and recommended similar mitigation (CUL-1 through CUL-5). Therefore, implementation of the proposed Project will not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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. All impacts to these environmental issues were found to be less than significant with mitigation incorporated.

**b) Less Than Significant with Mitigation Incorporated.** The analysis in Sections I through XX demonstrate that the Project will not have any impacts which are individually limited but cumulatively considerable. Any impacts will be less than significant with the incorporation of the 13 mitigation measures listed below and standard conditions of approval.

**c) Less Than Significant with Mitigation Incorporated.** As demonstrated in Sections I through XX of this Initial Study, the proposed Project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly with the incorporation of the 13 mitigation measures listed below and standard conditions of approval. All impacts will be less than significant with the incorporation of mitigation measures and standard conditions.

All Mitigation Measures

BIO-1	Pre-Construction Burrowing Owl Survey
BIO-2	Pre-Construction Nesting Bird Survey
CUL-1	Conduct Archaeological Monitoring
CUL-2	Cultural Resource Management Plan
CUL-3	Tribal Monitoring
CUL-4	Inadvertent Discoveries
CUL-5	Discovery of Human Remains
GEO-1	Seismic Building Code Compliance
GEO-2	Paleontological Training for Construction
GEO-3	Paleontological Monitoring
GEO-4	Paleontological Resource Treatment Plan
GEO-5	Paleo Completion Report
HWQ-1	Hydrology Study
HWQ-2	Storm Water Pollution Prevention Plan
HWQ-3	Water Quality Management Plan

**DETERMINATION:**

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature 

Date 9/9/2020

Monique Alaniz-Fleiter, Senior Planner  
Printed Name and Title

City of Hemet, California