FINAL

Stetson Corner
Environmental Impact Report

Prepared for:

City of Hemet

City of Hemet Planning Division
445 E. Florida Avenue
Hemet, California 92543
Contacts: H.P. Kang, Community Development Director
Monique Alaniz-Flejter, Senior Planner

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contact: Dawna Marshall

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
ABC	Alcoholic Beverage Control
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	above mean sea level
AQMP	Air Quality Management Plan
ASCE	American Society of Civil Engineers
AST	aboveground storage tank
AWP	Annual Workplan S
BACT	Best Available Control Technology
BMP	Best Management Practice
BP	Business Park
BRS	Biennial Reporting System
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CC	Community Commercial
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CDHS	California Department of Health Services
CDPH	California Department of Public Health
CDWR	California Department of Water Resources
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESA	California Endangered Species Act
CFC	California Fire Code
CFR	Code of Federal Regulations
CH_4	methane
CHMIRS	California Hazardous Material Incident Report System
CHRIS	California Historical Resources Information System
CHWMP	County Hazardous Waste Management Plan
CIP	Capital Improvement Plan
CIWMA	California Integrated Waste Management Act
CNDDB	California Natural Diversity Database

Acronym/Abbreviation	Definition
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CORTESE	Cortese Hazardous Waste & Substances Sites List
CRHR	California Register of Historical Resources
CRMP	Cultural Resources Management Plan
CRPR	California Rare Plant Rank
CUP	Conditional Use Permit
CWMB	California Integrated Waste Management Board
DBESP	determination of biological equivalent or superior preservation
DEH	Department of Environmental Health
DG	decomposed-granite
DIF	Development Impact Fee
DPF	Diesel Particulate Filters
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMS	emergency medical services
EMWD	Eastern Municipal Water District
ENFTBS	Effects Not Found To Be Significant
EO	Executive Order
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
ERA	Exceedance Response Action
ERNS	Emergency Response Notification System
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	floor area ratio
FESA	Federal Endangered Species Act
FINDS	Facility Index System/Facility Identification Initiative Program
FITS	FIFRA / TSCA Tracking System
GHG	greenhouse gas
GWP	global warming potential
HAP	hazardous air pollutant
HCOC	hydrologic condition of concern
HCP	habitat conservation plan
HERO	Human and Ecological Risk Office
HFC	hydrofluorocarbon
HFD	Hemet Fire Department
HHDT	heavy heavy-duty truck
HI	hazard index
HMIRS	Hazardous Materials Information Reporting System
HMRRP	Hazardous Materials Release Response Plan
HPD	Hemet Police Department

Acronym/Abbreviation	Definition
HRA	health risk assessment
IBC	International Building Code
IFC	International Fire Code
IPCC	Intergovernmental Panel on Climate Change
ISO	International Organization of Standardization
LCFS	Low Carbon Fuel Standard
LHMP	Local Hazard Mitigation Plan
LOS	level of service
LST	localized significance threshold
LUST	leaking underground storage tank
M-1	Limited Manufacturing
M-2	General Manufacturing
MBTA	Migratory Bird Treaty Act
MCEG	Maximum Considered Earthquake Geometric Mean
MHD	medium heavy-duty
MICR	maximum individual cancer risk
MINES	Mines Master Index Files
MLTS	Material Licensing Tracking System
MMT	million metric tons
MND	Mitigated Negative Declaration
MPH	miles per hour
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
MSHCP	Multiple Species Habitat Conservation Plan
MSL	mean sea level
MSW	municipal solid waste
MT	metric tons
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NEPSSA	Narrow Endemic Plant Species Survey Area 3
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF3	nitrogen trifluoride
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRHP	National Register of Historic Places
O_3	ozone
OP	Office Professional
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSHPD	Office of Statewide Health Planning and Development
PADS	PCB Activity Database System
PCD	Planned Community Development

Acronym/Abbreviation	Definition
PDF	project design feature
PFC	perfluorocarbon
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPV	Peak particle velocity
PRC	Public Resources Code
PRGs	Preliminary Remediation Goals
RAATS	RCRA Administrative Action Tracking System
RCA	Riverside Conservation Agency
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
RMS	root mean square
ROD	Records of Decision
RPA	registered professional archaeologist
RPS	Renewable Portfolio Standard
RSL	Regional Screening Level
RTA	Riverside Transit Agency
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SO2	state sulfur dioxide
SP	Specific Plan
SR	State Route
SR-74	south of California State Route 74
SR-79	south to Ramona Expressway
SRA	Source-receptor area
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TAZ	Traffic Analysis Zone
TIA	Transportation Impact Analysis
TNM	Traffic Noise Model
TRU	transport refrigeration unit
TSCA	Toxic Substances Control Act
TUMF	Transportation Uniform Mitigation Fee
TWLTL	two-way left-turn lane
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey

Acronym/Abbreviation	Definition
UST	underground storage tank
VMT	vehicle miles traveled
WEAP	Workers Environmental Awareness Training
WFP	Water Filtration Plant
WQMP	Water Quality Management Plan
WRCB	Water Resources Control Board
WRCOG	Western Riverside Council of Governments
WRELP	Western Riverside Energy Leader Partnership
WTP	Water Treatment Plant
ZEV	zero emissions vehicle

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0 Responses to Comments

On March 31, 2021, the City distributed the Draft Environmental Impact Report (Draft EIR) to public agencies and the general public, as well as submitted the document to the State Clearinghouse for state agency review. In accordance with Section 15105 of the California Environmental Quality Act (CEQA) Guidelines, a 45-day public review period was provided for the Draft EIR from March 31, 2021 through May 17, 2021. During the public review period, a total of five comment letters were received on the Draft EIR. The comment letters have been categorized by date received and assigned a unique letter designation. The focus of the responses to comments is on the disposition of significant environmental issues raised in the comments, as specified by Section 15088(c) of the California Environmental Quality Act (CEQA) Guidelines. When a comment is not directed to significant environmental issues, the responses indicate that the comment has been acknowledged and no further response is necessary. Revisions made to the Draft EIR in response to comments received are identified using ~~strikethrough~~ and underline.

List of Commenters

The list of commenters and the unique letter designators for each letter are shown in Table RTC-1, List of Commenters. Individual comments within each letter are bracketed and subsequently numbered in the right-hand margin of the comment letter. Bracketed/numbered comment letters are placed side-by-side with the responses to the letter.

Table RTC-1. List of Commenters

Commenter	Date	Letter Designation
Riverside County Flood Control and Water Conservation District	April 15, 2021	A
Rincon Band of Luiseno Indians	May 5, 2021	B
Riverside Transit Authority	May 10, 2021	C
Agua Caliente Band of Cahuilla Indians	May 12, 2021	D
Delano & Delano Law Firm	May 17, 2021	E

Comment Letter A

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

237676

April 15, 2021

City of Hemet
Planning Department
445 E. Florida Avenue
Hemet, CA 92543

Attention: Monique Alaniz-Flejter

Re: CUP 19-009, SDR 19-010, TPM 37779
APN 460-150-014 and 460-150-015

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided. A-1

The District's review is based on the above-referenced project transmittal, received April 5, 2021. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue: A-2

☐ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☒ This project involves District proposed Master Drainage Plan facilities, namely, Southwest Hemet MDP Line E, along Sanderson Avenue, south of Stetson Avenue. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. A-3

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Salt Creek-South Hemet Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only A-4

Response to Comment Letter A

Riverside County Flood Control and Water Conservation District
April 15, 2021

A-1 The City of Hemet (City) acknowledges the comment as an introduction to comments that follow.

A-2 Comment noted.

A-3 This comment states that the Riverside County Flood Control and Water Conservation District (RCFC&WCD) is willing to accept the Southwest Hemet MDP Line E as long as facilities are constructed per standards via plan check and with proper fee payments. The Southwest Hemet Master Drainage Plan Line E is located within Sanderson Avenue to the west of the project site. The project is not anticipated to include improvements to that line nor is the City proposing a change in ownership of that line as a part of this project. The proposed project is located within the City of Hemet and includes connections to the local storm drain system adjacent to the site (see EIR Section 3.3.1, Project Components). As detailed in EIR Section 5.9.3, Stormwater Drainage Facilities, the nearest RCFC&WCD facility is the Stetson Avenue Channel to the north of the site. The project does not propose improvements to that channel either, nor any other RCFC&WCD facility.

A-4 This comment accurately states that the site is located within the Salt Creek-South Hemet Area Drainage Plan and that the project would be subject to any associated applicable fees. This information has been added to the Final EIR in project description Table 3-3, Project Design Features and Compliance Measures, as "CM-SRV-3", as well as to EIR Section 5.9.3, Stormwater Drainage Facilities.

City of Hemet - 2 - April 15, 2021
Re: CUP 19-009, SDR 19-010, TPM 37779
APN 460-150-014 and 460-150-015
237676

to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit. A-4 cont.

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely,_____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy. A-5

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

ec: Riverside County Planning Department
Attn: Phayvanh Nanthavongdouangsy

SLJ:blm

A-5 As indicated in Section 5.3, Hydrology and Water Quality, and in Table 3-3, Project Design Features and Compliance Measures, because the project would discharge into a municipal separate storm sewer system (MS4), the applicant will be required to demonstrate project compliance with Regional Water Quality Control Board (RWQCB) Order Number R8-2010-003, NPDES general permit number CA18033. Compliance CM-HYD-1 and CM-HYD-2 will ensure the project complies with this MS4 permit. CM-HYD-1 requires that the project complete a Stormwater Pollution Prevention Plan (SWPPP) prior to the issuance of a grading permit, which will lay out the steps and techniques that will be used to reduce construction related pollutants in stormwater runoff. The SWPPP will describe best management practices (BMPs) to be used during and after construction. BMPs would provide erosion and sedimentation control through measures such as silt fences, fiber rolls, gravel bags, temporary desilting basins, temporary ditches or swales, storm water inlet protection, and soil stabilization measures such as erosion control mats, tackifier, hydroseeding and/or vegetation. The SWPPP would be approved prior to the issuance of a grading permit and enforced on a daily basis through grading and stormwater site inspections.

CM-HYD-2 requires that prior to the issuance of a building permit, the applicant shall prepare final project-specific Storm Water Management Plan and a final Drainage Report. A project-specific Preliminary Water Quality Management Plan (WQMP) and Drainage Report are appended to the EIR as appendix L.1 and L.2 and M.1 and M.2, respectively. The proposed project would be required to comply with all stormwater quality management requirements contained in the WQMP and drainage report, which include detailed design and sizing requirements for bio-retention basins, an infiltration trench, and other BMPs to minimize irrigation and runoff from the site.

	The Final WQMP and Drainage Reports that are required during final engineering will mirror the preliminary WQMP and demonstrate project compliance with stormwater runoff reduction requirements. As discussed in EIR Section 5.3.5, the proposed project is not located within a Federal Emergency Management Agency (FEMA) mapped flood hazard area, and neither a Conditional Letter of Map Revision (CLOMR) or Letter of Map Revision (LOMR) from FEMA is necessary. As detailed in Section 4.3, Biological Resources, and Appendix D, the site does not contain a natural watercourse and does not require a Section 1602 Agreement from the California Department of Fish and Wildlife, 404 Permit from the U.S. Army Corps of Engineers or a Clean Water Act Section 401 Water Quality Certification from the Regional Water Quality Control Board.

Comment Letter B

Rincon Band of Luiseño Indians

CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1092 | Fax: (760) 749-8901 | rincon-nsn.gov

May 5, 2020

Sent via email: mflejter@hemetca.gov
City of Hemet
Planning Division
Monique Alaniz-Flejter
445 E. Florida Avenue
Hemet, CA 92543-4209

Re: Stetson Corner Project (SCH No. 2020031032; CUP 19-009, SDR 19-010 & TPM 37779)

Dear Ms. Alaniz-Flejter,

This letter is written on behalf of the Rincon Band of Luiseño Indians ("Rincon Band" or "Band"), a federally recognized Indian Tribe and sovereign government. Thank you for providing us with the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest.

We have reviewed the DEIR and in particular the proposed cultural mitigation measures, which include archaeological and tribal monitoring, a monitoring report, and protocols for discovery of cultural material and human remains. The Rincon Band has no further comments at this time. We understand that other Tribes potentially have knowledge particular to this project site and may request additional measures. Please note that the Rincon Band supports all efforts to completely avoid and protect cultural resources as preferred mitigation. B-1

We do request that the Rincon Band be notified of any changes in project plans. In addition, we request a copy of the final monitoring report, when available. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 749 1092 or via electronic mail at CRD@rincon-nsn.gov . Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

Bo Mazzetti, Chairman | Tishmall Turner, Vice Chair | Laurie E. Gonzalez, Council Member | John Constantino, Council Member | Joseph Linton, Council Member

Response to Comment Letter B

Rincon Band of Luiseno Indians
May 5, 2021

B-1 This comment notes that the site is within the Rincon Band of Luiseno Indians Historic interest area and states they have no further comments at this time. The City will notify the tribe of any changes to the cultural mitigation measures and will provide a copy of the final cultural monitoring report, as requested.

Comment Letter C

From: Mauricio Alvarez <malvarez@riversidetransit.com>
Sent: Monday, May 10, 2021 12:10 PM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: Stetson Corner Project

Warning: This email originated from outside the City of Hemet. Think before you click!

Hello Monique,

RTA has reviewed the plans you have sent regarding the Stetson Corner project and have no comments.

C-1

Thank you,

Mauricio Alvarez, MBA
Planning Analyst
Riverside Transit Agency
p: 951.565.5260 | e: malvarez@riversidetransit.com
Website | Facebook | Twitter | Instagram
1825 Third Street, Riverside, CA 92507

1

Response to Comment Letter C

Riverside Transit Authority
May 10, 2021

C-1 This comment states that the Riverside Transit Agency (RTA) has reviewed the proposed plans and has no comments. The City notes RTA has provided no comments. No further response is required.

Comment Letter D

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

03-039-2017-001

May 12, 2021

[VIA EMAIL TO:mflejter@cityofhemet.org]
City of Hemet
Ms. Monique Alaniz-Flejter
445 East Florida Avenue
Hemet, California 92543

Re: Stetson Corner

Dear Ms. Monique Alaniz-Flejter,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Stetson Corner project. We have reviewed the documents and have the following comments:

*At this time the concerns of the ACBCI THPO have been addressed and proper mitigation measures have been proposed to ensure the protection of tribal cultural resources. This letter shall conclude our AB52 consultation efforts. D-1

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6956. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

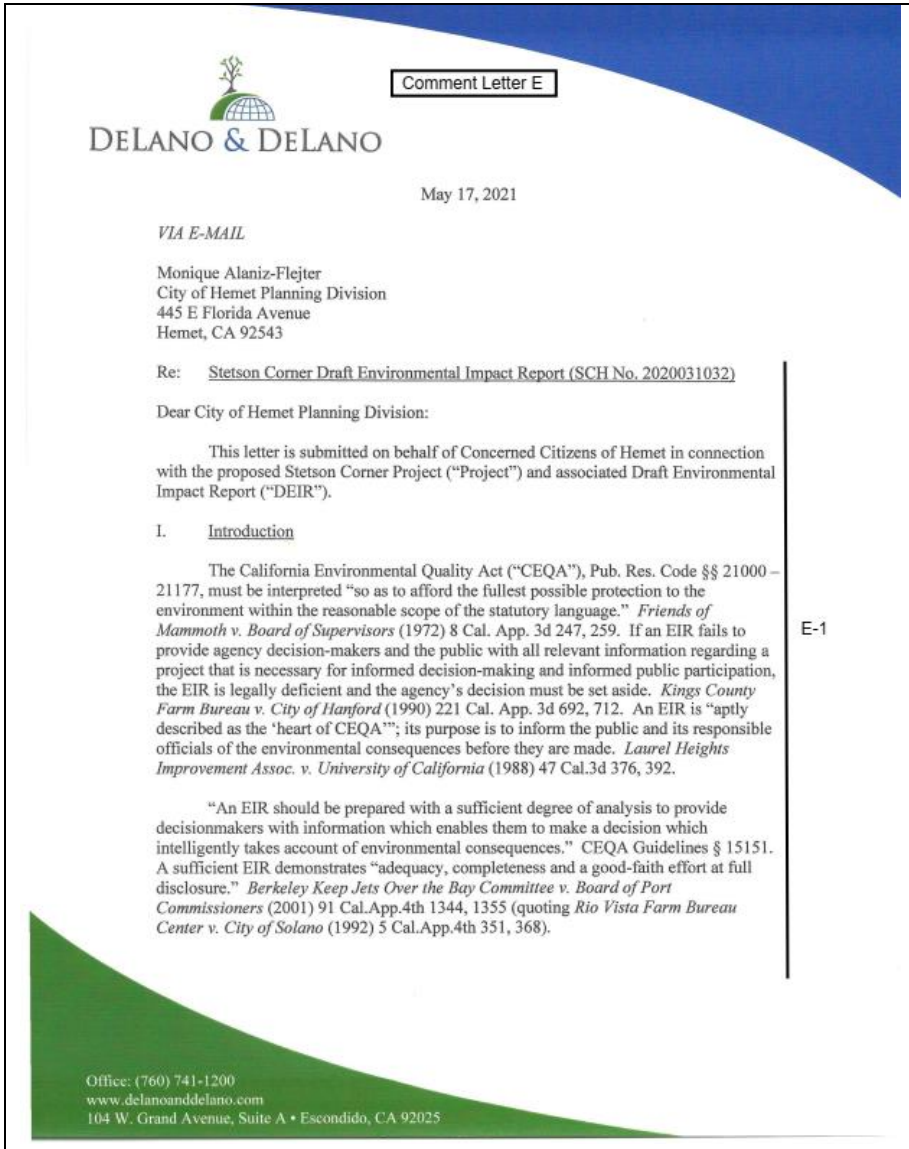
Lacy Padilla
Archaeologist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

Response to Comment Letter D

Agua Caliente Band of Cahuilla Indians
May 12, 2021

D-1 This comment states that the Agua Caliente Band of Cahuilla Indians has reviewed the documents provided and that its concerns have been addressed and proper mitigation measures proposed to ensure protection of cultural resources. The comment also states AB 52 consultation is concluded. These comments are so noted. No further response is required.



Comment Letter E

DELANO & DELANO

May 17, 2021

VIA E-MAIL

Monique Alaniz-Flejter
City of Hemet Planning Division
445 E Florida Avenue
Hemet, CA 92543

Re: Stetson Corner Draft Environmental Impact Report (SCH No. 2020031032)

Dear City of Hemet Planning Division:

This letter is submitted on behalf of Concerned Citizens of Hemet in connection with the proposed Stetson Corner Project ("Project") and associated Draft Environmental Impact Report ("DEIR").

I. Introduction

The California Environmental Quality Act ("CEQA"), Pub. Res. Code §§ 21000 – 21177, must be interpreted "so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." *Friends of Mammoth v. Board of Supervisors* (1972) 8 Cal. App. 3d 247, 259. If an EIR fails to provide agency decision-makers and the public with all relevant information regarding a project that is necessary for informed decision-making and informed public participation, the EIR is legally deficient and the agency's decision must be set aside. *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 712. An EIR is "aptly described as the 'heart of CEQA'"; its purpose is to inform the public and its responsible officials of the environmental consequences before they are made. *Laurel Heights Improvement Assoc. v. University of California* (1988) 47 Cal.3d 376, 392.

E-1

"An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." CEQA Guidelines § 15151. A sufficient EIR demonstrates "adequacy, completeness and a good-faith effort at full disclosure." *Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners* (2001) 91 Cal.App.4th 1344, 1355 (quoting *Rio Vista Farm Bureau Center v. City of Solano* (1992) 5 Cal.App.4th 351, 368).

Office: (760) 741-1200
www.delanoanddelano.com
104 W. Grand Avenue, Suite A • Escondido, CA 92025

Response to Comment Letter E

Delano and Delano
May 17, 2021

E-1 The comment restates information contained in the California Environmental Quality Act (CEQA) Guidelines and provides background information. The comment serves as an introduction to the comment letter and does not raise an issue related to the adequacy of the Draft EIR. No further response is required.

II. The DEIR's Discussion of Project Impacts is Deficient

The DEIR fails to adequately analyze land use, aesthetic, and community character impacts.

- The Project will have substantial adverse effects on several scenic vistas that the DEIR has not adequately analyzed. DEIR at 4.1-12. Stetson Avenue and Sanderson Avenue border the Project and are locally designated Scenic Corridors providing views of the mountains. DEIR at 4.1-1. Multiple "Key Views" taken from these Corridors are considered scenic vistas (Key Views 1-5). DEIR at 4.1-1—4.1-2. According to the DEIR, Key View 1 has unencumbered visibility of mountain views. DEIR at 4.1-1. The Project would add structures that would be approximately 26 feet tall that would obstruct visibility of the mountains. DEIR at 3-3. The fact that the Project will be required to conform to the Scenic Highway Setback Manual and that other viewers already experience partially obstructed views is not substantial evidence that the Project will not detract from the scenic quality of the mountains from Key View 1. The DEIR must assess the Project's impact to each Key View exclusive of these reasons. E-2
- The analysis of impacts to Key View 4 failed to apply the correct CEQA Threshold; the DEIR must determine whether the Project would block views from Key View 4, not whether the Project would block the most substantial views of Key View 4. DEIR at 4.1-14. The analysis must take into account the impacts caused by the Project within the viewshed of Key View 4 given the San Jacinto Mountains are highly visible in the distance. *Id*; DEIR at 4.1-15. E-3
- The DEIR fails to reconcile its statement that the Project would include grading for the future flow lab expansion of the McCrometer facility with its contradiction that no changes to the McCrometer structures would be included in the proposed Project. DEIR at 3-3. The DEIR is also inconsistent; it claims that McCrometer has not proposed any expansion of their facilities. DEIR at 7-11. The analysis must evaluate impacts associated with all grading included in the Project, despite the fact that such improvements are not proposed by the applicant and expansion details are not known at this time. *Id*. E-4
- The DEIR fails to adequately analyze the adverse environmental impacts attributable to the Project's conflicts with the City of Hemet General Plan 2030, among which include: E-5
    - The Project will add to the deficiency along the left turn lane at the Sanderson Avenue/Stetson Avenue intersection under cumulative Project conditions, resulting in a potentially significant impact. DEIR, Appendix K at 65. The DEIR asserts that the Project cannot

E-2 The commenter states that the Draft EIR assessment of potential impacts on scenic vistas is insufficient and incorrect due to project interruption of mountain views from Stetson Avenue and Sanderson Avenue (locally designated Scenic Corridors). The comment restates information in the Draft EIR that Stetson Avenue and Sanderson Avenue are locally designated scenic corridors and that the project site is proximate to these roads. In addition, the comment restates that multiple key observation points were established as part of the Draft EIR analysis to demonstrate the visibility of project features and evaluate effects to existing views. This includes Key Views 1 to 4 situated on Sanderson Avenue and Key View 5 on Stetson Avenue, which provide views towards the project site and distant mountain terrain.

The comment states that the Draft EIR describes Key View 1 as offering "unencumbered visibility of mountain views" (Draft EIR at 4.1-1). The Draft EIR in fact describes that foreground views in this location are of "roadways" and "commercial and residential uses." (Draft EIR at 4.1-1.) Distant views of "the San Jacinto Mountains and San Bernardino National Forest mountains" are "partially obscured by power poles and trees," leaving the views of the mountains "fairly unencumbered."(Draft EIR at 4.1-1) Draft EIR Figure 4.1-2 (Key View 1 photograph) shows views and visibility at this location are in fact largely obstructed by two-story residences, existing on-site industrial buildings, vehicular traffic, power poles and trees. As a result of this comment, the EIR has been revised to clarify the presence of interrupting features obscuring the mountain visibility and reducing the existing quality of the view at Key View 1.

The comment asserts that the introduction of project structures would obstruct the visibility of mountains at Key View 1. The

	comment further contends that existing conditions and project conformance with the Scenic Highway Setback Manual should not be considered substantial evidence that the project would not result in significant aesthetic impacts at the various Key View locations. The City does not concur with the comment. Analysis of existing conditions is essential to the City's review and supports the significance determination of the Draft EIR. The project is proposed within a developed area where viewers already experience partially obstructed views of scenic vistas in due to trees, power poles, and surrounding development. The impact of 28-foot-tall buildings within a pristine corridor would plainly be greater than the project proposal to develop within an urbanized corridor, which already contains similar buildings, residences, landscaping, power lines, etc. significantly obstructing views and detracting from the scenic quality of the vistas. Further, view obstruction generally is a factor of project site mass, scale, and location in relation to the valued scenic feature of record. Compliance with the Scenic Highway Setback Manual and other General Plan requirements is relevant to the City's analysis as compliance with these requirements means a 25-foot landscape setback from the closest boundary of the Sanderson Avenue right-of-way to the project perimeter road and 15-foot landscape setback from the closest boundary of the Stetson Avenue right-of-way to the project perimeter road would be provided. See Figure 3-3, Site Plan. Draft EIR, p. 4.1-13. Furthermore, project structures (fuel canopy and convenience store) would be setback approximately 54 feet from the closest boundary of the Stetson Avenue right-of-way (fuel canopy) and 55 feet from the closest boundary of the Sanderson Avenue right-of-way. Draft EIR, p. 4.1-14 These setbacks provide for widened roadway corridor visibility and

	would improve sight lines over the proposed project buildings to allow for views to distant scenic hillsides. Compliance with these requirements would also ensure high quality landscaping and streetscaping in conformance with City design requirements, and which may improve views compared to existing conditions, as discussed below. At Key View 1, and as demonstrated at Figure 4.1-2, the project site (and future structures) would not be in the direct line of sight of motorists' views to the San Jacinto Mountains. Instead, project structures would be viewed against more proximate foothills and would not substantially affect the visibility of prominent (and distant) ridgelines to the northeast that are partially obstructed by the presence of existing power lines along the Sanderson Avenue corridor. For these reasons, impacts to scenic vistas would be less than significant and no changes have been made in the EIR concerning significance determinations at Key View 1. At Key View 2, the existing eastward view to the San Jacinto Mountains is substantially obstructed by existing landscaping on the project site. Draft EIR at Figure 4.1-2 at 4.1-14. Furthermore, and as discussed in the Draft EIR, new structures and landscaping to be introduced to the project site would be shorter in scale that existing palm trees that substantially obstruct the existing eastward view at Key View 2 and as such, may result in improved views to the San Jacinto Mountains. Stetson Avenue west of Sanderson Avenue is not a scenic highway and views along that segment are not considered significant. For these reasons, impacts to scenic vistas would be less than significant and no changes have been made in the EIR concerning significance determinations at Key View 2.

		Key View 4 is located at the intersection of Sanderson Avenue and Stetson Avenue and is oriented to the east. As demonstrated in Figure 4.1-3 and described in the Draft EIR (4.1-14), the San Jacinto Mountains (including San Jacinto Peak) are generally located to the northwest and the project site is located to the west/southwest. At Key View 4, project structures would not be in direct line of sight to available views of the San Jacinto Mountains and thus, would not result in substantial view obstruction of the mountains from Stetson Avenue. For these reasons, project impacts to scenic vistas would be less than significant and no changes have been made in the EIR concerning significance determinations at Key View 2. Key Views 3 (southbound Sanderson Avenue) and 5 (westbound Stetson Avenue) are oriented to the south and west, respectively, and mountainous terrain is not within the normal field of vision of motorists at these locations. Therefore, potential impacts to existing scenic views to the San Jacinto Mountains would not occur at these Key Views.
	E-3	The commenter asserts that the Key View 4 analysis pertaining to scenic vistas is insufficient and fails to apply the correct threshold. The comment restates information in the Draft EIR that the San Jacinto Mountains are "highly visible" in the distance. The commenter is incorrect that the analysis of Key View 4 is insufficient and does not consider the impacts caused by the project. Further, the commenter's assertion that the scenic vista assessment is solely focused on "blocked views" is flawed as the threshold being considered is chiefly concerned with the preservation of scenic vistas and views to scenic features in the landscape, i.e., "blocked views". As demonstrated in the Draft EIR, the project would not result in substantial obstruction of scenic features in the landscape. Therefore, the Draft EIR has

		applied the correct CEQA threshold and reached a determination supported by substantial evidence. The Draft EIR discloses that the project would be visible at Key View 4, but that new structures would not be in line with the highly visible San Jacinto Mountains. Draft EIR at 4.1-14. As demonstrated in Figure 4.1-3, the project site is located south of Stetson Avenue and the San Jacinto Mountains (including the prominent peak of San Jacinto Peak) are generally located to the north of the Stetson Avenue corridor. Mere visibility of project structures at Key View 4 where the San Jacinto Mountains are also visible does not mean that existing views to scenic features would be obstructed. of their I At Key View 4, existing scenic views to the San Jacinto Mountains would not be adversely affected by the introduction of project structures and landscaping, which would be located in the direction opposite of such views. Impacts would be less than significant.
	E-4	The commenter references the Draft EIR and claims it contains inconsistencies with regard to the discussions about the McCrometer facility and the analysis for the proposed project's grading for the future flow lab expansion of the McCrometer facility. The EIR has been revised to remove references to a future flow lab expansion, which has not been proposed by McCrometer and is not being proposed as part of this project. This text has been deleted from Draft EIR page 3-3 and from Figure 3-3, Site Plan. The project would include grading the project site area east of the McCrometer buildings. The proposed grading has been included throughout the analysis of the Draft EIR as applicable to the appropriate environmental issue areas. For example, this grading was included in calculations for construction criteria air pollutant emissions in the air quality analysis. Further, page 3-

		3 of the Draft EIR explains that the existing McCrometer structures would remain on site and no changes to those structures would occur during implementation of the proposed project. No flow lab expansion has been proposed by McCrometer or is included in this project. Regarding the statement on page 7-11 of the Draft EIR, "McCrometer has not currently proposed any expansion of their facilities," this statement is accurate. McCrometer has not proposed expansion of their facilities to include a new 49,005 square foot industrial use building or similar; however, a potential expansion was analyzed in the Draft EIR as the Industrial Land Use Alternative. The Draft EIR explains that because neither the City nor applicant can require McCrometer to undertake the effort to process, permit, and construct an expansion that they are not currently proposing, additional efforts would be required to determine the feasibility of the Industrial Land Use Alternative.
	E-5	This comment states that the Draft EIR fails to analyze consistency with the City of Hemet General Plan 2030 due to a turn-lane deficiency at the Sanderson Avenue and Stetson Avenue intersection and a potential conflict with the Community Design Element. As discussed in EIR Section 4.9, Transportation, the project would result the deficiency of storage length along westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection under Cumulative plus Project conditions, resulting in a potentially significant impact as identified by the commenter. Although the proposed project would not be able to implement additional turn lanes without conflicting with the City's multi-modal vision for Sanderson Avenue corridor as identified in the City's General Plan, mitigation measure **MM-TRA-1** would be implemented to re-

	stripe the westbound left-turn lane to accommodate additional vehicle storage, which would reduce this impact to below a level of significance without requiring additional left turn lanes. Additionally, this would allow for implementation of multi-modal design features consistent with the City's Scenic Highway Setback Manual, including a 25-foot-wide landscape setback with meandering sidewalk. Therefore, the proposed project would implement sufficient mitigation to alleviate this LOS deficiency without conflicting with the City's General Plan multi-modal vision for the development of Sanderson Avenue, or the Scenic Highway Setback Manual design considerations for Sanderson Avenue. Thus, the EIR adequately addresses consistency with the City General Plan. Refer to Chapter 4.9, Transportation, for additional details.

incorporate additional turn lanes to alleviate this LOS deficiency without conflicting with the Community Design Element in part because additional turn lanes would emphasize vehicular travel over bicycle and pedestrian travel. DEIR, Appendix K at 66. The DEIR has not adequately addressed whether and how the addition of a car wash, gas station, 24-hour drive through restaurant, and new parking spaces will cause a substantial adverse impact on the City's ability to implement this aspect of the Community Design Element. Because of the Project's automobile-focused services, the Project also does not accommodate a low-speed travel culture to reduce GHG emissions. DEIR at 4.2-16; City of Hemet Community Design Element at 3-27--3-28. E-5 cont. E-6

- The DEIR asserts that the City of Hemet is an "urbanized area" under CEQA Section 21071 because it combines the population of the City of Hemet with that of the City of San Jacinto. DEIR at 4.1-12; 4.1-15. The DEIR lacks any justification for combining these populations. By contrast, the City of Hemet Community Design Element at 3-3 notes that the City enjoys a natural and rural landscape. Stetson Avenue and Sanderson Avenue, which border the Project site to the north and west, are both designated Scenic Corridors in the Community Design Element of the City's General Plan and Sanderson Avenue is a locally designated Scenic Corridor. DEIR at 4.1-1. E-7
- The DEIR fails to address impacts to the scenic corridor along Stetson Avenue where the Project would only provide a 15-foot setback as opposed to a 25-foot setback for Sanderson Avenue given both avenues are Scenic Corridors. DEIR at 5-18. E-8
- The Project conflicts with the City of Hemet General Plan Community Design Element Policy CD-1.2 to reinforce and boost Hemet's visual image by protecting its views of the surrounding mountains. DEIR at 4.1-10. The Project includes a multi-tenant monument sign along each frontage roadway and a single-tenant fuel price along each frontage roadway, which will be lit with LED lights. DEIR at 3-3. The analysis assumes, but provides no evidence, that signage will comply with the Municipal Code. *Id.* The Community Design Element notes that commercial signs can degrade the value of viewsheds among public rights-of-way. Community Design Element at 3-17. The DEIR must address whether the Project's signs would substantially degrade the existing visual character or quality of public views of the site and its surroundings. *Id.* E-9 E-10
- The Project site is located within Zone D of the Hemet-Ryan Airport Land Use Compatibility Plan, which restricts non-residential intensity to 300 people per average acre. DEIR at 4.7-20. The DEIR claims the Project is consistent with Zone D regulations. *Id.* The analysis calculates the average intensity of people per acre using the fuel pumps, car wash tunnel, and fast-food restaurant. *Id.* The analysis fails E-11

E-6 This comment states that the Draft EIR fails to analyze the proposed commercial development's consistency with the City of Hemet General Plan 2030 Community Design Element. The Community Design Element consistency is addressed in the applicable sections of the Draft EIR, including EIR Section 4.1, Aesthetics, Section 4.9, Transportation, and Section 5.4.3, Applicable Land Use Plans (see "Community Design Element" subsection Draft EIR pages 5-17 to 5-18). To clarify, the Community Design Element Section 3.6.4, Creating Walkable Communities, states the City is to strive to include "[s]treets and trails that are speed-controlled, well-linked, and designed to encourage fewer and shorter vehicle trips", which is addressed in EIR Section 4.9, Transportation. The project is not proposing any new streets, would not modify the speeds on roadways, and would not unlink any public roadways. As discussed on EIR page 4.9-6, the project would enhance walkability by providing a meandering sidewalk connection along Sanderson Avenue. In addition, the location of the proposed commercial uses on an urban infill site adjacent to other existing commercial, industrial and residential uses would promote access to the site via pass-by trips as detailed in Appendix K. Overall, project would not conflict with the Community Design Element. This information has been added to the Final EIR page 5-18. In addition, EIR Section 4.6, Greenhouse Gas Emissions, addresses project impacts related to greenhouse gas emissions, which were determined to be less than significant.

E-7 According to CEQA Section 21071, an "urbanized area" is defined as an incorporated city that has either a population of at least 100,000 persons or has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at

		least 100,000 persons. Hemet and San Jacinto are both incorporated cities and are contiguous. Therefore, with their combined population of 134,142 persons as of July 1, 2018, this exceeds the 100,000 persons threshold and the City of Hemet would be considered an "urbanized area" per CEQA and for the purposes of the analysis contained in EIR Section 4.1, Aesthetics. The comment also states that Stetson Avenue and Sanderson Avenue, which border the project site, are locally designated Scenic Corridors. This has been factored into the Draft EIR's analysis. No further response is required.
	E-8	Impacts to scenic corridors were addressed in EIR Section 4.1, Aesthetics. A 25-foot setback was included along Sanderson Avenue in accordance with the requirements of the City's Scenic Highway Setback Manual Design Criteria. The Scenic Highway Setback Manual did not originally include Stetson Avenue as a scenic corridor. Therefore, no such requirement exists within the Scenic Highway Setback Manual to provide a 25-foot setback along Stetson Avenue. The City's General Plan later expanded on the Scenic Highway Setback Manual to incorporate more roadways, including Stetson Avenue. However, there is no requirement that all locally designated scenic corridors maintain a 25-foot setback. Additionally, as shown on Figure 3.5 of the City's General Plan Community Design Element, a 25-foot setback is identified along Stetson Avenue "west of Sanderson." The project site is located east of Sanderson Avenue. Therefore, the project would not be required to maintain a 25-foot setback along Stetson Avenue, and the proposed 15-foot setback would be adequate in accordance with the City's standards. The Draft EIR has adequately addressed impacts related to scenic corridors.

	E-9	The comment states that the proposed project would conflict with General Plan Community Design Element Policy CD-1.2. Policy CD-1.2 aims to "reinforce and boost Hemet's visual image regionally by protecting its legendary views of the surrounding mountains." As discussed in EIR Section 4.1, Aesthetics, of the Draft EIR, all aesthetics impacts were determined to be less than significant, including impacts related to substantial adverse effects on scenic vistas (Threshold 1) and conflicts with applicable zoning and other regulations governing scenic quality (Threshold 3). The proposed project would be consistent with the City's General Plan Policies that require preservation of scenic view corridors and associated scenic resources, including Policy CD-1.2. The comment does not provide any information as to why the proposed project would conflict with this policy and does not raise any issue with the analysis in EIR Section 4.1, Aesthetics. Therefore, no further response is required.
	E-10	The comment states that the Draft EIR does not adequately analyze visual impacts from proposed signage or prove compliance with the City's Municipal Code. The Draft EIR includes compliance measure **CM-AES-4**, which would require to City to confirm that signage conforms to the Municipal Code prior to the issuance of building permits. As discussed in EIR Section 4.1, Aesthetics, the project site is located within an urbanized area per CEQA Section 21071. Therefore, the Draft EIR was not required to analyze the proposed project's impacts related to substantial degradation of the existing visual character or quality of public views of the site and its surroundings. Rather, the Draft EIR was required to determine if the project would conflict with applicable zoning and other regulations governing scenic quality, due to the project site's location in an urbanized area. Analysis to determine the

		proposed project's compliance with zoning and other regulations governing scenic quality was provided in EIR Section 4.1 in accordance with CEQA requirements. Inclusion of **CM-AES-4** will ensure all project signage conforms to the City's Municipal Code. Therefore, visual impacts from proposed signage have been adequately addressed in the Draft EIR and the Draft EIR includes sufficient enforcement to ensure compliance with the Municipal Code.
	E-11	The comment states that the Draft EIR does not accurately calculate the persons per average acre for purposes of determining compliance with the Hemet-Ryan Airport Land Use Compatibility Plan (Hemet-Ryan ALUCP) because the persons per average acre at the McCrometer facility was not factored into this calculation. The Hemet-Ryan ALUCP (Riverside County 2017) sets forth specific guidance on how to calculate the intensity (people per acre) and such guidance was adhered to in the Draft EIR analysis. Considering the ALUCP compatibility analysis is based the intensity of people per acre, the Draft EIR (pages 4.7-20 to –21) appropriately analyzes the project consistency with the Hemet-Ryan ALUCP by addressing the change in people per acre within parcels 1 to 3. No change in person per acre would occur as a result of the project within the McCrometer facility parcels 4 and 5, which is not a part of the project, as no change to buildings is proposed within those parcels. In addition, the ALUCP page HR-3 states "(c) In determining intensities for new development and/or building expansions within Compatibility Zone D, the intensities attributable to existing uses/structures established on the same site prior to the adoption date of this Compatibility Plan shall not be counted against the intensity limits of new development or expansions." The McCrometer facility was established prior to 2017 and therefore the existing intensities

	attributed to those existing buildings does not apply. As such, the analysis in the Draft EIR was completed appropriately in accordance with the Hemet-Ryan ALUCP (Riverside County 2017). As determined in EIR Section 4.7, Hazards and Hazardous Materials, the project would not conflict with the Hemet-Ryan ALUCP, and specifically the Zone D restrictions.

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to include the people already using and working in the project area at the McCrometer facility in its conclusion that the Project would not attract more than 300 people per average acre consistent with Zone D restrictions. DEIR at 4.7-21. E-11 cont.

The DEIR fails to adequately analyze traffic impacts.

- The traffic analysis asserts that trips generated by the Project's retail and restaurant uses would not be considered "new" trips because such uses would not be the primary purpose of the trip. DEIR, Appendix K at 13. Since the Project includes a gasoline station, convenience store, drive-through, and car wash, individuals will nevertheless make a stop they would not have otherwise because of the existence of the Project. The DEIR lacks evidence that these trips would not be generated by the Project and that these trips would not impact the roadway network. E-12

- The DEIR lacks substantial evidence in support of the City's decision to allow an exemption for the intersection of Sanderson Avenue and Stetson Avenue to have a LOS below LOS D and fails to analyze adverse impacts to the City's implementation of its General Plan by allowing the exemption without providing mitigation. DEIR, Appendix K at 66. E-13

The DEIR fails to adequately analyze impacts to biological resources.

- The DEIR acknowledges there are potentially significant impacts to nesting birds and burrowing owl in the eastern area of the site that would cause a conflict with the Multiple Species Habitat Conservation Plan. DEIR at 4.3-13, 4.2-16; 7-5. The analysis states that construction of the project would potentially have direct and indirect impacts to burrowing owls but does not describe those impacts. DEIR at 4.3-17. The DEIR fails to describe impacts because it has deferred analyzing whether the species actually exists on the Project Site; rather, the selected mitigation (MM-BIO-1) would determine the presence of burrowing owls and nesting birds after the issuance of the grading permit. DEIR at 1-8; 1-10. Whether or not the Project will cause impacts to burrowing owls requires determining the presence of the species before formulation of mitigation measures. The DEIR improperly analyzed impacts to burrowing owls and nesting birds. The DEIR's conclusion that MM-BIO-1 would reduce impacts to less than significant levels is not supported by substantial evidence. E-14

The DEIR fails to adequately analyze impacts to air quality.

- The DEIR fails to analyze the combined emissions of construction and operational emissions. DEIR at 4.2-21—4.2-25. E-15

E-12 The comment states that the Draft EIR does not provide evidence that the trips generated by the project would not be new trips that would impact the roadway facilities.

This comment does not raise an environmental issue under CEQA, and, therefore, no further response is required. As the Draft EIR explains in Section 4.9, Transportation, a "project's effects on automobile delay shall not constitute a significant environmental impact." (CEQA Guidelines Section 15064.3(a).) Consistent with Senate Bill (SB) 743 and the 2020 CEQA Guidelines, the EIR evaluates transportation impacts utilizing a vehicle miles traveled (VMT) metric. Automobile delay, as measured by "level of service" and other similar metrics, no longer constitute a significant environmental effect under CEQA.

Notwithstanding and to clarify for informational purposes only, the Appendix K TIA does identify that the project would generate 3,038 new, additional roadway daily trips on local roadways. However, some people going to uses such as a gas station would do so on their way to another destination (i.e., a pass-by trip), and would also potentially couple the trip with either washing their car of going to the fast-food restaurant at the project site (i.e., internal capture trip). The traffic analysis completed in Appendix K takes these factors into consideration. The TIA (Appendix K) of the Draft EIR includes a project traffic analysis using guidelines applicable to the City of Hemet. Project trip generation was estimated using appropriate trip generation rates and pass-by trip reductions from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, per standard traffic engineering practice. Specifically, the TIA uses applicable pass-by trip reductions from the ITE Trip Manual for uses such as gas stations and fast-food restaurants. Approximately 62% of the AM peak hour and

		56% of the PM peak hour trips from the project are considered to be trips that are already on the adjacent roadway network. To ensure the analysis addressed potential circulation impacts of all trips that would make a stop they would not have otherwise made, the project's total trip generation (all trips without accounting for the pass-by reduction) was assigned to the project access driveway intersections along Stetson Avenue and Sanderson Avenue. In sum, the Draft EIR and TIA evaluated the effect of all project-related trips to the roadway network in EIR Section 4.9, Transportation. Refer to EIR Section 4.9, Transportation, and EIR Appendix K for additional details.
	E-13	The comment states that the Draft EIR lacks substantial evidence in support of City's decision to exempt the Sanderson Avenue/Stetson Avenue intersection and have LOS worse than D. It further states that the Draft EIR fails to analyze adverse impacts to the City's implementation of its General Plan by allowing the exemption without providing mitigation. As discussed in Response to Comment E-12, pursuant to adoption of SB 743, a "project's effects on automobile delay shall not constitute a significant environmental impact" per CEQA Guidelines Section 15064.3(a). Governor's Office of Planning Research (OPR) approved new CEQA Guidelines Section 15064.3, which identifies vehicle miles traveled (VMT) as the most appropriate metric for evaluating a project's transportation impacts. This information has been clarified further throughout Section 4.9, Transportation. Further, because a project's impacts on LOS or delay is not considered a significant environmental impact under CEQA, resulting intersection lane additions to improve LOS cannot be required as mitigation measures.

		In addition, as explained under 4.9.5, Cumulative Impacts in the Draft EIR, the City of Hemet General Plan Circulation Element (City of Hemet 2012a), identifies that the City accepts a LOS below LOS D for certain segments and intersections along Sanderson Avenue on a case-by-case basis. Based on the analysis completed, "below LOS D conditions would be accepted at this intersection as there are closely spaced traffic signals; through-traffic slowed by left turns into commercial driveways; a lack of available right-of-way along this segment of Sanderson Avenue, and a need to provide multimodal transportation facilities and landscape buffer along this scenic corridor" (Draft EIR page 4.9-10). Further, implementation of additional turn lanes at the Sanderson Avenue/Stetson Avenue intersection to improve LOS would conflict with the City's ability to meet its multimodal vision of the Sanderson Avenue corridor consistent with the City of Hemet General Plan 2030 Community Design Element. In addition, the width of the pedestrian/bicycle crossing distance across the vehicular roadway would be extended due to the additional turn lanes. The combined reduction in the meandering path with the extended crossing distance would discourage bicycle and pedestrian travel through this area and would result in an additional emphasis on vehicular travel over bicycle and pedestrian travel. Thus, the Draft EIR explained that additional turn lanes would not be appropriate at this intersection in order to ensure consistency with various General Plan policies and the City's multimodal vision.
	E-14	The commenter states that the Draft EIR indicates the project would result in potentially significant impacts to nesting birds and burrowing owl that results in a conflict with the MSHCP, and claims additional information is needed to determine if this fauna is present. This requested information is presented in EIR

	Section 4.3, Biological Resources, and in the Biological Resources Letter Report and Multiple Species Habitat Conservation Plan Consistency Analysis included as Draft EIR Appendix D. The EIR states "In compliance with the MSHCP, a habitat assessment was conducted to identify suitable habitat for burrowing owl (*Athene cunicularia*) in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (RCA 2006)." In addition, a general biological survey was conducted, and the bird species were noted. Page 4.3-3 of the Draft EIR states a "total of six bird species were detected within the study area, which included house finch (*Haemorhous mexicanus*), red-tailed hawk (B*uteo jamaicensis*), common raven (*Corvus corax*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), and northern rough-winged swallow (*Stelgidopteryx serripennis*)." Thus, species are present that are protected by the Migratory Bird Treaty Act and, as noted in the Draft EIR (page 4.3-12), grading activities during the bird nesting season would potentially result in significant impacts. The Draft EIR further states that the baseline conditions of the project site do not support suitable habitat for burrowing owl nor does the surrounding area within 500 feet; therefore, impacts are not expected. None-the-less, a potential for conditions to change prior to the initiation of grading and potentially significant direct and indirect impacts were conservatively identified in the Draft EIR (Draft EIR page 4.3-13). To clarify, the biologist made this determination based on their knowledge and experience with this species, the site conditions, and surrounding conditions. As stated in the Draft EIR, "[t]here are numerous documented occurrences of burrowing owl located approximately 1 and 2 miles west of the project site. These occurrences were documented in 2006 (CDFW 2020) and appear to be associated with the airport."

	This species is known for being transient and relocating to sites where "the vegetation structure is suitable (i.e., open and sparse), usable burrows are available, and foraging habitat is close" as detailed on EIR page 4.3-5. Surrounding areas similarly have potential to become occupied such as the proposed Stetson Plaza (SP07-004) site located within 500 feet to the northeast (see Draft EIR Figure 3-7, Cumulative Projects, and EIR Section 3.4.9, Cumulative Projects). For these reasons, the expert biologist identified a need to conduct pre-construction surveys for this species. This has been clarified in EIR Section 4.3.4, Impact Analysis (see EIR page 4.3-13). In the event that site conditions change prior to project implementation, **MM-BIO-1** would be implemented to identify and avoid potential impacts to burrowing owl. The conditions within **MM-BIO-1** would be enacted prior to the issuance of a grading permit and consist of a pre-construction survey for burrowing owl with contingency avoidance and minimization measures should the species be present on the project site. If burrowing owl is present within the project site, the project would be required to prepare a Burrowing Owl Protection and Relocation Plan that would be reviewed and approved by USFWS and CDFW prior to project implementation and would include further information on the avoidance, minimization, or mitigation of potential impacts to burrowing owl. Regarding nesting birds, given the short duration of bird nesting periods, the project is required to identify the presence of nesting birds as a part of a pre-construction survey prior to project implementation. As stated in the Draft EIR, the project will would implement **MM-BIO-2** which would identify nesting birds, if present, prior to the issuance of a grading permit. If nesting birds are identified within the project, **MM-BIO-2** outlines

	additional measures that would be implemented to avoid and minimize potential impacts to this resource. **E-15** This comment states the Draft EIR did not properly assess air quality impacts since it did not consider overlapping construction and operational emissions. A project would result in a substantial air quality impact if it exceeds SCAQMD air quality mass daily significance thresholds. Consideration of combined operational and construction emissions is appropriate only where such emissions overlap to occur on the same day. As discussed in EIR Section 4.2-4, construction of the project would last approximately 7 months and become operational in year 2022 upon completion of construction. Construction would not overlap with operational activities and therefore emissions of criteria air pollutants are not combined for comparison to the SCAQMD daily significance thresholds. No changes to the Draft EIR are required as a result of this comment, and the Draft EIR's analysis is adequate as provided.

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- The DEIR fails to address the Project's contribution to an existing air quality violation for fine particulate matter (PM2.5) under both the State and Federal standards and the State standard for coarse dust particles. The Project is in the South Coast Air Basin; under Federal designations, the Project site is in extreme nonattainment for ozone (O3) and serious nonattainment for fine particulate matter (PM2.5). DEIR at 4.2-5. Under State standards, the Project site is in nonattainment for ozone (O3), coarse dust particles (PM10) and fine particulate matter (PM2.5). *Id.* The DEIR asserts that the Project will not result in an increase in frequency or severity of existing air quality violations, but the Project's construction will cause daily emissions of, among other things, particulate matter and coarse dust particles, which will contribute to the existing air quality violations described herein. DEIR at 4.2-20. E-16

- The DEIR concludes the Project will not cause odors that adversely affect a substantial number of people in part because the closest residential receptors are 200 feet from the proposed gas station and the CARB Proposed Air Quality and Land Use Handbook recommends a 50-foot separation for typical gas dispensing facilities. DEIR at 4.2-29. However, Table 1-1 of the CARB Handbook recommends siting large gas stations 300 feet or more from any sensitive land uses, as opposed to typical gas stations. Handbook at Table 1-1. The Handbook defines a large gas station as a facility with a throughput of 3.6 million gallons per year or greater. Handbook at 4; Table 1-1. The Project will include a gas station with an estimated annual throughput of 11 million gallons per year. DEIR at 4.2-24. Therefore, the DEIR misapplied the recommendations in the CARB Handbook; the analysis lacks substantial evidence that odors from the gas station will not have significant impacts on a substantial number of people. E-17

- The attached comments by Mr. Hagemann and Mr. Rosenfeld of Soil/Water/Air Protection Enterprise ("SWAPE"), which are hereby incorporated by refence, raise additional concerns regarding the air quality analysis. The comments from SWAPE discuss, among other things, the DEIR's failure to adequately evaluate air quality impacts, failure to adequately address emissions and health risk impacts, and failure to adequately mitigate impacts. E-18

The DEIR fails to adequately analyze noise impacts.

- The DEIR assumes that a perceptible increase in roadway noise requires an increase of 3 decibels without reference to any authority or evidence. DEIR at 4.8-8. The Project site is surrounded by single-family residential uses to the north, south, and east. DEIR at 3-2; 3-10. Given the fact that the Project construction will generate a maximum of 928 trips per day during the seven-month construction phase, the DEIR has not provided substantial evidence that the Project would not cause a perceptible increase in roadway noise E-19

E-16 This comment states the Draft EIR does not address fine particulate matter emissions per state and federal standards. The SCAQMD has established Air Quality Significance Thresholds, as revised in April 2019 (see Appendix Q), that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality under existing and cumulative conditions. The City utilizes these SCAQMD criteria to determine impact significance, as described in EIR Section 4.2.3, Thresholds of Significance. The quantitative air quality analysis provided applies the SCAQMD thresholds identified in Draft EIR Table 4.2-4 to determine the potential for the proposed project to result in a significant impact under CEQA. Despite the current nonattainment status, air quality within the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend toward cleaner air has occurred in spite of continued population growth. Despite this growth, air quality has improved significantly over the years, primarily due to the impacts of the region's air quality control program. PM_{10} levels have declined almost 50% since 1990, and $PM_{2.5}$ levels have also declined 50% since measurements began in 1999 (SCAQMD 2013). Similar improvements are observed with O_3, although the rate of O_3 decline has slowed in recent years. As discussed in the EIR Section 4.2, the SCAQMD rules applicable to the project aimed at PM and ozone ambient air quality standards include Rule 403, Fugitive Dust; Rule 461, Gasoline Transfer and Dispensing; Rule 1110.2 Emissions from Gaseous and Liquid-Fueled Engines, and Rule 113, Architectural Coatings. No changes to the Draft EIR are required as a result of this comment, and the Draft EIR's analysis is

		adequate as provided. Refer to EIR Section 4.2.3, Thresholds of Significance, for additional details.
	E-17	This comment states the Draft EIR odor analysis misapplied the CARB Proposed Air Quality and Land Use Handbook recommendations. First, while the fueling operations are estimated that 11 million gallons per year as "worst case scenario," this value was estimated based on the daily and weekend trips to the gas station and convenience store and as such is conservatively higher -- at least double -- the expected actual annual fuel throughput. The daily and weekend trips represent both the arrival and departure trips and thus two trips would represent one car visit to the gas station and/or convenience store. Per Dudek's project data needs request response dated March 3, 2020, the applicant has estimated annual gas sales to be 1.4 million gallons. Therefore, the actual operation of the fueling station is therefore expected to more consistent with the typical gas station as defined in the CARB Handbook. Second, the gasoline dispensing facility would be designed to meet local, state, and federal requirements designed to minimize emissions that could result in adverse effects to sensitive receptors. All retail service stations under SCAQMD jurisdiction have Phase I and II vapor recovery systems to control gasoline emissions. Tanks and dispensers at the gasoline dispensing facility would be equipped with latest Phase I and Phase II Enhanced Vapor Recovery air pollution control equipment technology in accordance with the California Air Resources Board regulations and associated Executive Orders. The Phase I Enhanced Vapor Recovery equipment would control the vapors in the return path from the tanks back to the tanker truck during offloading filling operations. Phase I

	Enhanced Vapor Recovery systems are 95% effective in controlling fugitive emissions from escaping into the environment. Phase II Enhanced Vapor Recovery equipment, which also includes in-station diagnostic systems, would control and monitor the vapors in the return path from the vehicles back to the tanks and are 95% effective in controlling fugitive emissions from escaping into the environment (CARB 1997) These Enhanced Vapor Recovery devices would also have a co-benefit for controlling odors. Third, any residual vapors not captured by the Phase I and Phase II Enhanced Vapor Recovery Systems would be minor and temporary and would be dissipated quickly by regional air movement and localized winds, and no buildup of odors is expected to occur. Compliance with federal, state, and local regulations, as well as deployment of vapor recovery systems, would ensure that the gasoline dispensing facility does not result in the release of significant odors and fumes. In addition, SCAQMD is responsible for controlling emissions, primarily from stationary sources of air pollution. SCAQMD develops and adopts an Air Quality Management Plan, which serves as a blueprint to bring the basin into compliance with federal and state clean air standards. The proposed gasoline dispensing facility would be subject to SCAQMD rules adopted to reduce emissions and would be required to obtain a permit to ensure compliance with SCAQMD rules. Fourth, even if the 300-foot siting recommendation did apply, only a few homes would be located within 300 feet of the project gas station facility. Odors would therefore not significantly and adversely impact “a substantial number of people,” as required by the threshold. No changes to the Draft

	EIR are required as a result of this comment, and the Draft EIR's analysis is adequate as provided. **E-18** The City acknowledges the comment as an introduction to the attachment to follow. Please refer to Response to Comments E-46 through E-64 below. **E-19** This comment states "[t]he Draft EIR assumes that a perceptible increase in roadway noise requires an increase of 3 decibels without reference to any authority or evidence." This comment is based on the Draft EIR text on page 4.8-10 that reads as follows: "An increase or decrease in noise level of at least 3 dB is required before any noticeable change in community response would be expected (Caltrans 2013b)." This information is based on the 2013 California Department of Transportation (Caltrans) Technical Noise Supplement as indicated by the reference. Further, Section 6.3.3, paragraph 2, on page 6-5 of the 2013 California Department of Transportation (Caltrans) Technical Noise Supplement[1] clearly relates a 3 dB increase to the doubling of traffic volumes. This comment also states "[t]he Project site is surrounded by single-family residential uses to the north, south, and east… Given the fact that the Project construction will generate a maximum of 928 trips per day during the seven-month construction phase, the Draft EIR has not provided substantial evidence that the Project would not cause a perceptible increase in roadway noise during construction." The "928 trips per day" represents a typographical calculation error. The estimated total of 912 one-way haul truck trips to import the approximate 6,700 cubic yards of soil to the project, divided by 40 (i.e., equal to eight weeks [approximately four weeks per each of two months] multiplied by five days per week) yields approximately 23 one-way trips per day. Added to the sixteen

	(16) daily worker one-way trips to the project site, the total trips per day is less than 40. Compared to the existing average daily traffic volumes in the project site vicinity, which as shown in Section 4.1 of the Transportation Impact Analysis (Draft EIR Appendix K) are at least 26,000 vehicles on Stetson Avenue, this added construction traffic volume represents less than a one percent (1%) increase and hence much less than a decibel increase (and thus, not sufficient to be considered "barely perceptible" per Caltrans) to the existing traffic noise level.

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during construction. DEIR at 4.8-8. The Project also fails to adequately reconcile the increase of traffic noise levels at adjacent noise-sensitive land uses from the Project's operational use given that the Project will contain 24-hour a day operations on-site. DEIR at 4.8-9. E-20

The DEIR fails to adequately analyze greenhouse gas emission impacts.

- The DEIR does not acknowledge any potential significant impacts associated with greenhouse gas emissions. DEIR at 1-19. The DEIR relies primarily upon measures adopted by the State in order to meet its goals. DEIR at 3-8. But as the California Supreme Court has noted, such reliance is insufficient to ensure compliance – "That a project is designed to meet high building efficiency and conservation standards, for example, does not establish that its greenhouse gas emissions from transportation activities lack significant impacts." *Center for Biological Diversity v. Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 229. E-21

- The DEIR's conclusion that the Project would not have a significant impact to greenhouse gas emissions is not supported by substantial evidence. DEIR at 4.6-38. The attached comments by Mr. Hagemann and Mr. Rosenfeld of Soil/Water/Air Protection Enterprise ("SWAPE"), which are hereby incorporated by refence, raise additional concerns regarding the DEIR's analysis of greenhouse gas impacts. The comments from SWAPE discuss, among other things, the DEIR's failure to adequately evaluate emissions, to consider performance based standards, and to adequately mitigate impacts. E-22

- On April 29, 2015, Governor Brown issued Executive Order B-30-15, which establishes a "new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 …." DEIR at 4.6-8. The DEIR does not address whether and how with the Project complies with Executive Order B-30-15. E-23

The DEIR fails to adequately analyze impacts to water resources.

- The Project site will draw from the same wells that source the water of the City of Hemet Water Department and Lake Hemet Municipal Water District. DEIR at 5-8. The DEIR notes that the Project would change how groundwater is recharged. DEIR at 5-9. The Project would also increase the intensity of uses and introduce new impervious surfaces on the Project site. DEIR at 5-8—5-9. These assertions contradict the claim that overall recharge volumes would not change, that the Project would not directly interfere with groundwater recharge, or that the Project would substantially decrease groundwater supplies. DEIR at 5-9. The discussion of groundwater supplies focuses on water supplies post-consumer use, rather than discussing the Project's actual consumption of water supplies. The DEIR must analyze whether the Project E-24

E-20 This comment states "[t]he Project also fails to adequately reconcile the increase of traffic noise levels at adjacent noise-sensitive land uses from the Project's operational use given that the Project will contain 24-hour a day operations on-site." Draft EIR Table 4.8-3 presents estimated project-attributed increases to both existing and opening-year traffic noise levels, expressed as Community Noise Equivalent Level (CNEL, a value representing a 24-hour acoustic descriptor) at five existing noise-sensitive land uses adjacent to the project site. Thus, the analysis in the EIR addresses this concern.

E-21 The comment raises concerns about the Draft EIR's greenhouse gas analysis, but does not specifically point to what information is alleged to be missing or inadequate. Therefore, a specific response cannot be provided. However, broadly speaking, the commenter incorrectly states that Draft EIR relies primarily upon measures adopted by the State in order to meet its goals. As presented in EIR Section 4.6.3 Thresholds of Significance, the significance criteria used to evaluate the project impacts to greenhouse gases/climate change are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to greenhouse gas emissions would occur if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As presented in EIR Section 4.6.4, Impact Analysis the project construction and operational GHG emissions were compared to

	SCAQMD thresholds. In addition to the quantitative threshold, the analysis include multi-pronged approach demonstrating consistency with scoping plan GHG emission reduction strategies, City of Hemet's Climate Reduction Measures (City of Hemet 2018), City of Hemet's General Plan Policies (City of Hemet 2012), SCAG Connect SoCal RTP/SCS (SCAG 2012), and applicable GHG related laws and regulations.
	E-22 The comment raises concerns about the Draft EIR's greenhouse gas analysis but does not point to specific errors or omissions in that analysis. Therefore, no specific response can be provided. To the extent the comment refers to the attached SWAPE letter, refer to Response to Comments E-46 through E-64 below.
	E-23 This comment states the EIR does not address whether and how the project would comply with Executive Order B-30-15. The Draft EIR at pages 4.6-7 through 4.6-8 explains that EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update the Scoping Plan to express the 2030 target in terms of MMT CO2e. The EO also called for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. Draft EIR Table 4.6-8 of the EIR provides project consistency with the applicable Scoping Plan Greenhouse Gas Emission Reduction Strategies and therefore address EO B-30-15.

		The CARB Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan (CARB 2017) is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., LCFS), among others. No changes to the Draft EIR are required as a result of this comment, and the Draft EIR's analysis is adequate as provided.
	E-24	The comment states that the Draft EIR's analysis on impacts to groundwater is inadequate due to changes to recharge volumes, the proposed car wash's use of water, etc.. It is noted that this comment claims the EIR analysis does not address groundwater consumption but references the analysis addressing "Groundwater Supplies and Recharge" under EIR Section 5.3, Hydrology and Water Quality. Water supply and usage is addressed in EIR Section 5.9, Utilities and Service Systems, with water consumption specifically addressed under EIR Section 5.9.1, Water Supplies, and EIR Section 5.9.1, Water Treatment Facilities. A cross-reference has been added to EIR Sections 5.3, Hydrology and Water Quality and Section 5.9.6, Water Supplies, in response to this comment to clarify the location of information in the EIR.

	The Draft EIR has been revised to clarify the recharge changes resulting from the project in response to this comment. In terms of whether the project would result in a significant impact to groundwater supplies, CEQA Guidelines Appendix G threshold asks whether the project would "substantially" interfere with groundwater supplies or recharge "such that the project may impede sustainable groundwater of the basin." As mentioned by the commenter and discussed in Draft EIR Section 5.3.2, Groundwater Supplies and Recharge, the proposed project would change the use intensity on the project site and would introduce new impervious surfaces. Additionally, primary water supply to the project site would consist of groundwater provided via EMWD. Physical changes to the project site would change how groundwater infiltrates on the project site. However, all runoff would still infiltrate on the project site through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage or treatment. Minor changes in how water infiltrates on the project site would not be considered "substantial interference" with groundwater recharge that would potentially impede on the Hemet/San Jacinto Groundwater Management Area Water Management Plan (Water Resources & Information Management Engineering Inc. 2007). This groundwater management plan considers the project site would be developed with impervious surfaces, as this plan is based on the buildout in accordance with the Hemet General Plan and zoning and the site is zoned Limited Manufacturing (M-1) and designated as Business Park (BP). In fact, much of the site is already developed with the McCrometer facility. Further, the additional project impervious area is a small area of land in comparison to the size of the overall Hemet/San Jacinto Groundwater Management Area, which encompasses 90 square miles. This basin is also primarily recharged through percolation in the San Jacinto River and associated tributaries (Appendix I).

	Overall, the project development would not impede the sustainable groundwater management of the basin, and impacts would be less than significant. EIR Section 5.9.1, Water Treatment Facilities, addresses the consumption of water. Refer to Draft EIR pages 5-30 to 5-31. The EIR states: "The project would be consistent with the land use designation and zoning, and therefore was included in local water treatment planning efforts that utilize land use plan and zoning information as assumption in determining the water treatment needs of the City. The proposed car wash would also include water recycling consistent with the California Water Code (CM-SRV-2), which would reduce water usage. The project would also be required to pay the Water Holding and Distribution DIF (CM-SVR-1), which is intended to address any water treatment service demand generated by new development. EMWD's water treatment facilities would have sufficient capacity to serve the proposed project." This comment states that the carwash would waste 40 percent of its water. To clarify, the carwash would utilize water for the washing of vehicles, and would recycle and reuse at least 60 percent of the wash and rinse water in accordance with California Water Code Division 6, Part 2.12 [10950-10953] as detailed in CM-SRV-2 that is referenced in the analysis and identified in Table 3-3. Project Design Features and Compliance Measures. Individuals who wash vehicles at home do not recycle the water and the water typically is discharged into the stormdrain system without any treatment, which increases the sediments and cleaners discharged into stormwater runoff. The required recycling of 60 percent of the proposed carwash water and the requirement for the discharge to be conveyed into the sewer system instead provides for both an improvement in stormwater discharge runoff water quality

	considering the soapy carwash runoff water with sediments would be treated at the wastewater treatment plant prior to discharge, and increase water recycling. Providing a location where surrounding residents can utilize a commercial carwash with such features would be expected to reduce water usage and pollutants in runoff. Further, the 2015 Urban Water Management Plan (EWMD 2016) has planned for the use of commercial carwashes and incorporated such assumptions and regulates such uses. Groundwater is also monitored by the Hemet-San Jacinto Watermaster who implements a groundwater monitoring program in accordance with the Hemet/San Jacinto Water Management Area Management Plan (Water Resources & Information Management Engineering Inc. 2007) to ensure the City's ground water usage would be in accordance with the sustainable groundwater management plan. Refer to Draft EIR Sections 5.3, Hydrology and Water Quality, 5.9.1, Water Supplies, and 5.9.1, Water Treatment Facilities, as well as Appendices L.1, L.2, M.1 and M.2 for additional details. Overall, the proposed project carwash water usage and connection to existing water lines would be consistent with recycling requirements and the assumptions utilized for the City of Hemet 2015 Urban Water Management Plan (EMWD 2016) as well as the Hemet/San Jacinto Groundwater Management Plan (Water Resources & Information Management Engineering Inc. 2007). Thus, the proposed project's anticipated water demand would not substantially decrease groundwater supplies.

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will cause significant impacts to groundwater given that the Project would connect to existing water lines and the proposed car wash will waste up to 40% of its water. DEIR at 5-9. E-24 cont.

- The Project will not encourage the efficient use of water resources and is therefore inconsistent with the City of Hemet's General Plan Policy OS-5.3. DEIR at 4.6-31. The Project would construct a car wash that would operate 12-14 hours a day depending on the season. DEIR at 3-3. The DEIR anticipates the car wash will serve 2,000 daily weekday vehicle trips. DEIR at 4.2-23. The DEIR refers to the Project Design Feature PDF-GHG-1 and Compliance Measure CM-GHG-3 (low water landscaping, storm water capture, and low-flush toilets), but still fails to address how the Project would result in the efficient use of water resources from the car wash's consumption of water. E-25

- The DEIR notes under Section 5.4.3, Applicable Land Use Plans, that the Project is subject to the Eastern Municipal Water District Urban Water Management Plan. DEIR at 5-14. However, the City of Hemet General Plan Open Space and Conservation Element notes that the State Water Conservation Plan affects the supply of water and water agencies throughout the state and mandates a 20 percent reduction in per-capita water use by 2020. City of Hemet General Plan at 7-7. The DEIR fails to discuss the Conservation Plan's application to the Project. E-26

- The DEIR asserts that the Project will have less than significant impacts to groundwater associated with the underground storage of gasoline tanks because of the Project's compliance with applicable regulations. DEIR at 5-9. The DEIR also fails to indicate which leak detection method the Project will implement. DEIR at 5-9. That a project is designed to comply with regulations does not establish that its activities lack significant impacts. *see Center for Biological Diversity v. Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 229. The DEIR must analyze impacts to groundwater caused by noncompliance with the regulations or failure of the underground storage tank system. E-27

The DEIR fails to adequately analyze impacts to cultural resources.

- The DEIR acknowledges there are potentially significant impacts to previously undetected cultural resources. DEIR at 1-12. However, the Project fails to discuss whether the cultural resources exist on the Project Site because the DEIR's selected mitigation would determine the presence of cultural resources after the issuance of the grading permit but before initiating ground disturbing activities. DEIR at 1-12—1-13. Whether or not the Project will cause impacts to cultural resources requires determining the presence of the species before formulating mitigation measures. Therefore, the DEIR improperly deferred analyzing impacts to cultural resources. E-28

E-25 The comment states that the proposed project does not encourage the efficient use of water resource and is therefore inconsistent with General Plan Policy OS-5.3 (City of Hemet 2012). The project's inclusion of a car wash does not constitute inefficient use of water solely because car washes generally utilize more water than other business types such as the proposed restaurant and gas station. As discussed in Response to Comment E-24 above, the project would not encourage the inefficient use of water. In fact, the project would provide an opportunity for people in the area to utilize a carwash method that recycles 60% of the water instead washing a car in a non-commercial setting, which would not recycle water. The proposed project would comply with EMWD's and the City's water-efficiency requirements and would implement project design features and compliance measures to promote efficient water use, such as the use of drought-tolerant planting materials and limited landscaping irrigation, as well as installing low flow fixtures. Regarding efficient use of water resources from the car wash, the Draft EIR included compliance measure **CM-SRV-2**, requiring the proposed project to comply with the California Water Code Division 6, Part 2.12 [10950-10953] that requires a water recycling system that recycles and reuses at least 60% of the wash and rinse water, as well as the use recycled water provided by a water supplier for at least 60% of its wash and rinse water. Moreover, as explained in EIR Section 5.9, Utilities and Service Systems, the proposed project is consistent with the General Plan 2030 upon which EMWD has made their assumptions for planned water availability, and sufficient water supplies exist to serve the proposed project. Therefore, the project would encourage the inefficient use of water resources and would not conflict with General Plan Policy OS-5.3.

	E-26	The comment states that the Draft EIR does not discuss the proposed project's compliance with the State Water Conservation Plan. The State Water Conservation Plan pertains to water supply agencies, not specific land development projects. Water supply agencies such as the Eastern Municipal Water District (EMWD) are required to comply with statewide requirements including the Urban Water Management Planning (UWMP) Act and requirements set forth by the State Water Resources Control Board (SWRCB). As detailed in the EMWD UWMP (EMWD 2016), the UWMP was prepared in accordance with the UWMP Act and provides an overview of EMWD's long-term supplies and demands. The UWMP explains that "EMWD was assigned a required demand reduction of 28 percent relative to 2013 water usage [by the SWRCB, and the] UWMP documents EWMD's significant per capita water use reduction in response to the SWRCB's water conservation requirements." Specifically, EMWD estimates significant water savings due to ordinances in place, the implementation of tiered rates and active conservation; with water use reduction focused on outdoor demand reduction; to achieve a demand reduction of at least 28 percent. (EMWD 2016.) The UWMP concludes that EMWD has the ability to meet current and projected water demands through 2040 under normal, historic single-dry and historic multiple-dry year conditions. (EMWD 2016.) As discussed in EIR Section 5.4, Land Use, the project was accounted for by EMWD in this long-range water management planning because the project is consistent with the City's General Plan land use designation for the project site, which was utilized for purposes of UWMP preparation. Therefore, although the State Water Conservation Plan does not apply to individual development projects, the project would be

		consistent with statewide rules and regulations pertaining to water conservation.
	E-27	This comment states the Draft EIR must analyze impacts to groundwater caused by noncompliance with regulations or failure of the underground storage tank (UST) system, and that compliance with regulations does not mean no significant impacts will occur. In response, the Draft EIR at page 5-9 describes that, "consistent with EPA requirements, all USTs installed after 1988 are required to have a leak detection system consisting of at least one of the following detection methods: secondary containment with interstitial monitoring, ATG systems (including continuous ATG systems), vapor monitoring (including tracer compound analysis), groundwater monitoring, statistical inventory reconciliation, or other method meeting established performance standards." In addition to federal leak detection requirements, the USTs and all associated fuel delivery infrastructure would be required to comply with all applicable federal, state, and local regulations, including those provisions established by Section 2540.7, Motor Fuel Dispensing Facilities and Service Stations, of the California OSHA Regulations; Chapter 61, Liquefied Petroleum Gases, of the California Fire Code; and the Resource Conservation and Recovery Act. Implementation of any of these leak detection methods discussed on Draft EIR page 5-9 paired with compliance with the discussed regulations in the EIR Section 5.3.2 analysis would preclude significant impacts related to a potential underground storage tank (UST) leak, as detailed in EIR Section 5.3.2, Groundwater Supplies and Recharge. As discussed, the regulations establish the performance criteria that methods must detect the specified leak rate with a probability of detection of at least 95%, and a

	probability of false alarm of no more than 5%. Regulations in place also require proper control and cleanup of any leaks experienced. Refer also to EIR Section 4.7, Hazards and Hazardous Materials, which addresses potential impacts related to the UST and proposed gas station use. The case cited by the comment *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 229 does not stand for the proposition asserted that a lead agency cannot consider compliance with applicable regulations in determining potential project effects. To the contrary, it explains a lead agency can rely on compliance with existing regulations where they are applied in the appropriate context. A host of cases confirm compliance with applicable regulatory standards can provide a basis for determining a project will not have a significant environmental impact (s*ee, e.g., Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912) or can act as appropriate impact avoidance or mitigation measures (s*ee e.g., Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th 884, 906 ["a condition requiring compliance with regulations is a common and reasonable mitigation measure and may be proper where it is reasonable to expect compliance."] Here, it is reasonable to expect compliance with UST leak detection regulations as compliance is mandated by federal and state law. Specifically, California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280 – 25299.8) and Riverside County Ordinance 617 provides requirements regarding the UST. The goal of these regulations and the Riverside County UST Program is to protect waters of the state from discharges of hazardous substances from underground storage tanks. This program also provides a mechanism to educate UST owners/operators, enforce the regulations and to pursue non-compliant facilities through the legal system. The applicant

	would be required to evidence compliance with leak detection requirements to the satisfaction of the Riverside County Department of Environmental Health Hazardous Materials Branch and obtain an UST Construction/Installation permit prior to construction as a condition of project approval as well as approvals for any future repairs, upgrades and removal.
	E-28 This comment states that the site needs to be evaluated for the presence of cultural resources prior to formulating mitigation and states the Draft EIR defers analyzing impacts. As detailed in EIR Section 4.4, Cultural Resources, and Appendix E the Cultural Resources Inventory for the Stetson Corner Project, the site was evaluated for cultural resources prior to the formulation of mitigation. More specifically, this included a California Historical Resources Information System (CHRIS) records search at the Eastern Information Center (EIC) for the project site with a 1-mile radius, review of previous archaeological studies within a 1-mile radius, Native American coordination, historical aerial reviews, and a site-specific survey conducted by archaeologist Jessica Colston at Dudek. Based on the results of the evaluation completed, no known cultural resources exist on the project site. None-the-less, the evaluation determined there is a potential to encounter previously unidentified subsurface cultural deposits, especially in the parking lot areas where hardscape paving served as a cap that would preserve subsurface resources. The Draft EIR page 4.4-13 analysis specifically states there is a "low-moderate potential for inadvertent discoveries of cultural resources during project implementation" and concludes "impacts to previously unknown archaeological resources would be **potentially significant** if discovered during construction activities (**Impact CR-1**)." Thus, the Draft EIR provided an evaluation of cultural resources, and adopted mitigation in the event unknown subsurface resources are encountered.

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A. The DEIR's Discussion of Cumulative Impacts is Deficient

A discussion of cumulative impacts requires a two-fold analysis; first, the DEIR must determine whether the combined effects from the proposed project and other projects would be cumulatively significant. If the DEIR determines the combined effects would be cumulatively significant, it must next determine whether the project's incremental effects are cumulatively considerable. *Communities for a Better Environment v. California Resource Agency* (3d Dist. 2002) 103 Cal. App. 4th 98, 120. E-29

The need for such assessment reflects the fact that, although a project may cause an "individually limited" or "individually minor" incremental impact that, by itself, is not significant, the increment may be "cumulatively considerable," and thus significant, when viewed together with environmental changes anticipated from past, present, and probable future projects. CEQA Guidelines §§ 15064(h)(1). When relying on a plan, regulation or program, the EIR should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. CEQA Guidelines §§ 15064(h)(3).

The DEIR fails to adequately analyze cumulative impacts to nesting birds and burrowing owls due to its failure to adequately analyze impacts to those species. DEIR at 1-12. The DEIR also fails to provide appropriate mitigation in combination with other cumulative projects, so the Project would potentially contribute to a cumulatively considerable impact to nesting birds and burrowing owls. 4.3-16. E-30

The DEIR improperly relies upon cumulative projects compliance with the City's regulations for scenic corridors, zoning code, and General Plan policies to conclude no impacts to scenic vistas would be cumulatively considerable. DEIR at 4.1-20. E-31

III. The DEIR's Discussion of Mitigation and Alternatives is Deficient

CEQA contains a "substantive mandate" that agencies refrain from approving a project with significant environmental effects if "there are feasible alternatives or mitigation measures" that can substantially lessen or avoid those effects. *Mountain Lion Foundation v. Fish and Game Comm.* (1997) 16 Cal.4th 105, 134; Pub. Res. Code § 21002. It "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects." *Sierra Club v. Gilroy* (1990) 222 Cal.App.3d 30, 41. The DEIR is required to consider and the City is required to adopt feasible mitigation and alternatives that can lessen or avoid the significant Project impacts. *City of Marina v. Board of Trustees of the California State Univ.* (2006) 2006 39 Cal.4th 341, 360; *see also* CEQA Guidelines § 15126.6(b). E-32

E-29 The comment provides background information regarding CEQA requirements for analyzing cumulative impacts and generally states that the Draft EIR's cumulative impacts discussion is insufficient. However, the comment does not provide any specific information or identify specific inadequacies with the cumulative analysis in the Draft EIR. Therefore, no further response is required.

E-30 See Response to Comment E-14. The Draft EIR outlines MM-BIO-1 and MM-BIO-2, both of which would identify burrowing owl or nesting birds prior to issuance of a grading permit. Should either of these resources be present on the project site prior to initiation of construction activities, MM-BIO-1 and MM-BIO-2 outline further steps that would ensure the avoidance and minimization of impacts to these resources. As discussed in Response to Comment E-14, the Draft EIR adequately analyzes impacts to these species, including cumulative impacts. See also Draft EIR, page 4.3-16. The Draft EIR identifies potential significant cumulative impacts to burrowing owl, nesting birds, and planning conflicts related to burrowing owl (see Impacts-BIO-CU-1 to 3 on EIR page 4.3-17). The Draft EIR also discusses that such impacts would be mitigated to less than significant levels through the implementation of MM-BIO-1 and MM-BIO-2, which provide for a burrowing owl pre-construction survey, a pre-construction nesting bird survey, and appropriate avoidance measures.

E-31 As discussed in Response to Comment E-7 above, the City of Hemet would be considered an "urbanized area" per CEQA Section 21071 and for the purposes of the Aesthetics analysis. Therefore, the Draft EIR was not required to analyze the proposed project's impacts related to substantial degradation of the existing visual character or quality of public views of the

	site and its surroundings. Rather, the Draft EIR analysis was required to determine if the project would conflict with applicable zoning and other regulations governing scenic quality, due to the project site's location in an urbanized area. Similarly, the cumulative analysis for Aesthetics impacts would also be focused on zoning and regulatory compliance rather than degradation of existing visual character or quality of public views. As the entire City would be considered to be an "urbanized area" per CEQA, all cumulative projects in the City would also be required to analyze Aesthetics impacts and cumulative Aesthetics impacts based on compliance with applicable zoning and other regulations governing scenic quality. The proposed project was determined to comply with applicable zoning and other regulations governing scenic quality. Therefore, the project would result in no cumulative impacts related to zoning and regulatory compliance because compliance is determined on a project-by-project basis. Regarding cumulative impacts to scenic vistas, cumulative impacts could occur if cumulative projects would have adverse effects on the same scenic vistas as the proposed project. However, the City's Scenic Highway Setback Manual, and subsequent General Plan policies exist for the purpose of preserving views along identified scenic corridors and to protect scenic views throughout the City. Therefore, cumulative projects would also be required to demonstrate compliance with the applicable design guidelines and policies implemented for the purpose of preserving scenic views and scenic corridors throughout the City. Because the proposed project was determined to be in compliance with the aforementioned design guidelines and policies and would result in less than significant impacts related to adverse effects on scenic vistas, and cumulative projects would also be required to

	demonstrate a similar level of compliance, cumulative impacts would not be considerable. **E-32** The comment provides background information regarding CEQA requirements for the alternatives analysis and states that the Draft EIR's alternatives analysis is insufficient as an introduction to comments that follow. The comment does not provide any specific information or identify specific inadequacies with the alternatives analysis in the Draft EIR. Therefore, no further response is required.

A. The DEIR's Discussion of Mitigation is Insufficient

Among other things, the DEIR failed to adequately address adverse impacts to aesthetics, greenhouse gas emissions, hydrology and water quality, and land use; therefore, the DEIR also failed to provide any measures to mitigate the Project's significant adverse effects. E-33

The Project will have a substantial cumulative effect at the Sanderson Avenue/Stetson Avenue intersection. DEIR, Appendix K at 65. The Sanderson Avenue/Stetson Avenue intersection would operate at unacceptable LOS E and F during the AM and PM peak hours under Cumulative Year conditions. DEIR, Appendix K at 57. The Traffic Impact Analysis states that this deficiency could be alleviated through the construction of several turn lanes. DEIR, Appendix K at 65. However, the Project will not contribute payment to mitigate the cumulative impacts to the intersection since there are no planned improvements and no program currently in place to contribute fair-share contributions. DEIR, Appendix K at 66. The DEIR asserts that the Project cannot incorporate additional turn lanes to alleviate an LOS deficiency that the Project will cause without conflicting with the City of Hemet General Plan Community Design Element. DEIR, Appendix K at 66. Therefore, the Project proposes one mitigation measure, re-striping the left-turn lane, which is not designed to alleviate the Project's adverse impacts to the LOS deficiency. DEIR, Appendix K at 65. "Mitigation measures are not mere expressions of hope." *Lincoln Place Tenants Assoc. v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1508. The analysis must consider other mitigation to alleviate the Project's significant impacts to traffic and whether it would be feasible. The DEIR must provide enforceable mitigation to the Project's significant cumulative impacts. E-34

B. The DEIR's Discussion of Alternatives is Insufficient

"Under CEQA, the public agency bears the burden of demonstrating that, notwithstanding a project's impact on the environment, the agency's approval of the proposed project followed meaningful consideration of alternatives." *Pesticide Action Network v. California Dept. of Pesticide Regulation* (2017) 16 Cal.App.5th 224, 247. As noted above, the EIR identifies several significant impacts. Yet it fails to consider and analyze alternatives that would actually reduce or eliminate those impacts. DEIR at 7-4—7-5. "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment [], the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines § 15126.6(b) (emphasis added). E-35

Claims "of infeasibility [are not] supported by substantial evidence," particularly where the DEIR fails even to discuss or consider possible mitigation. *County of San Diego v. Grossmont-Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 100, citing Pub. Res. Code § 21081.5; CEQA Guidelines § 15091(b). Even as to E-36

E-33 The comment states the opinion that the Draft EIR's analysis is insufficient in addressing impacts related to aesthetics, greenhouse gas emissions, hydrology and water quality, and land use; and that the Draft EIR does not implement sufficient mitigation for these issue areas. However, the comment does not provide any specific information or identify specific inadequacies with the Draft EIR's analysis related to these environmental issue areas. The Draft EIR included mitigation to reduce the project's potentially significant impacts. Therefore, no further response it required.

E-34 The comment reiterates Comment No. E-13 and additionally states that the project's mitigation measure to restripe the left-turn lane is not designed to alleviate the LOS deficiency at the Sanderson Avenue/Stetson Avenue intersection. It states that the analysis must consider other mitigation to alleviate the project's significant impacts to traffic/ LOS deficiencies and whether such other mitigation would be feasible. As noted in Response to Comment E-13, as a result of SB 743, automobile delay, as measured by "level of service" (LOS) does not constitute a significant impact under CEQA. Therefore, intersection lane additions required to improve LOS are not needed to reduce a significant environmental impact and cannot lawfully be required as mitigation under CEQA. . However, it is noted that the Draft EIR identifies a potentially significant design hazard impact related to queueing at the intersection (**Impact TRA-1**; see Draft EIR page 4.9-10) and identifies mitigation measure **MM-TRA-1** to mitigate that impact to below a level of significance (see Draft EIR page 4.9-12).

E-35 The comment provides background information regarding CEQA requirements for the alternatives analysis and states that the Draft EIR's alternatives analysis is insufficient because the

		Draft EIR does not consider alternatives that would avoid or substantially lessen any significant effects of the project. However, as shown in Table 7.10 of Chapter 7, Alternatives, of the Draft EIR, the EIR considered a reasonable range of alternatives, all of which proposed alternatives would reduce environmental impacts of the proposed project in at least one environmental issue area as compared to the proposed project. The Industrial Use Alternative would reduce impact in three environmental issue areas compared to the project. Thus, the Draft EIR alternatives analysis has complied with CEQA by evaluating a range of alternatives that could reduce or avoid "any" significant effects of the project, (CEQA Guidelines § 15126.6(a).) The EIR has included such an analysis even through, as discussed throughout the Draft EIR and summarized in Table 1-2 of Chapter 1, Executive Summary, the proposed project would mitigate all potentially significant impacts to a less than significant level and no significant and unavoidable impacts would remain.
	E-36	The comment states that the EIR must explain why each rejected alternative does not satisfy the project objectives, does not offer substantial environmental advantages, or cannot be accomplished. The comment provides background information regarding CEQA requirements for the alternatives analysis as an introduction to specific comments that follow. Please refer to Responses to Comments E-37 to E-43. As discussed in Chapter 7, Alternatives, of the Draft EIR, the City rejected two alternatives from further consideration as infeasible, an Alternative Project Location and Biological Impact Avoidance Alternative. See Responses to Comments E-37 and E-38 address the EIR's discussion of why these alternatives were considered to be infeasible. Pursuant to

	CEQA Guidelines section 15126.6 (a), the EIR considered a range of four reasonable and potentially feasible alternatives that would avoid or substantially lessen any of the significant project impacts, including the No Project/No Redevelopment Alternative, Industrial Use Alternative, Medical Office Alternative, and Oil Change Facility Alternative. Chapter 7, Alternatives, includes a discussion under each proposed alternative explaining which project Objectives the alternative would or would not meet. Additionally, a discussion is provided under each alternative comparing the environmental effects of the project with those of the alternative, explaining the environmental advantages as applicable. Finally, a discussion is provided under each alternative explaining why each alternative would or would not be feasible, to inform decisionmakers in their ultimate determination on the project. Therefore, the alternatives analysis has been prepared in accordance with CEQA requirements. The comment also suggests that the Draft EIR does not discuss or consider possible mitigation. The comment does not raise any specific issue with the mitigation measures included in the Draft EIR; therefore no specific response can be provided. The City notes that the Draft EIR included mitigation to reduce potentially significant impacts where feasible, and that after mitigation, all project impacts would be reduced below a level of significance. See Table 1-2 of Chapter 1, Executive Summary, of the Draft EIR.

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alternatives that are rejected, however, the EIR must explain why each suggested alternative either does not satisfy the goals of the proposed project, does not offer substantial environmental advantages, or cannot be accomplished. *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994), 27 Cal.App.4th 713, 737; see Guidelines, § 15091(c). The explanation must be sufficient to enable meaningful public participation and criticism. *Stand Tall on Principles v. Shasta Union High Sch. Dist.* (1991) 235 Cal.App.3d 772, 786. E-36 cont.

The DEIR rejected the Alternative Project Location as infeasible because the Applicant did not own or control another alternative location that exists in the City. DEIR at 7-4. The fact that the Applicant does not currently own or control an alternative location is irrelevant to answering the question of whether the Applicant can reasonably acquire an alternative site. *Id.* The analysis fails to explain whether an alternative location could have been acquired outside of the City. *Id.* The feasibility of the Alternative Project Location should not be rejected from further consideration and it should be reassessed. E-37

The DEIR improperly foreclosed consideration of the Biological Impact Avoidance Alternative by designing this Alternative to be infeasible. Since the owner of the McCrometer facility would not agree to developing the western area of the site that contains McCrometer parking with commercial uses without replacing that parking lot, this Alternative is illusory. DEIR at 7-5. The DEIR states the Biological Impact Avoidance Alternative is infeasible because replacement parking elsewhere was considered, but that no adjacent area would provide parking and avoid biological impacts. *Id.* The DEIR should have analyzed whether any alternative designs to the commercial uses on the western area of the site would be feasible and reduce impacts. E-38

The DEIR improperly considered the Industrial Land Use Alternative; it assumes that McCrometer would construct a new facility, which the analysis states is potentially feasible even though McCrometer has not proposed any expansion of its facilities. DEIR at 7-11. The fact that McCrometer has no intention of expanding its facilities renders the Industrial Land Use Alternative necessarily infeasible. *See Save Round Valley All. v. Cty. of Inyo* (2007), 157 Cal. App. 4th 1437, 1458 (fact that BLM, as owner of property, was not interested in exchanging land rendered alternative infeasible). E-39

The DEIR improperly considered the Medical Office Alternative. The Medical Office Alternative would keep the same on/off-site components as the proposed project, but would instead replace the 2,840-square foot drive-through restaurant with a 3,000 square foot medical office building in addition to an 877-square foot drive-through-only coffee shop. DEIR at 7-14. This Alternative increases the footprint of the Project from its current proposed design by over 1,000 square feet. The analysis must evaluate whether and what impacts the Medical Office Alternative may cause that would be significant, especially considering the Alternative's larger footprint. The DEIR states the analysis included the Medical Office Alternative to reduce vehicle trips to and from the Project site. DIER at 7-11. However, the comparison of trip generation reveals a gas station, convenience store, medical office, car wash, and drive-through coffee shop does not E-40 E-41

E-37 The comment contends that the Alternative Project Location alternative should not have been rejected because "[t]he fact that the Applicant does not currently own or control an alternative site is irrelevant to answering …whether the Applicant can reasonably acquire such a site." Initially, this comment does not provide a specific alternative location to consider and evaluate. Therefore, it is speculative to determine if such an alternative location would avoid or substantially lessen impacts of the project, or meet the basic project objectives.

CEQA does not expressly require an EIR discuss alternative locations for a project. (Pub. Res. Code § 21001(g), 21002.1(a), 21061; CEQA Guidelines § 15126.6(a); *Mira Mar Mobile Community v. City of Oceanside* (2004)119 Cal.App.4th 477, 491.) However, as explained in EIR Section 7.5.1, Alternative Project Location, "an alternative location for a project should be considered if development of another site is feasible and if such development would avoid or substantially lessen the significant impacts of the project." An Alternative Project Location was briefly considered by the City, but determined to be infeasible as the applicant does not own, control, or have a reasonable expectation of obtaining, a similar, suitable site. Further, the parking lot proposed with the development is site specific/location critical (i.e., it would serve the existing McCrometer Facility). An alternative location would not meet the needs of the existing McCrometer facility.

CEQA Guidelines Section 15126.6 states that one of the factors to consider in evaluating the potential feasibility of an alternative location is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." (Draft EIR, p. 7-4.) Thus, it was appropriate to assess if the applicant could have access to utilize an alternative

		location within the City for the proposed project. As summarized in this comment and stated in the Draft EIR, "the Applicant does not control another site within the City of comparable land area that is available for development of the proposed project, and does not have a reasonable expectation that a site of similar size and suitability could be obtained." Further, the City would not have jurisdiction to approve projects or enforce mitigation measures outside of the City and, as such, alternative project locations outside of the City were not considered within the control of the City. Overall, the Alternative Project Location was considered and rejected as detailed in the Draft EIR.
	E-38	The comment states that the Biological Impact Avoidance Alternative was designed to be infeasible and the Draft EIR should consider another alternative to reduce impacts to biological resources in the eastern portion of the project site. To clarify, the eastern area of the project site is where potential impacts related to burrowing owls and nesting migratory birds may occur under potential circumstances. The eastern portion of the site is proposed for replacement parking lot facilities for existing McCrometer operations to continue. Redesign of the commercial area on the western area of the site would not directly reduce or avoid the significant impact, as the biological resource direct impacts of the project occur on the eastern portion of the site, where non-native grassland and pine and coast live oak trees exist. The comment seems to suggest that the western portion of the site can concurrently be redeveloped with proposed commercial uses and retain the current parking facility use. This presents a logical impossibility as the western portion of the site cannot be developed and at the same time stay the same. Moreover, the Final EIR has been revised to clarify that

	it is not reasonable to assume the eastern area of the site would remain undeveloped indefinitely if the project were not developed. Instead, similar to the No Project/No Redevelopment Alternative information provided under EIR Section 7.6.4, Feasibility. Considering the zoning of the site for industrial uses and the location of the site within the urbanized area of the City, it is unlikely the remainder of the site would remain undeveloped in perpetuity. Ultimately, it is reasonable to expect the site would be developed as allowed under current land use and zoning designations, as discussed under the Industrial Land Use Alternative, Medical Office Alternative, and Oil Change Facility Alternative. Further, the Biological Impact Avoidance Alternative would not meet the basic project objectives as retaining the eastern area of the site as vacant land would not: promote efficient use of land and revitalize an underutilized infill site within an urbanized area; provide visual and functional compatibility with adjacent areas and existing on-site uses; or preserve the existing McCrometer development on the property and minimize disturbance to its operations considering the loss of the parking lot. This information has been added to the Final EIR to further explain the identified infeasibility of this alternative. The City also notes that the Draft EIR included mitigation to reduce potentially significant impacts to biological resources in the eastern portion of the site to less than significant. Thus, ultimately, the Biological Impact Avoidance Alternative would result in less than significant impacts to biological resources the same as the proposed project. In conclusion, redesigning the western area of the project would not reduce direct biological resource impacts and ultimately retaining the area as undeveloped would be infeasible.

	E-39	This comment claims the Draft EIR should not have considered the Industrial Land Use Alternative considering McCrometer is not currently proposed any expansion of their facility. As discussed above in Response to Comment E-38 as well as in EIR Section 7.6.4, it is unlikely the remainder of the site would remain undeveloped in perpetuity. Ultimately, it is reasonable to expect the site would be developed as allowed under current land use and zoning designations. While McCrometer owners have not currently proposed an expansion of their facility, it is reasonable to assume that over time the existing owner may potentially utilize the remainder of the site for industrial uses, or sell the remainder area for industrial use by another entity. This information has been clarified in the Final EIR Section 7.7.4, Feasibility. While the owners currently have not proposed a facility expansion or sale to another party for the purpose of an industrial use, the McCrometer owners have not expressed any opposition to or refusal to the future expansion of their facility or sale of remainder areas for industrial use by others. Conversely, the owners have expressed interest and have been pursuing the sale of portions of their property as evidenced by the proposed project. Thus, this alternative is potentially feasible and appropriately considered and disclosed in the Draft EIR as a potential project alternative that may occur if the proposed project was not approved.
	E-40	The comment states that the Medical Office Alternative is inadequate because it would increase the development footprint and states the Draft EIR needs to evaluate the potential environmental impacts of the larger development footprint. EIR Section 7.8.2, Comparison of the Effects of Medical Office Alternative to the Proposed Project, discusses the potential environmental impacts of this alternative. To clarify, the Medical Office Alternative would have a larger

	building square-footage than the project (1,227 square feet or about 8% increase), but the development impact area and grading (i.e., footprint) would remain the same as the project. The environmental impacts of this alternative were addressed in EIR Section 7.8.2, Comparison of the Effects of the Medical Office Alternative to the Proposed Project. This alternative would not cause any additional significant environmental effects beyond those identified in the analysis considering the project impact footprint and grading would be the same, building height would be the same, and traffic generated would be reduced, which would reduce overall operational air quality and greenhouse gas emissions considering mobile sources represent the vast majority of emissions of typical commercial uses as shown in EIR Table 4.2-8. Section 15126.6(a) of the CEQA Guidelines states that an EIR should "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15000 et seq.). The Medical Office Alternative was considered as a potentially feasible use that would reduce vehicle trips to and from the project site such that queuing impacts would potentially be reduced compared to the proposed project. As discussed in Chapter 7, Alternatives, of the Draft EIR, this alternative would result in 426 fewer daily trips as compared to the proposed project. Although this alternative was determined to contribute to a significant cumulative queuing impact, a significant effect of the project would be substantially lessened under this alternative by changing the type of commercial use from a drive-thru restaurant to one such as medical offices with a drive-thru

		coffee shop that generates fewer vehicle trips at the Stetson and Sanderson Avenues intersection where significant vehicle queuing that extends into travel lanes would occur. Similar to the project, the queuing impact would be reduced to below a level of significance with mitigation measure **MM-TRA-1** under both the proposed project and the Medical Office Alternative. Finally, the Medical Office Alternative would meet all of the project Objectives, except that it would meet project Objective 1 to a lesser extent. Therefore, the Medical Office Alternative meets CEQA requirements for the alternatives analysis in that it would lessen significant effects of the project and meet most of the basic objectives of the project. **E-41** Refer to Response to Comment E-40 above.

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significantly reduce vehicle trips given these uses are not substantially different from the proposed Project. DEIR at 7-13; 7-15. The DEIR must not evaluate the Medical Office Alternative since is not able to avoid or substantially lessen any significant effects of the Project. E-41 cont.

Similarly, the DEIR improperly considered the Oil Change Facility Alternative. This Alternative would replace the drive-through restaurant with an oil change facility, while keeping the 12-bay gas station, car wash, and convenience store from the original proposal. DEIR at 7-15; 1-1. This Alternative would still require relocation of the parking lot from the western portion to the eastern portion of the Project site, potentially impacting biological resources. DEIR at 7-15. Although the Oil Change Facility Alternative meets all of the Project's Objectives, it does not reduce any impacts to air quality, tribal cultural resources, biological resources, cultural resources, geology and soils, and transportation. DEIR at 7-16—7-19. The DEIR must not consider the Oil Change Facility Alternative or its feasibility since this Alternative is not able to avoid or substantially lessen any significant impacts of the Project. E-42

One of the Project's objectives is to provide a commercial development that includes a gas station. DEIR at 1-2. The Project's objectives are defined too narrowly, thereby resulting in a narrowing of the consideration of alternatives to the Project. *City of Santee v. County of San Diego* (1989) 214 Cal.App.3d 1438, 1455. E-43

IV. The DEIR Should be Recirculated

The DEIR is sufficiently lacking that the only way to fix these issues is to revise it and recirculate an adequate report. E-44

V. Conclusion

For the foregoing reasons, Concerned Citizens of Hemet urges you to reject the Project and DEIR as drafted. Thank you for your consideration of these concerns. E-45

Sincerely,

Everett DeLano

Enclosures:
1. Letter from Matt Hagemann, P.G., C. Hg. and Paul E. Rosenfeld, Ph. D. (SWAPE) to DeLano and DeLano (April 15, 2021).

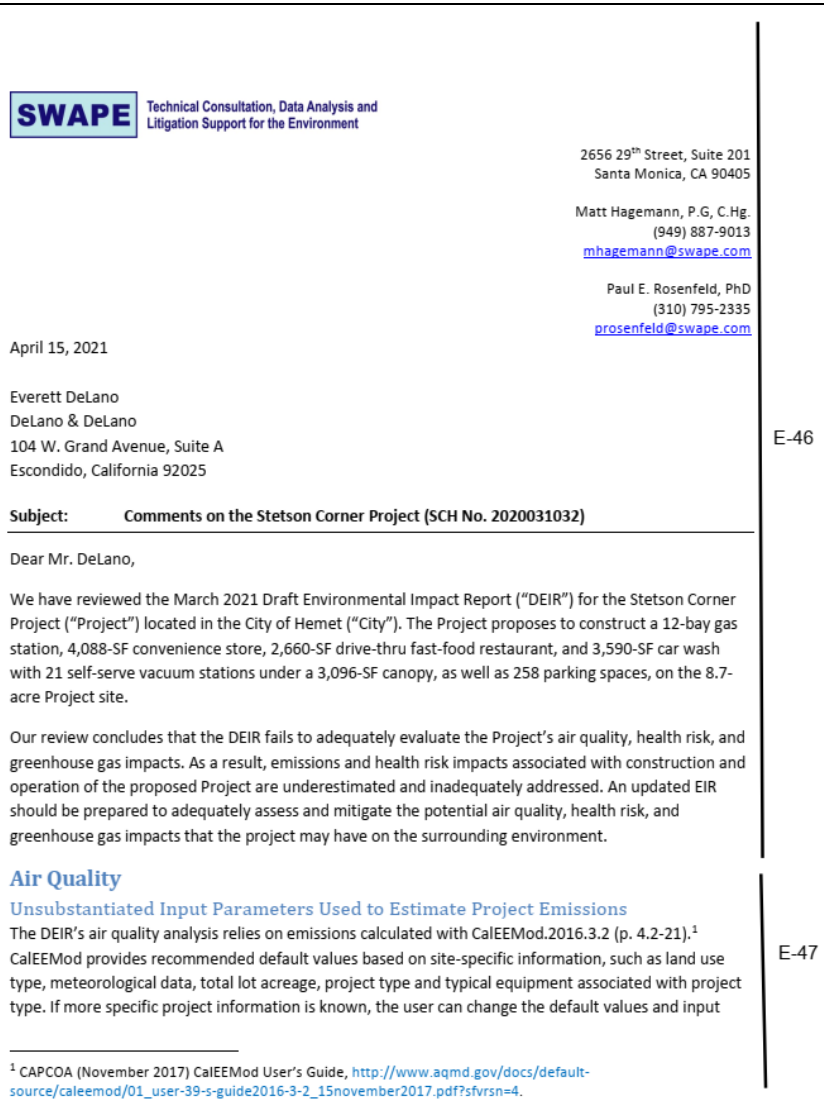
E-42 The comment states that the Oil Change Facility Alternative is insufficient because it does not reduce impacts associated with biological resources, air quality, tribal cultural resources, cultural resources, geology and soils, and transportation. As discussed in EIR Section 7.9.2, Comparison of the Effects of Oil Change Facility Alternative to the Proposed Project, this alternative would reduce daily trips by 438. Although this alternative was determined to contribute to a significant cumulative queuing impact, a significant effect of the project would be substantially lessened under this alternative by changing the type of commercial use from a drive-thru restaurant to one such as an oil change facility that generates fewer vehicle trips at the Stetson and Sanderson Avenues intersection where significant vehicle queuing that extends into travel lanes would occur. Similar to the project, the queuing impact would be reduced to below a level of significance with mitigation measure **MM-TRA-1** under both the proposed project and the Medical Office Alternative. Moreover, while impacts associated with air quality, biological resources, cultural resources, geology and soils, and tribal cultural resources would not be reduced under the Oil Change Facility Alternative, impacts under all these environmental issue areas would be reduced to less than significant with mitigation incorporated under both the proposed project and the Oil Change Facility Alternative. No significant and unavoidable impacts would remain.

Finally, Section 15126.6(a) of the CEQA Guidelines states that an EIR should "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15000 et seq.). CEQA does not required alternatives to reduce all significant effects of the project.

		Therefore, the Oil Change Facility Alternative sufficiently meets CEQA requirements for the alternatives analysis in that it would lessen a significant effect of the project and meet most of the basic objectives of the project.
	E-43	The comment states that one project Objective is too narrowly defined and therefore limits the possible range of alternatives under consideration in the Draft EIR. CEQA requires that EIRs contain an analysis of alternatives to the project that would avoid or substantially lessen environmental impacts. Section 15126.6(a) of the CEQA Guidelines states that an EIR should "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15000 et seq.). The project has analyzed a reasonable range of alternatives that would feasibly attain most of the basic objectives of the project, per CEQA requirements, as discussed in Chapter 7, Alternatives. As shown by the consideration of the Industrial Land Use Alternative, Medical Office Alternative, and Oil Change Facility Alternative, the objectives as defined allow for the consideration of several alternatives with varying land uses. Even with the lack of a gas station, the Industrial Land Use Alternative would meet the basic project objectives (see EIR Section 7.7.3, Project Objectives) and was not rejected on the basis of not including a gas station. Further, the two considered but rejected alternatives were not rejected based on their ability to meet the project objective to include a gas station (see EIR Section 7.5, Alternatives Considered by Rejected from Analysis). Thus, the objectives were not too narrowly defined in a manner that

	prevented meaningful discussion of project alternatives that would reduce or substantially lessen project impacts.
	E-44 The City acknowledges the comment and notes it expresses the opinions of the commenter regarding the Draft EIR's sufficiency and states that the Draft EIR should be revised and recirculated. Section 15088.5 of the CEQA Guidelines provides the regulatory framework for when an EIR must be recirculated prior to certification. Under CEQA, recirculation of a Draft EIR generally is required when the addition of new information deprives the public of a meaningful opportunity to comment on substantial significant project impacts, or feasible mitigation measures or alternatives that are not adopted (see Public Resources Code Section 21092.1). The CEQA Guidelines identify specific scenarios requiring recirculation: • A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented (14 CCR 15088.5(a)(1)); • A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance (14 CCR 15088.5(a)(2)); • A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it 14 CCR 15088.5 (a)(3)); or • The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (14 CCR 15088.5 (a)(4)).

		"Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR" (14 CCR 15088.5(b)). Further, a lead agency's decision not to recirculate will be upheld if supported by substantial evidence (14 CCR 15088.5(e)). The City finds the Draft EIR need not be recirculated because no new significant information as defined in Section 15088.5 of the CEQA Guidelines has been presented and added to the Draft EIR as a result of the public review period. The revisions to the Draft EIR included in the Final EIR merely provide clarification; supplement existing analyses; make corrections; or amplify the conclusions provided in the Draft EIR. Thus, recirculation is not required. Therefore, no further response is required.
	E-45	The City acknowledges the comment and notes it provides concluding remarks that do not raise any issue regarding the Draft EIR's analysis. Therefore, no further response is required.



SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

April 15, 2021

Everett DeLano
DeLano & DeLano
104 W. Grand Avenue, Suite A
Escondido, California 92025

Subject: Comments on the Stetson Corner Project (SCH No. 2020031032)

Dear Mr. DeLano,

We have reviewed the March 2021 Draft Environmental Impact Report ("DEIR") for the Stetson Corner Project ("Project") located in the City of Hemet ("City"). The Project proposes to construct a 12-bay gas station, 4,088-SF convenience store, 2,660-SF drive-thru fast-food restaurant, and 3,590-SF car wash with 21 self-serve vacuum stations under a 3,096-SF canopy, as well as 258 parking spaces, on the 8.7-acre Project site.

Our review concludes that the DEIR fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The DEIR's air quality analysis relies on emissions calculated with CalEEMod.2016.3.2 (p. 4.2-21).[1] CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input

[1] CAPCOA (November 2017) CalEEMod User's Guide, http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4.

E-46

E-47

E-46 The comment is an introductory to this letter, which is an attachment to the main comment letter, included as Comments E-1 through E-45 above. The comment states background information about the proposed project and states that the Draft EIR's air quality and greenhouse gas emissions analyses were inadequate and that the Draft EIR needs to be revised. However, this comment does not provide specific information regarding inadequacies with the Draft EIR and serves as an introduction to the comments that follow. Refer to Response to Comments E-47 through E-64 below. No further response is required.

E-47 The comment provides background information on CalEEMod and the process for calculating air quality emissions. The comment also states that the proposed project's CalEEMod output files were inconsistent with the information disclosed in the EIR.

The CalEEMod output files, included as Appendix A to the AQ/GHG Technical Report (Appendix C to the Draft EIR) were in error. The Appendix A CalEEMod output files have been replaced with the correct files in the Final EIR in response to this comment. Note the AQ/GHG Technical Report (Appendix C to the Draft EIR) and the analyses in the Draft EIR relied upon the correct files, and therefore evaluate potential project impacts consistent with the project described and information provided in the Draft EIR. The Draft EIR's analysis and impact determinations remain accurate, and do not require modification as a result of this correction and clarification. There are no changes to the significance determinations presented in the EIR as a result of this correction, and no further changes to the Draft EIR are required.

project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[2] Once all of the values are inputted into the model, the Project's construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters were utilized in calculating the Project's air pollutant emissions and make known which default values were changed as well as provide justification for the values selected.[3]

When reviewing the Project's CalEEMod output files, provided in the Air Quality and Greenhouse Gas Emissions Analysis Technical Report ("AQ & GHG Report") as Appendix C to the DEIR, we found that several model inputs were not consistent with information disclosed in the DEIR. As a result, the Project's construction and operational emissions are underestimated. An updated EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

E-47 cont.

Use of Underestimated Land Use Sizes

According to the DEIR, the Project proposes to construct 50 parking spaces on the western portion of the site and 208 parking spaces in a replacement parking lot, totaling 258 new parking spaces, as well as 4,088-SF convenience store (p. 3-3). As such, the Project's CalEEMod model should have included 258 spaces as "Parking Lot" and 4,088-SF of "Convenience Market With Gas Pumps." However, review of the CalEEMod output files demonstrates that the "Stetson Corner Project" and "Stetson Corner Project HRA Mit" models include only 239 spaces as "Parking Lot" and 3,062-SF of "Convenience Market With Gas Pumps" (see excerpt below) (Appendix A, pp. 141, 177, 205, 234, 261, 303, 339).

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area
Other Asphalt Surfaces	1.83	Acre	1.83	79,714.80
Other Non-Asphalt Surfaces	0.50	Acre	0.50	21,780.00
Parking Lot	239.00	Space	2.15	95,600.00
Fast Food Restaurant with Drive Thru	2.84	1000sqft	0.07	2,840.00
Automobile Care Center	6.69	1000sqft	0.15	6,686.00
Convenience Market With Gas Pumps	3.06	1000sqft	0.07	3,062.00

E-48

As you can see in the excerpt above, the proposed parking and convenience market land use sizes are underestimated by approximately 19 spaces and 1,026-SF, respectively. Because the land use size feature is used throughout CalEEMod to determine default variable and emission factors that go into the model's calculations, the model underestimates the Project's emissions. The square footage of a land use is used for certain calculations such as determining the wall space to be painted (i.e., VOC emissions from architectural coatings) and volume that is heated or cooled (i.e., energy impacts).[4] Thus, by underestimating the proposed parking and convenience market land use sizes, the models

[2] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.
[3] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 11, 12 – 13. A key feature of the CalEEMod program is the "remarks" feature, where the user explains why a default setting was replaced by a "user defined" value. These remarks are included in the report.
[4] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 28, 42.

2

E-48 The comment cites to inconsistencies between the CalEEMod output files appended to the AQ/GHG Technical Report (Appendix A of Appendix C to the Draft EIR) and the analysis contained in the Draft EIR; and asserts that, because of these inconsistencies, the proposed project's emissions were underestimated. As described in Response to Comment E-47 above, the CalEEMod files included in the Draft EIR were in error. The CalEEMod output files have been replaced with the correct modeling outputs in the Final EIR. The AQ/GHG Technical Report (Appendix C to the Draft EIR) and the analyses in the Draft EIR relied upon the correct CalEEMod output files now appended, and thus accurately evaluate potential project impacts consistent with the project described and information provided in the Draft EIR. Therefore, the Draft EIR's analysis and impact determinations remain accurate, and do not require modification as a result of this correction and clarification. There are no changes to the significance determinations presented in the EIR as a result of this correction, and no further changes to the Draft EIR are required.

E-48 cont.

underestimate the Project's construction-related and operational emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the "Stetson Corner Project" and "Stetson Corner Project HRA Mit" models include several changes to the default individual construction phase lengths (see excerpt below) (Appendix A, pp. 142-143, 178-179, 206-207, 235, 262, 304, 341).

E-49

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	8.00	52.00
tblConstructionPhase	NumDays	230.00	100.00
tblConstructionPhase	NumDays	18.00	23.00

As a result of these changes, the models include construction schedules as follows (see excerpt below) (Appendix A, pp. 148, 184, 212, 240, 267, 310, 347):

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days
1	Demolition	Demolition	4/1/2021	4/28/2021	5	20
2	Grading	Grading	4/1/2021	6/11/2021	5	52
3	Building Construction	Building Construction	6/12/2021	10/30/2021	5	100
4	Paving	Paving	6/30/2021	8/1/2021	5	23
5	Architectural Coating	Architectural Coating	10/6/2021	10/29/2021	5	18

As you can see in the excerpts above, in the "Stetson Corner Project" and "Stetson Corner Project HRA" models, the grading phase was increased by approximately 550%, from the default value of 8 to 52 days; the building construction phase was decreased by approximately 57%, from the default value of 230 to 100 days; and the paving phase was increased by approximately 28%, from the default value of 18 to 23 days. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[5] According to the "User Entered Comments and Non-Default Data" table, the justification provided for these changes is: "Per applicant provided information" (Appendix A, pp. 142, 178, 206, 235, 262, 304, 340). Furthermore, regarding the Project's anticipated construction schedule, the DEIR states:

> "For purposes of estimating project emissions, and based on information provided by the project applicant, it is assumed that construction of the project would commence in April 20211 and would last approximately 7 months ending in October 2021. Construction would occur 5 days per week for all construction phases. No mid-project analysis was conducted because no construction and operational overlap is proposed. The analysis contained herein is based on the following assumptions (duration of phases is approximate):
>
> • Demolition: 1 month (April 2021)

[5] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9

3

E-49 The comment states inconsistencies with the construction timeframes used in the CalEEMod output files. The applicant provided specific construction schedule for grading, building construction and paving phases of construction and default construction schedules were assumed for demolition and architectural coatings. The applicant provided construction schedule information through Dudek's project data needs request response dated March 3, 2020 based on information provided by the project engineer concerning the construction schedule, equipment, vehicles, workers, etc. associated with proposed project construction activities. Appropriately, such data was utilized for the analysis to provide a more accurate representation of the proposed project and its associated emissions than reliance on default assumptions. This is consistent with the CalEEMod User's Guide and CEQA's directive that an EIR should rely on facts and project-specific data where it is reasonably feasible to provide it. (*City of Long Beach v. City of Los Angeles* (2018) 19 Cal.App.5th 465, 487.)

- Grading: 2 months (April 2021–June 2021)
- Building Construction: 4.5 months (June 2021–October 2021)
- Paving: 1 month (July 2021–August 2021)
- Architectural Coating: 1 month (October 2021)" (p. 4.2-21).

However, this justification is insufficient. Simply providing the individual construction phase lengths *assumed* to estimate the Project's emissions does not justify the revised individual construction phase lengths inputted into the model. Rather, according to the CalEEMod User's Guide:

> "CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, *provided that the information is supported by substantial evidence as required by CEQA*." [6]

Here, as the DEIR fails to provide substantial evidence to support the revised individual construction phase lengths, we cannot verify the changes.

These unsubstantiated changes present an issue, as they improperly spread out construction emissions over a longer period of time for some phases and not others. According to the CalEEMod User's Guide, each construction phase is associated with different emissions activities (see excerpt below).[7]

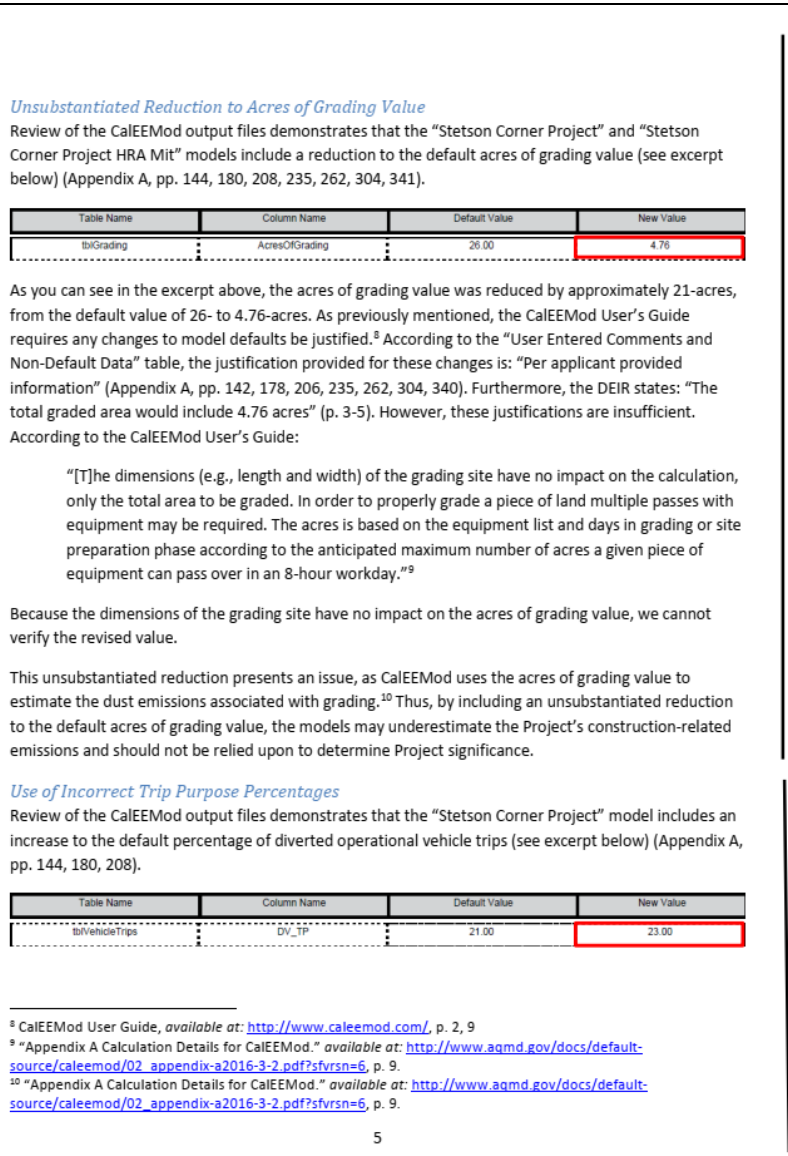
> *Demolition* involves removing buildings or structures.
>
> *Site Preparation* involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
>
> *Grading* involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
>
> *Building Construction* involves the construction of the foundation, structures and buildings.
>
> *Architectural Coating* involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.
>
> *Paving* involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

As such, by disproportionately altering individual construction phase lengths without proper justification, the models' calculations are altered and underestimate emissions. Thus, by including unsubstantiated changes to the default individual construction phase lengths, the models may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance.

E-49 cont.

[6] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 12.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 31.

4



Unsubstantiated Reduction to Acres of Grading Value

Review of the CalEEMod output files demonstrates that the "Stetson Corner Project" and "Stetson Corner Project HRA Mit" models include a reduction to the default acres of grading value (see excerpt below) (Appendix A, pp. 144, 180, 208, 235, 262, 304, 341).

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	26.00	4.76

As you can see in the excerpt above, the acres of grading value was reduced by approximately 21-acres, from the default value of 26- to 4.76-acres. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[8] According to the "User Entered Comments and Non-Default Data" table, the justification provided for these changes is: "Per applicant provided information" (Appendix A, pp. 142, 178, 206, 235, 262, 304, 340). Furthermore, the DEIR states: "The total graded area would include 4.76 acres" (p. 3-5). However, these justifications are insufficient. According to the CalEEMod User's Guide:

> "[T]he dimensions (e.g., length and width) of the grading site have no impact on the calculation, only the total area to be graded. In order to properly grade a piece of land multiple passes with equipment may be required. The acres is based on the equipment list and days in grading or site preparation phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday."[9]

Because the dimensions of the grading site have no impact on the acres of grading value, we cannot verify the revised value.

This unsubstantiated reduction presents an issue, as CalEEMod uses the acres of grading value to estimate the dust emissions associated with grading.[10] Thus, by including an unsubstantiated reduction to the default acres of grading value, the models may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance.

Use of Incorrect Trip Purpose Percentages

Review of the CalEEMod output files demonstrates that the "Stetson Corner Project" model includes an increase to the default percentage of diverted operational vehicle trips (see excerpt below) (Appendix A, pp. 144, 180, 208).

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	DV_TP	21.00	23.00

[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9
[9] "Appendix A Calculation Details for CalEEMod." *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 9.
[10] "Appendix A Calculation Details for CalEEMod." *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 9.

5

E-50

E-51

E-50 The comment questions the grading information entered into CalEEMod. As discussed in CalEEMod User's Guide, "the Total Acres Graded field represents the cumulative distance traversed on the property by the grading equipment, assuming a blade width of 12 feet. In order to properly grade a piece of land, multiple passes with grading equipment may be required." While the applicant provided the schedule for completion of the grading activities, nearly all the site has been previously disturbed and graded for the existing operations. Because of the existing conditions of the site, minimal grading is expected and the CalEEMod acres of grading was set equal to the total area of the site, 4.76 acres.

E-51 This comment questions the change to the operational vehicle trips diversion utilized in CalEEMod. As noted in Response to Comment E-12 above, the TIA (Appendix K) of the Draft EIR estimates project trip generation using appropriate trip generation rates and pass-by trip reductions from the Institute of Transportation Engineers (ITE) Trip Generation Handbook (ITE 2020), per standard traffic engineering practice. Specifically, the TIA uses applicable pass-by trip reductions from the ITE Trip Manual for uses such as gas stations and fast-food restaurants. Based on this analysis, the TIA conservatively estimated a pass-by trip percentage which is equal to 62%. By contrast, the default CalEEMod value was 65%. The CalEEMod model includes a Primary Trip, Diverted Trip, and a Pass-by Trip and the total percentage must equal 100%. The default CalEEMod values for each trip for the Convenience Market with Gas Pumps is shown in Table 1:

RTC Table 1. Default CalEEMod Trip Percentages - Convenience Market with Gas Pumps

Primary Trip (%)	Divert Trip (%)	Pass-By Trip (%)
14	21	65

RTC Table 2. TIA Adjusted CalEEMod Trip Percentages - Convenience Market with Gas Pumps

Primary Trip (%)	Divert Trip (%)	Pass-By Trip (%)
15	23	62

In Table 2, TIA Adjusted CalEEMod Trip Percentages, the pass-by trip percentages have been reduced to 62% based on the TIA. Because the summation of the Primary Trip, Diverted Trip, and a Pass-by Trip must equal 100%, the Primary Trip and Divert Trip in the TIA adjusted model must be increase to account for the reduction in the Pass-By Trip percentage. As such, the 3% trip difference from the default distribution of pass-by trips to the Primary Trip and Divert trip rates, based on the default distribution of Primary Trip and Divert Trips. This resulted in adding 1% of trips to the Primary Trip rate and 2% of trips to the Divert Trip rates.

As you can see in the excerpt above, the model assumes that 23% of the operational vehicle trips would be diverted. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[11] According to the "User Entered Comments and Non-Default Data" table, the justification provided for these changes is:

> "Convenience Market with Gas Pumps and Fast Food Restaurant with Drive Thru pass-thru % based on traffic impact analysis. Primary and Diverted Trips adjusted based on CalEEmod default values and TIA Pass-by trips" (Appendix A, pp. 142, 178, 206).

However, this change remains unsupported. While the TIA provides the revised pass-by trip percentages, it fails to mention the revised percentage of diverted operational vehicle trips (Appendix K, p. 14). As a result, we cannot verify the change.

This unsubstantiated change presents an issue, as according to Appendix A of the CalEEMod User's Guide, primary trips utilize the complete trip lengths associated with each trip type category. Diverted trips are assumed to take a slightly different path than a primary trip and are assumed to be 25% of the primary trip lengths.[12] Thus, by including an unsubstantiated increase to the default percentage of diverted operational vehicle trips, the model may underestimate the Project's mobile-source operational emissions and should not be relied upon to determine Project significance.

E-51 cont.

Unsubstantiated Trip Rate Used to Estimate Project Trip Generation

The DEIR's air quality analysis relies upon trip generation estimates calculated in the Traffic Impact Analysis ("TIA"), provided as Appendix K to the DEIR. The TIA calculates the anticipated trip generation values for the proposed Project based on information, such as land use type and size, as well as fleet mix. However, the trip generation estimates included in the Project's TIA are unsubstantiated for two reasons.

First, review of the TIA demonstrates that the number of daily trips associated with the proposed convenience market was estimated based on a size of 12 vehicle fueling positions ("VFP") (see excerpt below) (Appendix K, p. 13, Table 3).

E-52

Trip Generation									
Gas Station with Convenience Market	945	12 VFP	2,464	76	73	150	86	82	168

However, according to the DEIR, the Project proposes to construct a 4,088-SF convenience store (p. 3-3). Thus, in order to conduct the most conservative analysis, the TIA should have estimated the number of daily trips associated with the proposed convenience market by applying the appropriate Institute of Transportation Engineers ("ITE") trip rate of 1,440.02 trips per 1,000-SF of convenience market.[13] By estimating the number of daily trips associated with the proposed convenience store based on 12 VFPs,

[11] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 2, 9
[12] "CalEEMod User's Guide, Appendix A: Calculation Details for CalEEMod." SCAQMD, *available at:* http://www.caleemod.com/, p. 20
[13] "Trip Generation Manual 10th Edition, Volume 2: Data." ITE, September 2017, p. 355.

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E-52 This comment claims the trip rate used in CalEEMod is unsubstantiated. This City and Dudek's Transportation Services Manager have reviewed the various trip generation rates and determined that the trip generation rate for ITE Code 945 Gasoline/Service Station with Convenience Market was the most appropriate metric based on project vehicle fueling positions (VFP) and square footage of the proposed convenience store, and based on actual trips experienced from similar uses in the City. Initially, ITE Code 945 is intended for use where the primary activity is the fueling of motor vehicles, as is the case with the proposed project here. By contrast, the convenience market metric is appropriate for use only when the primary activity is the selling of convenience items. It was therefore determined that ITE Code 945 was most appropriate for use.

Further, as shown in the ITE's Trip Generation Manual, 10th Edition (ITE 2017), the trip rate per VFP has a better correlation between number of trips generated and the independent variable. In other words, observations indicate that for a primarily gas station use, trips per VFP more accurately correlates to trip generation characteristics than a calculus based on trips generated per square foot of the convenience store. A review of range of rates indicated to these transportation experts that number of trips generated per square foot of the convenience store showed a high variation from the average when compared to those per VFP for similar uses. Therefore, the trip rate per VFP is considered more accurate than the trip rate per square foot of convenience store. The City and most traffic consultants prefer using trip rate per VFP for this type of land use. Additionally as noted in the traffic analysis, some of the trips generated by gas stations are pass-by in nature, i.e. trips such as a home-to-work or work-

	to-home trip that stops at the gas station or car wash on the way and are not new trips generated by the project; rather, they are trips that are already on the roadway network that would make a stop at the project site. The trip rates, pass-by reduction and internal capture and the trip generation summary for the proposed project were submitted to the City for approval prior to initiating the traffic analysis. The comment also states the project should have evaluated trips for 21 vacuum stations. The project includes 21 vacuum stations but only 20 vehicle stalls. Therefore the TIA analysis and air quality analysis based on 20 vehicle stalls correctly represents the project definition. This has been clarified in the Final EIR Chapter 3, Project Description.

rather than the land use size of 4,088-SF, the TIA may underestimate the Project's estimated average daily trips.

Second, according to the DEIR, the Project proposes to construct a 3,590-SF car wash with 21 self-serve vacuum stations (p. 3-3). Thus, the TIA should have estimated the number of daily trips associated with the proposed car wash based on 21 vacuum stations. However, review of the TIA demonstrates that the number of daily trips associated with the proposed car wash was estimated based on a size of 20 wash stalls (see excerpt below) (Appendix K, p. 13, Table 3).

Trip Generation									
Gas Station with Convenience Market	945	12 VFP	2,464	76	73	150	86	82	168
	Pass-by Reduction[3]		-1,528	-47	-45	-93	-48	-46	-94
Car Wash	2	20 wash stall	2,000	40	40	80	80	80	160
Fast Food Restaurants with Drive-through	934	2,840[4]	1,337	58	56	114	48	45	93

By underestimating the size of the proposed car wash land use, the TIA may underestimate the number of trips associated with the proposed Project and should not be relied upon to determine Project significance. An updated EIR should be prepared to estimate the Project's proposed daily trips based on correct, applicable ITE land use categories, in order to accurately estimate the Project's mobile-source operational emissions.

E-52 cont.

Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The DEIR estimates that Project construction and operation would result in a mitigated and unmitigated excess cancer risks of 1.22- and 7.44-in one million, respectively, both of which would not exceed the SCAQMD threshold of 10 in one million (see excerpts below) (p. 4.2-27, Table 4.2-11; 4.2-31, Table 4.2-12).

E-53

Estimated Construction-Related Cancer Risk:

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	1.22	10	Less than significant
Chronic Hazard Index – Residential	Index Value	0.00004	1.0	Less than Significant

Estimated Operational Cancer Risk:

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	7.44	10	Less than Significant
Chronic Hazard Index – Residential	Index Value	0.026	1.0	Less than Significant
Acute Hazard Index – Residential	Index Value	0.034	1.0	Less than Significant

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E-53

This comment states that the Health Risk Assessment (HRA) concludes "construction and operation would result in a mitigated and unmitigated excess cancer risks of 1.22 and 7.44-in one million, respectively, which would not exceed the SCAQMD threshold." This correctly recites information in the Draft EIR. As shown, the project would result in a potentially significant health risk impact of 12.93 in one million, exceeding SCAQMD's 10 in one million threshold. However, this potential impact would be reduced to a less than significant 1.22 in one million through the implementation of mitigation measure MM-AQ-1. Operational health risks would be 7.44 in one million, and therefore less than significant. Refer to EIR Tables 4.2-10, 4.2-11, and 4.2-12.

The comment asserts the HRA is flawed because it is based on an inaccurate PM_{10} estimate, citing the CalEEMod output files included with the Draft EIR. As discussed in Response to Comment E-47, the CalEEMod output files provided in Appendix A to the AQ/GHG Technical Report (Appendix C to the Draft EIR) were in error. The Appendix A CalEEMod output files have been replaced with the correct modeling outputs in the Final EIR. The AQ/GHG Technical Report (Appendix C to the Draft EIR) and the analyses in the Draft EIR, including as pertaining to the health risk assessment, relied on the correct CalEEMod output files provided in the Final EIR, and thus accurately evaluate and disclose potential project health risk impacts. Therefore, the Draft EIR's analysis and impact determinations remain accurate and do not require modification as a result of this correction and clarification. There are no changes to the significance determinations presented in the EIR as a result of this correction. No further changes to the Draft EIR are required.

As a result, the DEIR concludes that the Project would result in a less-than-significant health risk impact (p. 4.2-27, 4.2-31). However, the DEIR's evaluation of the Project's potential health risk impacts, as well as the less-than-significant impact conclusion, is incorrect for three reasons. E-53 cont.

First, the DEIR's construction health risk analysis ("HRA") is incorrect, as it relies upon an exhaust PM_{10} estimate from a flawed air model (Appendix C, p. 39). As previously discussed, when we reviewed the Project's CalEEMod output files, provided in the AQ & GHG Report as Appendix C to the DEIR, we found that several of the values inputted into the model are not consistent with information disclosed in the DEIR and associated documents. As a result, the construction HRA utilizes an underestimated diesel particulate matter ("DPM") concentration to calculate the cancer risk associated with Project construction. As such, the DEIR underestimates the Project's construction-related cancer risk and should not be relied upon to determine Project significance.

Second, the DEIR's operational health risk analysis ("HRA") is incorrect, as it relies upon flawed estimates of the Project's truck trip generation (Appendix C, p. 41). As previously discussed, when we reviewed the Project's TIA, we found that the Project's trip generation estimates rely upon an unsubstantiated trip rate and underestimated car wash land use size. As a result, the operational HRA utilizes an underestimated DPM concentration to calculate the cancer risk associated with Project operation. As such, the DEIR underestimates the Project's operational cancer risk and should not be relied upon to determine Project significance. E-54

Third, while the DEIR includes both a construction and operational HRA, it fails to evaluate the cumulative lifetime cancer risk to nearby, existing receptors as a result of Project *construction and operation together*. According to OEHHA guidance, as referenced by the AQ & GHG Report, "the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk at the receptor location" (Appendix C, p. 39).[14] However, the DEIR fails to sum each age bin to evaluate the total cancer risk over the course of Project construction and operation. This is incorrect and thus, an updated EIR should be prepared, quantifying the Project's construction and operational cancer risks and summing them to compare to the SCAQMD threshold of 10 in one million, as referenced by the DEIR (p. 4.2-17, Table 4.2-4). E-55

Screening-Level Analysis Indicates a Potentially Significant Health Risk Impact

In order to conduct our screening-level risk analysis we relied upon AERSCREEN, which is a screening level air quality dispersion model.[15] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA[16] and the California Air Pollution Control Officers Associated ("CAPCOA")[17] guidance as the E-56

[14] "Guidance Manual for preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 8-4
[15] U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf
[16] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf
[17] CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

8

E-54 The comment states that the HRA was incorrect because it relied on flawed estimates from the CalEEMod. Refer to Response to Comments E-47 and E-53 above regarding the incorrect CalEEMod files. These files were provided in the Draft EIR in error but have been replaced with the correct files in Appendix A to the AQ/GHG Technical Report (Appendix C to the Final EIR). This revision to the Final EIR did not result in changes to the analysis or impact determinations of the Draft EIR.

The comment also states the HRA relies on flawed trip generation estimates and underestimated car wash size. Refer to Response to Comment E-52. As described therein, the project TIA estimated project trip generation based on the most accurate ITE generation rates for the proposed gas station use, as well as a car wash land use size of 20 vehicle stalls. This project information has been further clarified in Chapter 3, Project Description. For operational health risk assessment purposes, PM_{10} in diesel exhaust is considered diesel particulate matter (DPM), originating mainly from diesel delivery trucks traveling on site and off site, and truck idling and transport refrigeration unit idling emissions, and toxic air emissions from gasoline dispensing operations. The HRA accounts for delivery truck trips. Refer to page 41 of the AQ/GHG Technical Report, Appendix C to the Final EIR, which explains that "[d]elivery truck idling and TRU [transport refrigeration unit] idling emissions were modeled in accordance with SCAQMD and San Joaquin Valley Air Pollution Control District [] modeling guidance []" and "delivery truck travel and idling emission rates were obtained from CARB's EMFAC 2017, and TRU emission rates were obtained from CARB's OFFROAD 2017" Thus, "project delivery trips are included in the [health risk] assessment." Primarily gasoline-fueled vehicles utilizing the gas station and car wash do not generate significant diesel

		particulate matter emissions. Overall, the HRA results presented in the EIR are accurate.
	E-55	The comment states that the Draft EIR should evaluate the cumulative health effects of both construction and operational health risks together. Michael Krause, Planning and Rule Manager with SCAQMD, has confirmed to the City and Dudek that the air quality and operational health risks must be evaluated separately (Krause, pers. comm.). The comment misstates the quoted text from OEHHA guidance, which does not refer to summing the construction and operational risks together. Per the 2015 OEHHA Guidelines (OEHHA 2015) and SCAQMD Guidelines (SCAQMD 2017), for the construction HRA, the TAC exposure period was assumed to be from third trimester to 7 months for all receptor locations (i.e., the assumed duration of project construction). For the operational HRA, the TAC exposure period was assumed to be from third trimester to 30 years for all receptor locations. Thus, the health risk analysis was prepared in accordance with SCAQMD guidance. Therefore, the Draft EIR analysis is adequate as presented.
	E-56	The comment states that the Draft EIR's HRA makes incorrect conclusions surrounding the proposed project's cancer risk and provides a new screening-level risk analysis. The commenter incorrectly and overestimates estimates the cancer risk impacts by using the AERSCREEN screening-level analysis to estimate the project's cancer risk impacts. AERSCREEN is considered to be a screening level model that produces estimates of worst-case concentrations, not typical expected levels. The screening model does not take into account the topography and meteorological conditions (i.e., wind speed and wind direction) of the project area. AERSCREEN is also limited to modeling a single point, capped stack,

horizontal stack, rectangular area, circular area, flare, or volume source. Thus, AERSCREEN is intended for us to provide "a maximum concentration that is biased toward overestimation of public exposure" as a "preliminary estimate to determine if a more detailed assessment is warranted."

OEHHA Guidance explains that "Currently AERMOD is recommended for most refined risk assessments in flat or complex terrain and in rural or urban environments." This is because:

> AERMOD simulates transport and dispersion from multiple point, area, or volume sources based on an up-to-date characterization of the atmospheric boundary layer. Sources may be located in rural or urban areas and receptors may be located in simple or complex terrain. AERMOD accounts for building wake effects (i.e., plume downwash) based on the PRIME building downwash algorithms. The model employs hourly sequential preprocessed meteorological data to estimate concentrations for averaging times from one hour to one year (also multiple years).

It is also "highly recommended that air dispersion analysis be performed using the HARP software. HARP can perform refined dispersion analysis by utilizing the U.S. EPA standard program AERMOD."

The modeling completed for the project utilized AERMOD and HARP2 ADMRT[1] to prepare the HRA as recommended by OEHHA. Specifically, the refined dispersion modeling for the project was prepared using the EPA-approved American Meteorological

[1] HARP22 ADMRT stands for Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion and Risk Tool.

	Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 19191 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 9.9.0 and the California Air Resources Board's Hot Spots Analysis & Reporting Program Version 2 to calculate the health impacts. The HRA followed the Office of Environmental Health Hazard Assessment (OEHHA) 2015 guidelines and SCAQMD guidance to calculate the health risk impacts at all proximate receptors. Project modeling in the Draft EIR thus more accurately represents the proposed project's potential health risk impacts compared to the "screening level" analysis prepared by the commenter. In addition, the commenter's screening-level analysis is based on the unsubstantiated "updated" construction and operation-generated emissions, which do not accurately reflect the project-specific construction and operational activities. EIR Section 4.2.4 provides the construction and operational emissions methodology clearly details the assumptions made. See also Response to Comment E-54. The commenter has incorrectly calculated the construction and operational diesel particulate matter emission rate used for the health risk analysis based on the maximum daily emission rate. Instead, the diesel particulate matter emission rate should be calculated from the annual emission rate to assess cancer risk. In addition, the commenter fails to assess health risk from operation-generated toxic air contaminant emissions, including benzene, ethylbenzene, naphthalene from gasoline dispensing operations. The commenter's screening analysis inaccurately models both construction and operational activities as an 8.7-acre rectangular area, release height of 3 meters, and initial vertical dimension of 1.5 meters and fails to provide the source for the

	release height assumption. As detailed in Section 2.4.2.4, Appendix C, of the Draft EIR, the project modeled the construction off-road equipment and haul trucks, which release parameters are detailed in the methodology and based on SCAQMD and EPA guidance (SCAQMD 2008, EPA 2004, EPA 2015) . As detailed in Section 2.4.2.5, Appendix C, of the Draft EIR, the release parameters for the operational sources, including delivery trucks, transport refrigeration units, gasoline dispensing operations, are similarly detailed in the methodology and based on SCAQMD, SJVAPCD, and EPA guidance (OEHHA 2015, SCAQMD 2003, SCAQMD 2017, SJVAPCD 2006). The commenter also inaccurately models the entire project area for operation. The project accurately modeled and evaluated the potential health risk associated with operation of the project, which include the truck delivery areas, gasoline dispensing facility, and truck travel routes on-site and off-site. The screening analysis assumed the default inputs for wind speed and direction distribution. The project construction and operational dispersion modeling was based on the most representative meteorological data for the project area, Perris air monitoring station, obtained from SCAQMD. The commenter's screening analysis inaccurately assesses the cancer risk impact at the maximally exposed individual resident located approximately 150 feet from the project site. By contrast, the HRA correctly evaluates cancer risk using a receptor grid to evaluate locations of maximum health risk impact, including the closest residences located approximately 15 feet from the project site. (See Appendix C, p. 43.) The commenter incorrectly uses the high-end breathing rates, when the SCAQMD modeling guideline and OEHHA guidance

	requires use of Risk Management Policy, which uses high end breathing rates (95th percentile) for children from the 3rd trimester through age 2, but 80th percentile breathing rates for all other ages for residential exposures[4,9]. Also, the exposure frequency for residential receptor is not included in the cancer risk calculation. For all the reasons above, the commenter's screening health risk assessment is inaccurate and not representative of the project health risk impacts. The Draft EIR analysis is accurate and complies with the SCAQMD and OEHHA guidance for the preparation of HRAs as presented.

appropriate air dispersion model for Level 2 health risk screening analyses ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

E-56 cont.

In an effort to more accurately estimate the Project's construction-related and operational criteria pollutant emissions, we prepared an updated CalEEMod model using the Project-specific information provided by the DEIR. In our updated model, we modeled all proposed land use types and sizes; omitted the unsubstantiated changes to the individual construction phase lengths and acres of grading values; and corrected the operational vehicle trip purpose percentages.

We relied upon the annual PM_{10} exhaust estimates from SWAPE's updated CalEEMod output files to estimate the health risk impacts posed to residential sensitive receptors as a result of the Project's construction-related and operational DPM emissions. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. SWAPE's updated CalEEMod model indicates that construction activities will generate approximately 8 pounds of DPM over the 209-day construction period. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{8.39\ lbs}{209\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.000211\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.000211 grams per second ("g/s"). Subtracting the 209-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 29.43 years, approximately. SWAPE's operational CalEEMod emissions indicate that operational activities will generate approximately 36 pounds of DPM per year throughout operation. Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{57.4\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.000826\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.000826 g/s. Construction and operational activity was simulated as an 8.7-acre rectangular area source in AERSCREEN with dimensions of 294 by 120 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

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The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[18] According to the DEIR, the nearest sensitive receptors are located approximately 15 feet south of the Project site (p. 4.2-4). However, review of the AERSCREEN output files demonstrates that the *maximally exposed* individual resident ("MEIR") is located approximately 150 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 0.2374 $\mu g/m^3$ DPM at approximately 150 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.02374 $\mu g/m^3$ for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 0.9295 $\mu g/m^3$ DPM at approximately 150 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.09295 $\mu g/m^3$ for Project operation at the MEIR.

E-56 cont.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the 209-day construction schedule included in SWAPE's updated CalEEMod output files, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years) and the first 0.32 years of the infantile stage of life (0 – 2 years); and the annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remaining 1.68 years of the infantile stage of life, as well as the entire child stage of life (2 – 16 years), and the entire the adult stage of life (16 – 30 years).

Consistent with OEHHA guidance and the DEIR's AQ & GHG Report, we used Age Sensitivity Factors ("ASF") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution (Appendix C, p. 39, 42). According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant), as well as multiplied by a factor of three during the child stage of life (2 – 16 years). Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.[19] Finally, according to SCAQMD guidance, we used a Fraction of Time At Home ("FAH") Value of 1 for the 3rd trimester and infant receptors.[20] We used a cancer potency factor of 1.1 (mg/kg-day)$^{-1}$ and an averaging time of 25,550 days. The results of our calculations are shown below.

[18] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, *available at:* http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 4-36.

[19] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," July 2018, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf, p. 16.
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[20] "Risk Assessment Procedures for Rules 1401, 1401.1, and 212." SCAQMD, August 2017, *available at:* http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	ASF	Cancer Risk with ASFs*
Construction	0.25	0.02374	361	10	3.2E-07
3rd Trimester Duration	***0.25***			***3rd Trimester Exposure***	***3.2E-07***
Construction	0.32	0.02374	1090	10	1.3E-06
Operation	1.68	0.09295	1090	10	2.6E-05
Infant Exposure Duration	***2.00***			***Infant Exposure***	***2.7E-05***
Operation	14.00	0.09295	572	3	3.4E-05
Child Exposure Duration	***14.00***			***Child Exposure***	***3.4E-05***
Operation	14.00	0.09295	261	1	3.7E-06
Adult Exposure Duration	***14.00***			***Adult Exposure***	***3.7E-06***
Lifetime Exposure Duration	**30.00**			**Lifetime Exposure**	**6.5E-05**

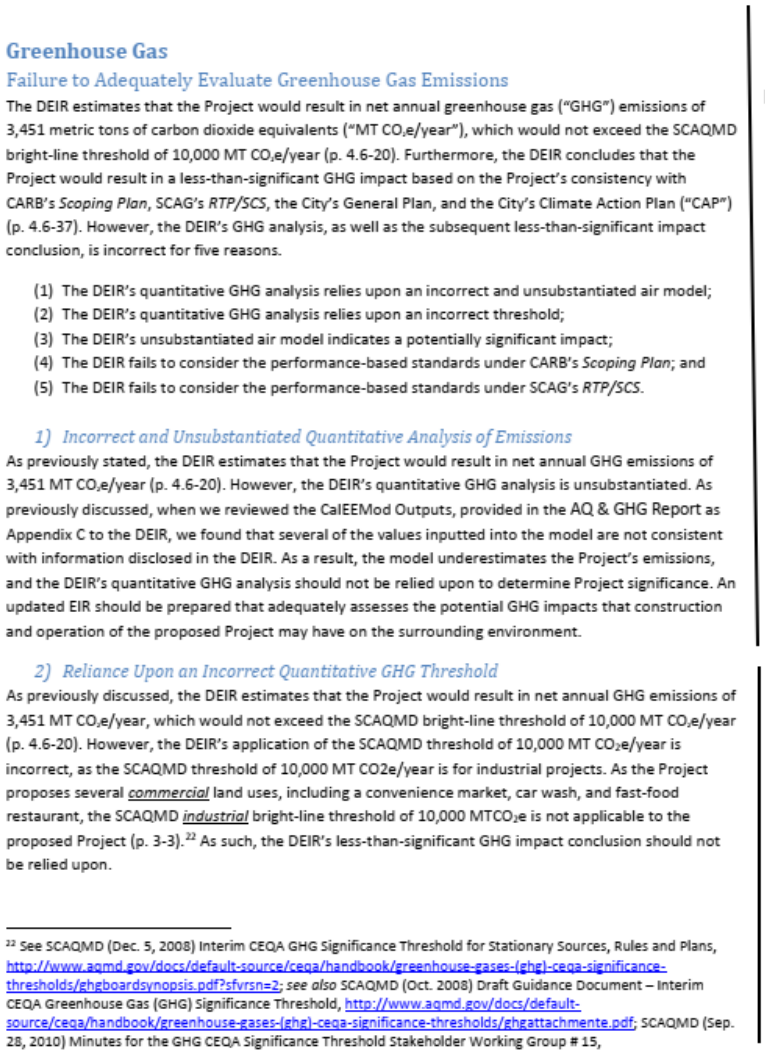
As demonstrated in the table above, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 150 meters away, over the course of Project construction and operation are approximately 3.7, 34, 27, and 0.32 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years) is approximately 65 in one million. The infant, child, adult, and lifetime cancer risks exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the DEIR.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection. [21] The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, the City should prepare an updated EIR with an HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

[21] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 1-5

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E-56 cont.



Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Emissions

The DEIR estimates that the Project would result in net annual greenhouse gas ("GHG") emissions of 3,451 metric tons of carbon dioxide equivalents ("MT CO_2e/year"), which would not exceed the SCAQMD bright-line threshold of 10,000 MT CO_2e/year (p. 4.6-20). Furthermore, the DEIR concludes that the Project would result in a less-than-significant GHG impact based on the Project's consistency with CARB's *Scoping Plan*, SCAG's *RTP/SCS*, the City's General Plan, and the City's Climate Action Plan ("CAP") (p. 4.6-37). However, the DEIR's GHG analysis, as well as the subsequent less-than-significant impact conclusion, is incorrect for five reasons.

E-57

(1) The DEIR's quantitative GHG analysis relies upon an incorrect and unsubstantiated air model;
(2) The DEIR's quantitative GHG analysis relies upon an incorrect threshold;
(3) The DEIR's unsubstantiated air model indicates a potentially significant impact;
(4) The DEIR fails to consider the performance-based standards under CARB's *Scoping Plan*; and
(5) The DEIR fails to consider the performance-based standards under SCAG's *RTP/SCS*.

1) Incorrect and Unsubstantiated Quantitative Analysis of Emissions

As previously stated, the DEIR estimates that the Project would result in net annual GHG emissions of 3,451 MT CO_2e/year (p. 4.6-20). However, the DEIR's quantitative GHG analysis is unsubstantiated. As previously discussed, when we reviewed the CalEEMod Outputs, provided in the AQ & GHG Report as Appendix C to the DEIR, we found that several of the values inputted into the model are not consistent with information disclosed in the DEIR. As a result, the model underestimates the Project's emissions, and the DEIR's quantitative GHG analysis should not be relied upon to determine Project significance. An updated EIR should be prepared that adequately assesses the potential GHG impacts that construction and operation of the proposed Project may have on the surrounding environment.

2) Reliance Upon an Incorrect Quantitative GHG Threshold

As previously discussed, the DEIR estimates that the Project would result in net annual GHG emissions of 3,451 MT CO_2e/year, which would not exceed the SCAQMD bright-line threshold of 10,000 MT CO_2e/year (p. 4.6-20). However, the DEIR's application of the SCAQMD threshold of 10,000 MT CO_2e/year is incorrect, as the SCAQMD threshold of 10,000 MT CO2e/year is for industrial projects. As the Project proposes several ***commercial*** land uses, including a convenience market, car wash, and fast-food restaurant, the SCAQMD ***industrial*** bright-line threshold of 10,000 MTCO_2e is not applicable to the proposed Project (p. 3-3).[22] As such, the DEIR's less-than-significant GHG impact conclusion should not be relied upon.

E-58

[22] See SCAQMD (Dec. 5, 2008) Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2; *see also* SCAQMD (Oct. 2008) Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf; SCAQMD (Sep. 28, 2010) Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group # 15,

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E-57 The comment serves as an introduction to the comments that follow regarding the proposed project's GHG Emissions Analysis. The comment also states that there are inconsistencies between the CalEEMod output files used for preparation of the AQ/GHG Technical Report (Appendix A of Appendix C to the Draft EIR) and the analysis contained in the Draft EIR; and therefore, that the project's emissions were underestimated.

The CalEEMod output files, included as Appendix A to the AQ/GHG Technical Report (Appendix C to the Draft EIR) were in error. The Appendix A CalEEMod output files have been replaced with the correct files in the Final EIR in response to this comment. The AQ/GHG Technical Report (Appendix C to the Draft EIR) and the analyses in the Draft EIR relied upon the correct files, and therefore evaluated and disclosed potential project impacts in the Draft EIR consistent with the project described and information provided therein. The Draft EIR's analysis and impact determinations remain accurate, and do not require modification as a result of this correction and clarification. There are no changes to the significance determinations presented in the EIR as a result of this correction, and no further changes to the Draft EIR were required. Each of the other general comments introduced here are addressed in the responses that follow. Refer below for said responses.

E-58 The comment states that the Draft EIR relies on an incorrect threshold for determining GHG emissions impacts. State CEQA Guidelines Section 15064.4 states that a lead agency shall make a good-faith effort, based on available information, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency has the discretion to determine, in the context of a particular project, whether to: (1) use a model or methodology to quantify greenhouse gas

	emissions resulting from a project, and which model or methodology to use, or (2) rely on a qualitative analysis or performance-based standards. For industrial/ stationary source projects, the SCAQMD adopted an interim screening threshold of 10,000 MTCO2eq per year (MTCO2eq/yr). As discussed in the EIR, the project includes a 12-bay gas station that is considered a stationary source under applicable, regional air quality rules, thereby placing SCAQMD in the role of a responsible agency under CEQA. SCAQMD would require the proposed project to secure a Permit to Construct and a Permit to Operate under its Rules 201 and 203, respectively, because it is a stationary source. Exercising its reasoned judgment on these facts, the City has determined that the 10,000 MT CO2e/year interim screening threshold is the appropriate threshold for project fueling facilities and, therefore to the broader project. CO2e emissions below 10,000 MT per year for fueling facilities would be considered insignificant. While other land uses are combined with the fueling operations and make up the total proposed project, the combined GHG emissions at 3,451 MT CO2e/year are well below the 10,000 MT CO2e/year SCAQMD interim screening threshold that would be applicable for the fueling operations individually, and therefore are considered insignificant for the total project. Further, in the absence of any formally adopted City numeric GHG threshold, the Draft EIR analysis demonstrates compliance with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, and local plans for the reduction or mitigation of GHG emissions. As a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions are the City

	CAP and the Connect SoCal, the 2020-2045 RTP/SCS (City of Hemet 2018, SCAG 2020), which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the state's long-term climate goals. Refer to Table 4.6-9, which shows the project would be consistent with all applicable measures within the 2020-2045 RTP/SCS. Overall, the GHG emissions analysis completed in the Draft EIR is adequate.

3) Failure to Identify a Potentially Significant GHG Impact

We recommend that the Project apply the widely-used 2030 "Substantial Progress" threshold of 660 MT CO_2e/year[23] and AEP "2030 Land Use Efficiency Threshold" of 2.6 metric tons of carbon dioxide equivalents per service population per year ("MT CO_2e/SP/year").[24] In support of thresholds for the 2030 target, AEP guidance states:

> "Once the state has a full plan for 2030 (which is expected in 2017), and then *a project with a horizon between 2021 and 2030 should be evaluated based on a threshold using the 2030 target*. A more conservative approach would be to apply a 2030 threshold *based on SB 32* for any project with a horizon between 2021 and 2030 regardless of the status of the Scoping Plan Update" (emphasis added).[25]

As the California Air Resources Board ("CARB") adopted *California's 2017 Climate Change Scoping Plan* in November of 2017, the proposed Project "should be evaluated based on a threshold using the 2030 target," according to the relevant guidance referenced above.

In an effort to evaluate the Project's GHG emissions quantitatively, we compared the Project's GHG emissions, as estimated by the DEIR, to the widely-used 2030 "Substantial Progress" threshold of 660 MT CO_2e/SP/year[26] and AEP "2030 Land Use Efficiency Threshold" of 2.6 MT CO_2e/SP/year.[27] As previously stated, the DEIR estimates that the Project would result in net annual GHG emissions of 3,451

E-59

http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf.

[23] See: "JEFFERSON UNION HIGH SCHOOL DISTRICT FACULTY & STAFF HOUSING PROJECT AIR QUALITY & GREENHOUSE GAS ASSESSMENT." City of Daly City, June 2019, *available at:* https://files.ceqanet.opr.ca.gov/257215-2/attachment/k-aC8VdC7LV3xz75yuUmtGiiExH-Y7HEPQ-dU-YlxuhNp95Dx9bK_TbVP3sWar00-Zx87dh7ji80vbRH0, p. 7; "TO 20-01 PAPÉ MACHINERY AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT." City of Fremont, February 2020, *available at:* "SOLAR4AMERICA ICE FACILITY EXPANSION AIR QUALITY AND GREENHOUSE GAS EMISSION ASSESSMENT." City of San Jose, September 2019, *available at:* https://www.fremont.gov/DocumentCenter/View/44974/4_Appendix-1_Air-Quality-GHG-Assessment, p. 18; and https://www.sanjoseca.gov/Home/ShowDocument?id=45200, p. 6.

[24] "Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California." Association of Environmental Professionals (AEP), October 2016, *available at:* https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, p. 40.

[25] "Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California." Association of Environmental Professionals (AEP), October 2016, *available at:* https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, p. 40.

[26] See: "JEFFERSON UNION HIGH SCHOOL DISTRICT FACULTY & STAFF HOUSING PROJECT AIR QUALITY & GREENHOUSE GAS ASSESSMENT." City of Daly City, June 2019, *available at:* https://files.ceqanet.opr.ca.gov/257215-2/attachment/k-aC8VdC7LV3xz75yuUmtGiiExH-Y7HEPQ-dU-YlxuhNp95Dx9bK_TbVP3sWar00-Zx87dh7ji80vbRH0, p. 7; "TO 20-01 PAPÉ MACHINERY AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT." City of Fremont, February 2020, *available at:* "SOLAR4AMERICA ICE FACILITY EXPANSION AIR QUALITY AND GREENHOUSE GAS EMISSION ASSESSMENT." City of San Jose, September 2019, *available at:* https://www.fremont.gov/DocumentCenter/View/44974/4_Appendix-1_Air-Quality-GHG-Assessment, p. 18; and https://www.sanjoseca.gov/Home/ShowDocument?id=45200, p. 6.

[27] "Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California." Association of Environmental Professionals (AEP), October 2016, *available at:* https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, p. 40.

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E-59 The comment recommends the Draft EIR utilize various alternative thresholds – the AEP 2030 Land Use Efficiency Threshold and 2030 Substantial Progress Threshold – for determining GHG emissions impacts. The comment states that the proposed project's less than significant impact determination for GHG Emissions impacts is incorrect. The comment suggests the use of a service population metric to evaluate GHG impacts.

The City rejects the suggestions that either the AEP 2030 Land Use Efficiency Threshold or 2030 Substantial Progress Threshold are appropriately relied on in the City to evaluate project impacts. First, the AEP 2030 Land Use Efficiency Threshold from the AEP White Paper, Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action plan Targets in California is not appropriate for City use. As stated in the white paper, "the views expressed in this paper are the personal opinions of the authors and do not represent the opinions or judgment of their respective firms, agencies, or of AEP. Furthermore, the views expressed in this paper do not constitute legal advice. CEQA lead agencies are advised to consult with their counsel before making any decisions as to thresholds or significance determinations concerning greenhouse gas emissions in their CEQA documents." As such, the opinions in the white paper are not official agency guidance but only an individual's suggestions provided prior to further judicial interpretation. By contrast, the SCAQMD interim guidance utilized in the Draft EIR is the threshold proposed by the regional air quality regulatory agency, based on available scientific and factual data.

Second, the City has considered relevant Court opinions that preclude use of the proposed thresholds.

	Both the Substantial Progress and Efficiency Thresholds recommended for use by the commenter are state-based metrics upon which the City cannot lawfully rely, and which are not shown to comply with statewide GHG reduction goals and mandates. In *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, the California Supreme Court found use of state-wide efficiency metrics must be justified by substantial evidence to explain why their use is appropriate for application to individual projects. The required reduction for an individual project may not be same as for the entire state population. Thus, to use a statewide criterion requires substantial evidence and reasoned explanation to show that the "level of effort required in one [statewide] context … will suffice in the other, a specific land use development." (Id. at p. 227; see also See Golden Door Properties, LLC v. County of San Diego (2018) 27 Cal.App.5th 892.) To lawfully utilize such a statewide metric at the city and project level, statewide metrics must be justified by substantial evidence and city-specific data. (See Golden Door Properties, LLC v. County of San Diego (2018) 27 Cal.App.5th 892, 904-905.) Said differently, the statewide data would need to be shown appropriate for utilizing the metric in the City. The commenter has provided no such data to account for why the statewide service population metrics recommended in the comment would be appropriate for application in the City and would meet state emissions mandates. The City does not have an adopted service population metric. Further, the City does not agree with or support the use of such a metric as applied to the project, as the use of such a metric is not based on the requisite City-specific facts and data.

	Third, use of the 2030 Substantial Progress threshold is also not applicable as a portion of the project is considered a stationary source under applicable, regional air quality rules, thereby placing SCAQMD in the role of a responsible agency under CEQA. SCAQMD would require the proposed project to secure a Permit to Construct and a Permit to Operate under its Rules 201 and 203, respectively, as an industrial/stationary source. The project includes three operating facilities, including a 12-bay gas station that is considered an industrial/stationary source under applicable, regional air quality and, therefore, subject to the 10,000 MT CO2e/year interim industrial/stationary source threshold. The total emissions for all three facilities equal 3,451 MT CO2e per year and therefore as individual projects would be insignificant compared to the applicable SCAQMD significance threshold. The EIR further evaluates and finds the project consistent with applicable plans, policies, and regulations adopted to reduce GHG emissions. See Section 4.6.4, Impacts Analysis, of the Draft EIR.

MT CO_2e/year (p. 4.6-20). Furthermore, according to CAPCOA's *CEQA & Climate Change* report, service population is defined as "the sum of the number of residents and the number of jobs supported by the project."[28] However, the DEIR fails to estimate the number of people that would be employed by the proposed Project, and as a result, we are unable to estimate the Project's service population. Regardless, when we compare the Project's net annual GHG emisisons of 3,451 MT CO_2e/year to the 2030 "Substantial Progress" threshold of 660 MT CO_2e/SP/year,[29] we find a potentially significant GHG impact (see table below).

E-59 cont.

DEIR Modeling Greenhouse Gas Emissions	
Project Phase	**Proposed Project (MT CO_2e/year)**
Net Annual GHG Emissions	**3,451.00**
Threshold	660
Exceed?	***Yes***

As demonstrated above, the Project's net annual GHG emissions, as estimated by the DEIR, exceed the 2030 "Substantial Progress" threshold of 660 MT CO_2e/SP/year. As a result, the DEIR's less-than-significant GHG impact conclusion should not be relied upon. An updated EIR should be prepared for the Project and mitigation measures should be implemented to reduce the Project's GHG emissions to less-than-significant levels.

4) Failure to Consider Performance-based Standards Under CARB's 2017 Scoping Plan

As previously discussed, the DEIR relies upon the Project's consistency with CARB's 2017 *Scoping Plan* to determine Project GHG significance (p. 4.6-37). However, this is incorrect, as the DEIR fails to consider performance-based measures proposed by CARB.

E-60

i. Passenger & Light Duty VMT Per Capita Benchmarks per SB 375

In reaching the State's long-term GHG emission reduction goals, CARB's 2017 *Scoping Plan* explicitly cites to SB 375 and the VMT reductions anticipated under the implementation of Sustainable Community Strategies.[30] CARB has identified the population and daily VMT from passenger autos and light-duty vehicles at the state and county level for each year between 2010 to 2050 under a "baseline scenario" that includes "current projections of VMT included in the existing Regional Transportation

[28] CAPCOA (Jan. 2008) CEQA & Climate Change, p. 71-72, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf.
[29] See: "JEFFERSON UNION HIGH SCHOOL DISTRICT FACULTY & STAFF HOUSING PROJECT AIR QUALITY & GREENHOUSE GAS ASSESSMENT." City of Daly City, June 2019, *available at:* https://files.ceqanet.opr.ca.gov/257215-2/attachment/k-aC8VdC7LV3xz75yuUmtGiiExH-Y7HEPQ-dU-YIxuhNp95Dx9bK_TbVP3sWar00-Zx87dh7ji80vbRH0, p. 7; "TO 20-01 PAPÉ MACHINERY AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT." City of Fremont, February 2020, *available at:* "SOLAR4AMERICA ICE FACILITY EXPANSION AIR QUALITY AND GREENHOUSE GAS EMISSION ASSESSMENT." City of San Jose, September 2019, *available at*: https://www.fremont.gov/DocumentCenter/View/44974/4_Appendix-1_Air-Quality-GHG-Assessment, p. 18; and https://www.sanjoseca.gov/Home/ShowDocument?id=45200, p. 6.
[30] "California's 2017 Climate Change Scoping Plan." CARB, November 2017, *available at*: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, p. 25, 98, 101-103.

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E-60 The comment states that the Draft EIR did not consider performance-based standards under CARB's 2017 Scoping Plan (CARB 2017). The CARB Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. As shown in the quoted Scoping Plan sections within the comment, these VMT Per Capita values are at the county and state level and therefore not intended for, or appropriate for, comparison to a single project. However, for informational purposes only, based on WRCOG tool (available at https://apps.fehrandpeers.com/WRCOGVMT/) for the project Traffic Analysis Zone (TAZ), the jurisdictional average associated with the project location 2012 daily total VMT per service population = 22.75. Project TAZ 2012 daily total VMT per service population = 22.41, which is below the jurisdictional average and below 2017 Scoping Plan Riverside County VMT per Capita target levels (WRCOG 2020).

Plans/Sustainable Communities Strategies (RTP/SCSs) adopted by the State's 18 Metropolitan Planning Organizations (MPOs) pursuant to SB 375 as of 2015."[31] By dividing the projected daily VMT by the population, we calculated the daily VMT per capita for each year at the state and county level for 2010 (baseline year), 2022 (Project operational year), and 2030 (target years under SB 32) (see table below and Attachment B).

2017 Scoping Plan Daily VMT Per Capita

	Riverside County			State		
Year	Population	LDV VMT Baseline	VMT Per Capita	Population	LDV VMT Baseline	VMT Per Capita
2010	2,196,083	52,385,344.80	23.85	37,335,085	836,463,980.46	22.40
2022	2,576,122	61,464,802.77	23.86	41,321,565	916,010,145.57	22.17
2030	2,857,496	65,276,502.05	22.84	43,939,250	957,178,153.19	21.78

As the DEIR fails to evaluate the Project's consistency with the CARB 2017 *Scoping Plan* performance-based daily VMT per capita projections, the DEIR's claim that the proposed Project would not conflict with the CARB 2017 *Scoping Plan* is unsupported. An updated EIR should be prepared for the proposed Project to provide additional information and analysis to conclude less-than-significant GHG impacts.

E-60 cont.

5) Failure to Consider Performance-based Standards under SCAG's RTP/SCS

Here, as discussed above, the DEIR concludes that the Project would be consistent with SCAG's *RTP/SCS* (p. 4.6-37). However, the DEIR fails to consider whether or not the Project meets any of the specific performance-based goals underlying SCAG's *RTP/SCS* and SB 375, such as: i) per capita GHG emission targets, or ii) daily vehicles miles traveled ("VMT") per capita benchmarks.

E-61

i. SB 375 Per Capita GHG Emission Goals

SB 375 was signed into law in September 2008 to enhance the state's ability to reach AB 32 goals by directing CARB to develop regional 2020 and 2035 GHG emission reduction targets for passenger vehicles (autos and light-duty trucks). In March 2018, CARB adopted updated regional targets requiring a 19 percent decrease in VMT for the SCAG region by 2035. This goal is reflected in SCAG's 2020 RTP/SCS Program Environmental Impact Report ("PEIR"),[32] in which the 2020 RTP/SCS PEIR updates the per capita emissions to 18.8 lbs/day in 2035 (*see* excerpt below).[33]

[31] "Supporting Calculations for 2017 Scoping Plan-Identified VMT Reductions," Excel Sheet "Readme." CARB, January 2019, *available at*: https://ww2.arb.ca.gov/sites/default/files/2019-01/sp_mss_vmt_calculations_jan19_0.xlsx.
[32] "Connect SoCal Certified Final Program Environmental Impact Report." SCAG, May 2020, *available at*: https://scag.ca.gov/sites/main/files/file-attachments/fpeir_connectsocal_complete.pdf?1607981618.
[33] "Connect SoCal Certified Final Program Environmental Impact Report." SCAG, May 2020, *available at*: https://scag.ca.gov/sites/main/files/file-attachments/fpeir_connectsocal_complete.pdf?1607981618, p. 3.8-74.

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E-61 The comment states that the Draft EIR did not consider performance-based standards under SCAG's RTP/SCS (SCAG 2020). Similar to the CARB Scoping Plan the SB 375 per capita GHG emission goals and SB 375/SCS Daily VMT per capita targets are regional based goals and targets, which are not intended or appropriate for application to an individual project. Regional values allow for flexibility and a range of value within the region, which when added together are compared to the regional goals and targets. The project demonstrates consistency with the long-range RTP/SCS goals designed to achieve regional reduction goals. This is because the project would include circulation and access improvements to improve mobility, safety, access, and walkability, and would not inhibit regional improvements (see Table 4.6-9 of the Draft EIR.) Finally, it is noted that Government Code Section 65080(b)(2)(K) is express in its declarations that an SCS does not regulate the use of land, does not supersede the exercise of the City's land use authority, and does not require the City's land use policies and regulations to be consistent with the SCS.

Table 3.8-10
SB 375 Analysis

	2005 (Baseline)	2020 (Plan)	2035 (Plan)
Resident population (per 1,000)	17,161	19,194	21,110
CO2 emissions (per 1,000 tons)	204.0/a/	204.5/a/	198.6/b/
Per capita emissions (pounds/day)	23.8	21.3	18.8
% difference from Plan (2020) to Baseline (2005)			-8%
% difference from Plan (2035) to Baseline (2005)			-19%/c/

Note:
/a/ Based on EMFAC2007
/b/Based on EMFAC2014 and SCAG modeling, 2019.
/c/ Includes off-model adjustments for 2035 and 2045
Source: SCAG modeling, 2019.
http://www.scag.ca.gov/committees/CommitteeDocLibrary/jointRCPC110515fullagn.pdf

As the DEIR fails to evaluate the Project's consistency with the SCAG's per capita emissions, the DEIR's claim that the proposed Project would not conflict with SCAG's *RTP/SCS* is unsupported. An updated EIR should be prepared for the proposed Project to provide additional information and analysis to conclude less-than-significant GHG impacts.

i. SB 375 RTP/SCS Daily VMT Per Capita Target

Under the SCAG's 2020 *RTP/SCS*, daily VMT per capita in the SCAG region should decrease from 23.2 VMT in 2016 to 20.7 VMT by 2045.[34] Daily VMT per capita in Los Angeles County should decrease from 22.2 to 19.2 VMT during that same period.[35] Here, however, the DEIR fails to consider any of the above-mentioned performance-based VMT targets. As the DEIR fails to evaluate the Project's consistency with the SCAG's performance-based daily VMT per capita projections, the DEIR's claim that the proposed Project would not conflict with SCAG's *RTP/SCS* is unsupported. An updated EIR should be prepared for the proposed Project to provide additional information and analysis to conclude less-than-significant GHG impacts.

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant health risk and GHG impacts that should be mitigated further. In an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures*.[36] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

[34] "Connect SoCal." SCAG, September 2020, *available at*: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176, pp. 138.
[35] "Connect SoCal." SCAG, September 2020, *available at*: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176, pp. 138.
[36] http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

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E-61 cont.

E-62

E-62 The comment provides potential mitigation measures to reduce GHG Emissions impacts. However, as documented in the responses above and in the Draft EIR, the project would not result in a significant impact for GHG Emissions and therefore would not require mitigation. Nonetheless, the City notes the project already incorporates the applicable GHG reduction measures and efficiency standards. Refer to Table 4.6-5, Applicable Greenhouse Gas-Related Laws and Regulations.

CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures*[37]
Measures – Energy
Building Energy Use
Install Programmable Thermostat Timers
Obtain Third-party HVAC Commissioning and Verification of Energy Savings
Install Energy Efficient Appliances
Install Energy Efficient Boilers
Lighting
Limit Outdoor Lighting Requirements
Alternative Energy Generation
Establish Onsite Renewable or Carbon-Neutral Energy Systems
Establish Onsite Renewable Energy System – Solar Power
Measures – Transportation
Land Use/Location
Increase Density
Increase Location Efficiency
Increase Destination Accessibility
Increase Transit Accessibility
Transit System Improvements
Transit System Improvements, including: • Grade-separated right-of-way, including bus only lanes (for buses, emergency vehicles, and sometimes taxis), and other Transit Priority measures. Some systems use guideways which automatically steer the bus on portions of the route. • Frequent, high-capacity service • High-quality vehicles that are easy to board, quiet, clean, and comfortable to ride. • Pre-paid fare collection to minimize boarding delays. • Integrated fare systems, allowing free or discounted transfers between routes and modes. • Convenient user information and marketing programs. • High quality bus stations with Transit Oriented Development in nearby areas. • Modal integration, with BRT service coordinated with walking and cycling facilities, taxi services, intercity bus, rail transit, and other transportation services.
Implement Transit Access Improvements, such as: • Sidewalk/crosswalk safety enhancements • Bus shelter improvements
Road Pricing/Management
Improve Traffic Flow, such as:

[37] "Quantifying Greenhouse Gas Mitigation Measures." California Air Pollution Control Officers Association (CAPCOA), August 2010, *available at:* http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf, p.

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E-62 cont.

• Signalization improvements to reduce delay; • Incident management to increase response time to breakdowns and collisions; • Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions; and • Speed management to reduce high free-flow speeds.
Vehicles
Electrify Loading Docs and/or Require Idling-Reduction Systems
Utilize Alternative Fueled Vehicles, such as: • Biodiesel (B20) • Liquefied Natural Gas (LNG) • Compressed Natural Gas (CNG)
Utilize Electric or Hybrid Vehicles
Measures – Water
Water Supply
Use Reclaimed Water
Use Gray Water
Use Locally Sourced Water Supply
Water Use
Install Low-Flow Water Fixtures
Adopt a Water Conservation strategy
Design Water-Efficient Landscapes (see California Department of Water Resources Model Water Efficient Landscape Ordinance), such as: • Reducing lawn sizes; • Planting vegetation with minimal water needs, such as native species; • Choosing vegetation appropriate for the climate of the project site; • Choosing complimentary plants with similar water needs or which can provide each other with shade and/or water.
Use Water-Efficient Landscape Irrigation Systems ("Smart" irrigation control systems)
Reduce Turf in Landscapes and Lawns
Plant Native or Drought-Resistant Trees and Vegetation
Measures – Area Landscaping
Landscaping Equipment
Prohibit Gas Powered Landscape Equipment
Measures – Solid Waste
Solid Waste
Institute Recycling and Composting Services
Recycle Demolished Construction Material
Measures – Vegetation
Vegetation

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E-62 cont.

Urban Tree Planting
Create New Vegetated Open Space
Measures – Construction
Construction
Use Alternative Fuels for Construction Equipment
Urban Tree Planting
Use Electric and Hybrid Construction Equipment
Limit Construction Equipment Idling Beyond Regulation Requirements
Institute a Heavy-Duty Off-Road Vehicle Plan, including: • Construction vehicle inventory tracking system; • Requiring hour meters on equipment; • Document the serial number, horsepower, manufacture age, fuel, etc. of all onsite equipment; and • Daily logging of the operating hours of the equipment.
Implement a Construction Vehicle Inventory Tracking System
Measures – Miscellaneous
Miscellaneous
Establish a Carbon Sequestration Project, such as: • Geologic sequestration or carbon capture and storage techniques, in which CO_2 from point sources is captured and injected underground; • Terrestrial sequestration in which ecosystems are established or preserved to serve as CO_2 sinks; • Novel techniques involving advanced chemical or biological pathways; or • Technologies yet to be discovered.
Use Local and Sustainable Building Materials
Require Environmentally Responsible Purchasing, such as: • Purchasing products with sustainable packaging; • Purchasing post-consumer recycled copier paper, paper towels, and stationary; • Purchasing and stocking communal kitchens with reusable dishes and utensils; • Choosing sustainable cleaning supplies; • Leasing equipment from manufacturers who will recycle the components at their end of life; • Choosing ENERGY STAR appliances and Water Sense-certified water fixtures; • Choosing electronic appliances with built in sleep-mode timers; • Purchasing 'green power' (e.g. electricity generated from renewable or hydropower) from the utility; and • Choosing locally-made and distributed products.

Furthermore, in an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project from NEDC's *Diesel Emission Controls in Construction*

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Projects.[38] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

NEDC's *Diesel Emission Controls in Construction Projects*[39]
Measures – Diesel Emission Control Technology
a. Diesel Onroad Vehicles All diesel nonroad vehicles on site for more than 10 total days must have either (1) engines that meet EPA onroad emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
b. Diesel Generators All diesel generators on site for more than 10 total days must be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
c. Diesel Nonroad Construction Equipment i. All diesel nonroad construction equipment on site for more than 10 total days must have either (1) engines meeting EPA Tier 4 Final nonroad emission standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines 50hp and greater and by a minimum of 20% for engines less than 50hp.
d. Upon confirming that the diesel vehicle, construction equipment, or generator has either an engine meeting Tier 4 Final non road emission standards or emission control technology, as specified above, installed and functioning, the developer will issue a compliance sticker. All diesel vehicles, construction equipment, and generators on site shall display the compliance sticker in a visible, external location as designated by the developer.
e. Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.
Measures – Additional Diesel Requirements
a. Construction shall not proceed until the contractor submits a certified list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
b. If the contractor subsequently needs to bring on site equipment not on the list, the contractor shall submit written notification within 24 hours that attests the equipment complies with all contract conditions and provide information.
c. The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on

[38] "Diesel Emission Controls in Construction Projects." Northeast Diesel Collaborative (NEDC), December 2010, *available at:* https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf.
[39] "Diesel Emission Controls in Construction Projects." Northeast Diesel Collaborative (NEDC), December 2010, *available at:* https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf.

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E-62 cont.

abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.	
Reporting	
a. For each onroad diesel vehicle, nonroad construction equipment, or generator, the contractor shall submit to the developer's representative a report prior to bringing said equipment on site that includes: i. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, and engine serial number. ii. The type of emission control technology installed, serial number, make, model, manufacturer, and EPA/CARB verification number/level. iii. The Certification Statement signed and printed on the contractor's letterhead.	E-62 cont.
b. The contractor shall submit to the developer's representative a monthly report that, for each onroad diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quality of fuel, including sulfur content (percent by weight)	

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. An updated EIR should be prepared to include all feasible mitigation measures, as well as include an updated health risk and GHG analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

E-63

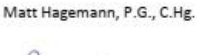
Sincerely,



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E-63 Comment noted. As noted in the response to comments above, changes to the Draft EIR have been made in response to this comment letter.

Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

E-63 cont.

Attachment A:	SWAPE Health Risk Calculations
Attachment B:	SWAPE GHG and VMT Calculations
Attachment C:	SWAPE Project CalEEMod Modeling
Attachment D:	SWAPE Project AERSCREEN Modeling
Attachment E:	Paul Rosenfeld CV
Attachment F:	Matt Hagemann CV

E-64

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E-64 The comment includes a list of appendices, which were included in the SWAPE report as supporting information to Comments E-46 through E-63 above. Primarily, these appendices include commenter-provided emissions calculations which was incorporated by reference throughout the previous responses but do not raise any new issues pertaining to the adequacy of the Draft EIR. Therefore, no further response is required. These appendices are therefore not provided in side-by-side format and are instead attached herein.

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Letter E Attachments

Attachment A

Construction					
2021			**Total**		
Annual Emissions (tons/year)	0.00733		Total DPM (lbs)	8.394356164	
Daily Emissions (lbs/day)	0.040164384		Total DPM (g)	3807.679956	
Construction Duration (days)	209		Total Construction Days	209	
Total DPM (lbs)	8.394356164		Emission Rate (g/s)	0.000210863	
Total DPM (g)	3807.679956		Release Height (meters)	3	
Start Date	4/1/2021		Initial Vertical Dimension (meters)	1.5	
End Date	10/27/2021		Max Horizontal (meters)	294.0	
Construction Days	209		Min Horizontal (meters)	120.0	
			Total Acreage	8.7	
			Setting	Urban	
			Population	84,542	
			Start Date	4/1/2021	
			End Date	10/27/2021	
			Total Construction Days	209	
			Total Years of Operation	29.43	

Operation		
Emission Rate		
Annual Emissions (tons/year)		0.0287
Daily Emissions (lbs/day)		0.157260274
Emission Rate (g/s)		0.000825616
Release Height (meters)		3
Initial Vertical Dimension (meters)		1.5
Max Horizontal (meters)		294.0
Min Horizontal (meters)		120.0
Total Acreage		8.7
Setting	Urban	
Population		84,542
Total Pounds of DPM		
Total DPM (lbs)		57.4

The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	ASF	Cancer Risk with ASFs*
Construction	0.25	0.02374	361	10	3.2E-07
3rd Trimester Duration	***0.25***			***3rd Trimester Exposure***	***3.2E-07***
Construction	0.32	0.02374	1090	10	1.3E-06
Operation	1.68	0.09295	1090	10	2.6E-05
Infant Exposure Duration	***2.00***			***Infant Exposure***	***2.7E-05***
Operation	14.00	0.09295	572	3	3.4E-05
Child Exposure Duration	***14.00***			***Child Exposure***	***3.4E-05***
Operation	14.00	0.09295	261	1	3.7E-06
Adult Exposure Duration	***14.00***			***Adult Exposure***	***3.7E-06***
Lifetime Exposure Duration	**30.00**			**Lifetime Exposure**	**6.5E-05**

Attachment B

2017 Scoping Plan Daily VMT Per Capita						
	Riverside County			State		
Year	Population	LDV VMT Baseline	VMT Per Capita	Population	LDV VMT Baseline	VMT Per Capita
2010	2,196,083	52,385,344.80	23.85	37,335,085	836,463,980.46	22.40
2022	2,576,122	61,464,802.77	23.86	41,321,565	916,010,145.57	22.17
2030	2,857,496	65,276,502.05	22.84	43,939,250	957,178,153.19	21.78

Stetson Corner Project HRA Mit

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.83	Acre	1.83	79,714.80	0
Other Non-Asphalt Surfaces	0.50	Acre	0.50	21,780.00	0
Parking Lot	258.00	Space	2.32	103,200.00	0
Fast Food Restaurant with Drive Thru	2.84	1000sqft	0.07	2,840.00	0
Automobile Care Center	6.69	1000sqft	0.15	6,686.00	0
Convenience Market With Gas Pumps	4.09	1000sqft	0.09	4,088.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Stetson Corner Project HRA Mit - Riverside-South Coast County, Winter

Project Characteristics - Consistent with DEIR's model.

Land Use - See SWAPE comment about parking and convenience market land use sizes.

Construction Phase - See SWAPE comment about individual construction phase lengths.

Trips and VMT - Consistent with DEIR's model.

Demolition - Consistent with DEIR's model.

Grading - See SWAPE comment about acres of grading.

Vehicle Trips - See SWAPE comment about convenience market and car wash trips.

Energy Use -

Water And Wastewater - Consistent with DEIR's model.

Construction Off-road Equipment Mitigation - Consistent with DEIR's model.

Fleet Mix - Consistent with DEIR's model.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	8.00	4.00
tblConstructionPhase	NumDays	230.00	118.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblFleetMix	HHD	0.07	6.4830e-003
tblFleetMix	HHD	0.07	0.02
tblFleetMix	LDA	0.55	0.60
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.20
tblFleetMix	LHD1	0.02	1.4190e-003
tblFleetMix	LHD1	0.02	4.2580e-003
tblFleetMix	LHD2	4.9700e-003	4.6300e-004
tblFleetMix	LHD2	4.9700e-003	1.3900e-003

tblFleetMix	MCY	4.5470e-003	5.0420e-003
tblFleetMix	MCY	4.5470e-003	4.9400e-003
tblFleetMix	MDV	0.12	0.13
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tblFleetMix	OBUS	1.3970e-003	1.5490e-003
tblFleetMix	OBUS	1.3970e-003	1.5180e-003
tblFleetMix	SBUS	9.3200e-004	1.0340e-003
tblFleetMix	SBUS	9.3200e-004	1.0130e-003
tblFleetMix	UBUS	1.1600e-003	1.2860e-003
tblFleetMix	UBUS	1.1600e-003	1.2600e-003
tblGrading	MaterialExported	0.00	300.00
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tblLandUse	LandUseSquareFeet	6,690.00	6,686.00
tblLandUse	LandUseSquareFeet	4,090.00	4,088.00
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tblWater	IndoorWaterUseRate	629,402.61	20,659,000.00
tblWater	OutdoorWaterUseRate	385,762.89	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	20.5666	48.0305	21.7429	0.0600	6.8261	1.5520	7.9968	3.4146	1.4417	4.4920	0.0000	6,081.6799	6,081.6799	1.7614	0.0000	6,125.7147
Maximum	**20.5666**	**48.0305**	**21.7429**	**0.0600**	**6.8261**	**1.5520**	**7.9968**	**3.4146**	**1.4417**	**4.4920**	**0.0000**	**6,081.6799**	**6,081.6799**	**1.7614**	**0.0000**	**6,125.7147**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	20.4021	33.6266	24.8518	0.0600	6.8261	0.1130	6.8853	3.4146	0.1129	3.4733	0.0000	6,081.6799	6,081.6799	1.7614	0.0000	6,125.7147
Maximum	**20.4021**	**33.6266**	**24.8518**	**0.0600**	**6.8261**	**0.1130**	**6.8853**	**3.4146**	**0.1129**	**3.4733**	**0.0000**	**6,081.6799**	**6,081.6799**	**1.7614**	**0.0000**	**6,125.7147**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.80**	**29.99**	**-14.30**	**0.00**	**0.00**	**92.72**	**13.90**	**0.00**	**92.17**	**22.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Energy	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677
Mobile	10.8512	34.6578	76.6523	0.2202	18.6734	0.1730	18.8464	4.9767	0.1607	5.1374		22,299.0500	22,299.0500	1.4580		22,335.4988
Total	**11.2756**	**34.9275**	**76.9066**	**0.2218**	**18.6734**	**0.1936**	**18.8670**	**4.9767**	**0.1813**	**5.1580**		**22,622.3567**	**22,622.3567**	**1.4643**	**5.9300e-003**	**22,660.7304**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Energy	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677
Mobile	10.8512	34.6578	76.6523	0.2202	18.6734	0.1730	18.8464	4.9767	0.1607	5.1374		22,299.0500	22,299.0500	1.4580		22,335.4988
Total	**11.2756**	**34.9275**	**76.9066**	**0.2218**	**18.6734**	**0.1936**	**18.8670**	**4.9767**	**0.1813**	**5.1580**		**22,622.3567**	**22,622.3567**	**1.4643**	**5.9300e-003**	**22,660.7304**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/14/2021	5	10	
2	Grading	Grading	4/15/2021	4/20/2021	5	4	
3	Building Construction	Building Construction	4/21/2021	10/1/2021	5	118	
4	Paving	Paving	10/2/2021	10/14/2021	5	9	
5	Architectural Coating	Architectural Coating	10/15/2021	10/27/2021	5	9	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2

Acres of Paving: 4.65

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,421; Non-Residential Outdoor: 6,807; Striped Parking Area: 12,282 (Architectural Coating – sqft)

OffRoad Equipment

Stetson Corner Project HRA Mit - Riverside-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00	132.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Grading	6	0.00	0.00	912.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	36.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Paving	8	0.00	0.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8722	0.0000	2.8722	0.4349	0.0000	0.4349			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**2.8722**	**1.5513**	**4.4236**	**0.4349**	**1.4411**	**1.8760**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0286	1.3486	0.1779	1.7600e-003	2.4700e-003	6.2000e-004	3.0900e-003	7.0000e-004	5.9000e-004	1.3000e-003		185.8277	185.8277	0.0482		187.0327
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0286**	**1.3486**	**0.1779**	**1.7600e-003**	**2.4700e-003**	**6.2000e-004**	**3.0900e-003**	**7.0000e-004**	**5.9000e-004**	**1.3000e-003**		**185.8277**	**185.8277**	**0.0482**		**187.0327**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8722	0.0000	2.8722	0.4349	0.0000	0.4349			0.0000			0.0000
Off-Road	0.5841	13.5576	24.6739	0.0388		0.0616	0.0616		0.0616	0.0616	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**0.5841**	**13.5576**	**24.6739**	**0.0388**	**2.8722**	**0.0616**	**2.9339**	**0.4349**	**0.0616**	**0.4965**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0286	1.3486	0.1779	1.7600e-003	2.4700e-003	6.2000e-004	3.0900e-003	7.0000e-004	5.9000e-004	1.3000e-003		185.8277	185.8277	0.0482		187.0327
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0286**	**1.3486**	**0.1779**	**1.7600e-003**	**2.4700e-003**	**6.2000e-004**	**3.0900e-003**	**7.0000e-004**	**5.9000e-004**	**1.3000e-003**		**185.8277**	**185.8277**	**0.0482**		**187.0327**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.7834	0.0000	6.7834	3.4025	0.0000	3.4025			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.7834**	**1.1599**	**7.9434**	**3.4025**	**1.0671**	**4.4696**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4933	23.2938	3.0727	0.0303	0.0427	0.0107	0.0534	0.0121	0.0103	0.0224		3,209.7514	3,209.7514	0.8326		3,230.5652
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.4933**	**23.2938**	**3.0727**	**0.0303**	**0.0427**	**0.0107**	**0.0534**	**0.0121**	**0.0103**	**0.0224**		**3,209.7514**	**3,209.7514**	**0.8326**		**3,230.5652**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.7834	0.0000	6.7834	3.4025	0.0000	3.4025			0.0000			0.0000
Off-Road	0.5200	10.3327	18.9906	0.0296		0.0484	0.0484		0.0484	0.0484	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**0.5200**	**10.3327**	**18.9906**	**0.0296**	**6.7834**	**0.0484**	**6.8319**	**3.4025**	**0.0484**	**3.4509**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4933	23.2938	3.0727	0.0303	0.0427	0.0107	0.0534	0.0121	0.0103	0.0224		3,209.7514	3,209.7514	0.8326		3,230.5652
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.4933**	**23.2938**	**3.0727**	**0.0303**	**0.0427**	**0.0107**	**0.0534**	**0.0121**	**0.0103**	**0.0224**		**3,209.7514**	**3,209.7514**	**0.8326**		**3,230.5652**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0576	2.3309	0.5090	2.5900e-003	7.2700e-003	1.0000e-003	8.2700e-003	2.1900e-003	9.6000e-004	3.1500e-003		273.4150	273.4150	0.0687		275.1332
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0576**	**2.3309**	**0.5090**	**2.5900e-003**	**7.2700e-003**	**1.0000e-003**	**8.2700e-003**	**2.1900e-003**	**9.6000e-004**	**3.1500e-003**		**273.4150**	**273.4150**	**0.0687**		**275.1332**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7923	10.7599	18.0957	0.0269		0.1120	0.1120		0.1120	0.1120	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.7923**	**10.7599**	**18.0957**	**0.0269**		**0.1120**	**0.1120**		**0.1120**	**0.1120**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0576	2.3309	0.5090	2.5900e-003	7.2700e-003	1.0000e-003	8.2700e-003	2.1900e-003	9.6000e-004	3.1500e-003		273.4150	273.4150	0.0687		275.1332
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0576**	**2.3309**	**0.5090**	**2.5900e-003**	**7.2700e-003**	**1.0000e-003**	**8.2700e-003**	**2.1900e-003**	**9.6000e-004**	**3.1500e-003**		**273.4150**	**273.4150**	**0.0687**		**275.1332**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	1.2081					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.3021**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**		**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3794	8.4013	13.9949	0.0189		0.0507	0.0507		0.0507	0.0507	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	1.2081					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5876**	**8.4013**	**13.9949**	**0.0189**		**0.0507**	**0.0507**		**0.0507**	**0.0507**	**0.0000**	**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**20.5666**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**20.4021**	**1.0598**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.8512	34.6578	76.6523	0.2202	18.6734	0.1730	18.8464	4.9767	0.1607	5.1374		22,299.0500	22,299.0500	1.4580		22,335.4988
Unmitigated	10.8512	34.6578	76.6523	0.2202	18.6734	0.1730	18.8464	4.9767	0.1607	5.1374		22,299.0500	22,299.0500	1.4580		22,335.4988

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	2,001.18	2,001.18	2001.18	2,680,684	2,680,684
Convenience Market With Gas Pumps	3,458.50	5,923.67	4834.71	2,745,441	2,745,441
Fast Food Restaurant with Drive Thru	1,337.50	1,946.54	1463.14	1,561,049	1,561,049
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	6,797.18	9,871.39	8,299.03	6,987,173	6,987,173

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	17	21	62
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	30	21	49
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Convenience Market With Gas Pumps	0.604950	0.040871	0.206296	0.127902	0.001419	0.000463	0.001634	0.006483	0.001549	0.001286	0.005042	0.001034	0.001070
Fast Food Restaurant with Drive Thru	0.592729	0.040045	0.202129	0.125318	0.004258	0.001390	0.004902	0.019449	0.001518	0.001260	0.004940	0.001013	0.001048
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Non-Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Parking Lot	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Stetson Corner Project HRA Mit - Riverside-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677
NaturalGas Unmitigated	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	595.146	6.4200e-003	0.0584	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003		70.0171	70.0171	1.3400e-003	1.2800e-003	70.4332
Convenience Market With Gas Pumps	24.864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2127.59	0.0229	0.2086	0.1752	1.2500e-003		0.0159	0.0159		0.0159	0.0159		250.3045	250.3045	4.8000e-003	4.5900e-003	251.7919
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0296**	**0.2694**	**0.2263**	**1.6100e-003**		**0.0205**	**0.0205**		**0.0205**	**0.0205**		**323.2468**	**323.2468**	**6.2000e-003**	**5.9200e-003**	**325.1677**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.595146	6.4200e-003	0.0584	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003		70.0171	70.0171	1.3400e-003	1.2800e-003	70.4332
Convenience Market With Gas Pumps	0.024864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2.12759	0.0229	0.2086	0.1752	1.2500e-003		0.0159	0.0159		0.0159	0.0159		250.3045	250.3045	4.8000e-003	4.5900e-003	251.7919
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0296**	**0.2694**	**0.2263**	**1.6100e-003**		**0.0205**	**0.0205**		**0.0205**	**0.0205**		**323.2468**	**323.2468**	**6.2000e-003**	**5.9200e-003**	**325.1677**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Unmitigated	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3421					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6100e-003	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Total	**0.3948**	**2.6000e-004**	**0.0280**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0600**	**0.0600**	**1.6000e-004**		**0.0639**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3421					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6100e-003	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Total	**0.3948**	**2.6000e-004**	**0.0280**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0600**	**0.0600**	**1.6000e-004**		**0.0639**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Stetson Corner Project HRA Mit

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.83	Acre	1.83	79,714.80	0
Other Non-Asphalt Surfaces	0.50	Acre	0.50	21,780.00	0
Parking Lot	258.00	Space	2.32	103,200.00	0
Fast Food Restaurant with Drive Thru	2.84	1000sqft	0.07	2,840.00	0
Automobile Care Center	6.69	1000sqft	0.15	6,686.00	0
Convenience Market With Gas Pumps	4.09	1000sqft	0.09	4,088.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Stetson Corner Project HRA Mit - Riverside-South Coast County, Summer

Project Characteristics - Consistent with DEIR's model.

Land Use - See SWAPE comment about parking and convenience market land use sizes.

Construction Phase - See SWAPE comment about individual construction phase lengths.

Trips and VMT - Consistent with DEIR's model.

Demolition - Consistent with DEIR's model.

Grading - See SWAPE comment about acres of grading.

Vehicle Trips - See SWAPE comment about convenience market and car wash trips.

Energy Use -

Water And Wastewater - Consistent with DEIR's model.

Construction Off-road Equipment Mitigation - Consistent with DEIR's model.

Fleet Mix - Consistent with DEIR's model.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	8.00	4.00
tblConstructionPhase	NumDays	230.00	118.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblFleetMix	HHD	0.07	6.4830e-003
tblFleetMix	HHD	0.07	0.02
tblFleetMix	LDA	0.55	0.60
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.20
tblFleetMix	LHD1	0.02	1.4190e-003
tblFleetMix	LHD1	0.02	4.2580e-003
tblFleetMix	LHD2	4.9700e-003	4.6300e-004
tblFleetMix	LHD2	4.9700e-003	1.3900e-003

tblFleetMix	MCY	4.5470e-003	5.0420e-003
tblFleetMix	MCY	4.5470e-003	4.9400e-003
tblFleetMix	MDV	0.12	0.13
tblFleetMix	MDV	0.12	0.13
tblFleetMix	MH	9.6500e-004	1.0700e-003
tblFleetMix	MH	9.6500e-004	1.0480e-003
tblFleetMix	MHD	0.02	1.6340e-003
tblFleetMix	MHD	0.02	4.9020e-003
tblFleetMix	OBUS	1.3970e-003	1.5490e-003
tblFleetMix	OBUS	1.3970e-003	1.5180e-003
tblFleetMix	SBUS	9.3200e-004	1.0340e-003
tblFleetMix	SBUS	9.3200e-004	1.0130e-003
tblFleetMix	UBUS	1.1600e-003	1.2860e-003
tblFleetMix	UBUS	1.1600e-003	1.2600e-003
tblGrading	MaterialExported	0.00	300.00
tblGrading	MaterialImported	0.00	7,000.00
tblLandUse	LandUseSquareFeet	6,690.00	6,686.00
tblLandUse	LandUseSquareFeet	4,090.00	4,088.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripNumber	913.00	912.00
tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	VendorTripLength	6.90	0.19

tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
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tblTripsAndVMT	WorkerTripNumber	91.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblVehicleTrips	PB_TP	65.00	62.00
tblVehicleTrips	PB_TP	50.00	49.00
tblVehicleTrips	PR_TP	14.00	17.00
tblVehicleTrips	PR_TP	29.00	30.00
tblVehicleTrips	ST_TR	23.72	299.13
tblVehicleTrips	ST_TR	722.03	685.40
tblVehicleTrips	SU_TR	11.88	299.13
tblVehicleTrips	SU_TR	542.72	515.19
tblVehicleTrips	WD_TR	23.72	299.13
tblVehicleTrips	WD_TR	496.12	470.95
tblWater	IndoorWaterUseRate	629,402.61	20,659,000.00
tblWater	OutdoorWaterUseRate	385,762.89	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	20.5666	49.0160	21.6789	0.0643	6.8261	1.5518	7.9946	3.4146	1.4416	4.4899	0.0000	6,539.5728	6,539.5728	1.6618	0.0000	6,581.1164
Maximum	**20.5666**	**49.0160**	**21.6789**	**0.0643**	**6.8261**	**1.5518**	**7.9946**	**3.4146**	**1.4416**	**4.4899**	**0.0000**	**6,539.5728**	**6,539.5728**	**1.6618**	**0.0000**	**6,581.1164**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	20.4021	34.6120	24.7877	0.0643	6.8261	0.1128	6.8831	3.4146	0.1128	3.4712	0.0000	6,539.5728	6,539.5728	1.6618	0.0000	6,581.1164
Maximum	**20.4021**	**34.6120**	**24.7877**	**0.0643**	**6.8261**	**0.1128**	**6.8831**	**3.4146**	**0.1128**	**3.4712**	**0.0000**	**6,539.5728**	**6,539.5728**	**1.6618**	**0.0000**	**6,581.1164**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.80**	**29.39**	**-14.34**	**0.00**	**0.00**	**92.73**	**13.90**	**0.00**	**92.18**	**22.69**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Energy	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677
Mobile	13.7071	35.0831	81.7080	0.2415	18.6734	0.1710	18.8444	4.9767	0.1588	5.1355		24,448.9896	24,448.9896	1.3871		24,483.6667
Total	**14.1316**	**35.3527**	**81.9623**	**0.2431**	**18.6734**	**0.1916**	**18.8650**	**4.9767**	**0.1794**	**5.1561**		**24,772.2963**	**24,772.2963**	**1.3934**	**5.9300e-003**	**24,808.8983**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Energy	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677
Mobile	13.7071	35.0831	81.7080	0.2415	18.6734	0.1710	18.8444	4.9767	0.1588	5.1355		24,448.9896	24,448.9896	1.3871		24,483.6667
Total	**14.1316**	**35.3527**	**81.9623**	**0.2431**	**18.6734**	**0.1916**	**18.8650**	**4.9767**	**0.1794**	**5.1561**		**24,772.2963**	**24,772.2963**	**1.3934**	**5.9300e-003**	**24,808.8983**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/14/2021	5	10	
2	Grading	Grading	4/15/2021	4/20/2021	5	4	
3	Building Construction	Building Construction	4/21/2021	10/1/2021	5	118	
4	Paving	Paving	10/2/2021	10/14/2021	5	9	
5	Architectural Coating	Architectural Coating	10/15/2021	10/27/2021	5	9	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2

Acres of Paving: 4.65

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,421; Non-Residential Outdoor: 6,807; Striped Parking Area: 12,282 (Architectural Coating – sqft)

OffRoad Equipment

Stetson Corner Project HRA Mit - Riverside-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00	132.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Grading	6	0.00	0.00	912.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	36.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Paving	8	0.00	0.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8722	0.0000	2.8722	0.4349	0.0000	0.4349			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**31.4407**	**21.5650**	**0.0388**	**2.8722**	**1.5513**	**4.4236**	**0.4349**	**1.4411**	**1.8760**		**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0252	1.4056	0.1139	2.0100e-003	2.4700e-003	4.9000e-004	2.9600e-003	7.0000e-004	4.7000e-004	1.1700e-003		212.3373	212.3373	0.0424		213.3981
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0252**	**1.4056**	**0.1139**	**2.0100e-003**	**2.4700e-003**	**4.9000e-004**	**2.9600e-003**	**7.0000e-004**	**4.7000e-004**	**1.1700e-003**		**212.3373**	**212.3373**	**0.0424**		**213.3981**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8722	0.0000	2.8722	0.4349	0.0000	0.4349			0.0000			0.0000
Off-Road	0.5841	13.5576	24.6739	0.0388		0.0616	0.0616		0.0616	0.0616	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**0.5841**	**13.5576**	**24.6739**	**0.0388**	**2.8722**	**0.0616**	**2.9339**	**0.4349**	**0.0616**	**0.4965**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0252	1.4056	0.1139	2.0100e-003	2.4700e-003	4.9000e-004	2.9600e-003	7.0000e-004	4.7000e-004	1.1700e-003		212.3373	212.3373	0.0424		213.3981
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0252**	**1.4056**	**0.1139**	**2.0100e-003**	**2.4700e-003**	**4.9000e-004**	**2.9600e-003**	**7.0000e-004**	**4.7000e-004**	**1.1700e-003**		**212.3373**	**212.3373**	**0.0424**		**213.3981**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.7834	0.0000	6.7834	3.4025	0.0000	3.4025			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.7834**	**1.1599**	**7.9434**	**3.4025**	**1.0671**	**4.4696**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4350	24.2793	1.9668	0.0347	0.0427	8.5100e-003	0.0512	0.0121	8.1400e-003	0.0203		3,667.6443	3,667.6443	0.7329		3,685.9669
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.4350**	**24.2793**	**1.9668**	**0.0347**	**0.0427**	**8.5100e-003**	**0.0512**	**0.0121**	**8.1400e-003**	**0.0203**		**3,667.6443**	**3,667.6443**	**0.7329**		**3,685.9669**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.7834	0.0000	6.7834	3.4025	0.0000	3.4025			0.0000			0.0000
Off-Road	0.5200	10.3327	18.9906	0.0296		0.0484	0.0484		0.0484	0.0484	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**0.5200**	**10.3327**	**18.9906**	**0.0296**	**6.7834**	**0.0484**	**6.8319**	**3.4025**	**0.0484**	**3.4509**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4350	24.2793	1.9668	0.0347	0.0427	8.5100e-003	0.0512	0.0121	8.1400e-003	0.0203		3,667.6443	3,667.6443	0.7329		3,685.9669
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.4350**	**24.2793**	**1.9668**	**0.0347**	**0.0427**	**8.5100e-003**	**0.0512**	**0.0121**	**8.1400e-003**	**0.0203**		**3,667.6443**	**3,667.6443**	**0.7329**		**3,685.9669**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0526	2.4086	0.3982	2.9400e-003	7.2700e-003	8.1000e-004	8.0800e-003	2.1900e-003	7.8000e-004	2.9700e-003		310.4151	310.4151	0.0607		311.9316
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0526**	**2.4086**	**0.3982**	**2.9400e-003**	**7.2700e-003**	**8.1000e-004**	**8.0800e-003**	**2.1900e-003**	**7.8000e-004**	**2.9700e-003**		**310.4151**	**310.4151**	**0.0607**		**311.9316**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7923	10.7599	18.0957	0.0269		0.1120	0.1120		0.1120	0.1120	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.7923**	**10.7599**	**18.0957**	**0.0269**		**0.1120**	**0.1120**		**0.1120**	**0.1120**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0526	2.4086	0.3982	2.9400e-003	7.2700e-003	8.1000e-004	8.0800e-003	2.1900e-003	7.8000e-004	2.9700e-003		310.4151	310.4151	0.0607		311.9316
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0526**	**2.4086**	**0.3982**	**2.9400e-003**	**7.2700e-003**	**8.1000e-004**	**8.0800e-003**	**2.1900e-003**	**7.8000e-004**	**2.9700e-003**		**310.4151**	**310.4151**	**0.0607**		**311.9316**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	1.2081					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.3021**	**10.8399**	**12.2603**	**0.0189**		**0.5788**	**0.5788**		**0.5342**	**0.5342**		**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3794	8.4013	13.9949	0.0189		0.0507	0.0507		0.0507	0.0507	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	1.2081					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5876**	**8.4013**	**13.9949**	**0.0189**		**0.0507**	**0.0507**		**0.0507**	**0.0507**	**0.0000**	**1,804.5523**	**1,804.5523**	**0.5670**		**1,818.7270**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**20.5666**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**20.4021**	**1.0598**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.7071	35.0831	81.7080	0.2415	18.6734	0.1710	18.8444	4.9767	0.1588	5.1355		24,448.9896	24,448.9896	1.3871		24,483.6667
Unmitigated	13.7071	35.0831	81.7080	0.2415	18.6734	0.1710	18.8444	4.9767	0.1588	5.1355		24,448.9896	24,448.9896	1.3871		24,483.6667

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	2,001.18	2,001.18	2001.18	2,680,684	2,680,684
Convenience Market With Gas Pumps	3,458.50	5,923.67	4834.71	2,745,441	2,745,441
Fast Food Restaurant with Drive Thru	1,337.50	1,946.54	1463.14	1,561,049	1,561,049
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	6,797.18	9,871.39	8,299.03	6,987,173	6,987,173

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	17	21	62
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	30	21	49
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Convenience Market With Gas Pumps	0.604950	0.040871	0.206296	0.127902	0.001419	0.000463	0.001634	0.006483	0.001549	0.001286	0.005042	0.001034	0.001070
Fast Food Restaurant with Drive Thru	0.592729	0.040045	0.202129	0.125318	0.004258	0.001390	0.004902	0.019449	0.001518	0.001260	0.004940	0.001013	0.001048
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Non-Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Parking Lot	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Stetson Corner Project HRA Mit - Riverside-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677
NaturalGas Unmitigated	0.0296	0.2694	0.2263	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.2468	323.2468	6.2000e-003	5.9300e-003	325.1677

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	595.146	6.4200e-003	0.0584	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003		70.0171	70.0171	1.3400e-003	1.2800e-003	70.4332
Convenience Market With Gas Pumps	24.864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2127.59	0.0229	0.2086	0.1752	1.2500e-003		0.0159	0.0159		0.0159	0.0159		250.3045	250.3045	4.8000e-003	4.5900e-003	251.7919
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0296**	**0.2694**	**0.2263**	**1.6100e-003**		**0.0205**	**0.0205**		**0.0205**	**0.0205**		**323.2468**	**323.2468**	**6.2000e-003**	**5.9200e-003**	**325.1677**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.595146	6.4200e-003	0.0584	0.0490	3.5000e-004		4.4300e-003	4.4300e-003		4.4300e-003	4.4300e-003		70.0171	70.0171	1.3400e-003	1.2800e-003	70.4332
Convenience Market With Gas Pumps	0.024864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2.12759	0.0229	0.2086	0.1752	1.2500e-003		0.0159	0.0159		0.0159	0.0159		250.3045	250.3045	4.8000e-003	4.5900e-003	251.7919
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0296**	**0.2694**	**0.2263**	**1.6100e-003**		**0.0205**	**0.0205**		**0.0205**	**0.0205**		**323.2468**	**323.2468**	**6.2000e-003**	**5.9200e-003**	**325.1677**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Unmitigated	0.3948	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3421					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6100e-003	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Total	**0.3948**	**2.6000e-004**	**0.0280**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0600**	**0.0600**	**1.6000e-004**		**0.0639**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3421					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.6100e-003	2.6000e-004	0.0280	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0600	0.0600	1.6000e-004		0.0639
Total	**0.3948**	**2.6000e-004**	**0.0280**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0600**	**0.0600**	**1.6000e-004**		**0.0639**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Stetson Corner Project HRA Mit

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.83	Acre	1.83	79,714.80	0
Other Non-Asphalt Surfaces	0.50	Acre	0.50	21,780.00	0
Parking Lot	258.00	Space	2.32	103,200.00	0
Fast Food Restaurant with Drive Thru	2.84	1000sqft	0.07	2,840.00	0
Automobile Care Center	6.69	1000sqft	0.15	6,686.00	0
Convenience Market With Gas Pumps	4.09	1000sqft	0.09	4,088.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	513	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Stetson Corner Project HRA Mit - Riverside-South Coast County, Annual

Project Characteristics - Consistent with DEIR's model.

Land Use - See SWAPE comment about parking and convenience market land use sizes.

Construction Phase - See SWAPE comment about individual construction phase lengths.

Trips and VMT - Consistent with DEIR's model.

Demolition - Consistent with DEIR's model.

Grading - See SWAPE comment about acres of grading.

Vehicle Trips - See SWAPE comment about convenience market and car wash trips.

Energy Use -

Water And Wastewater - Consistent with DEIR's model.

Construction Off-road Equipment Mitigation - Consistent with DEIR's model.

Fleet Mix - Consistent with DEIR's model.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	8.00	4.00
tblConstructionPhase	NumDays	230.00	118.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblFleetMix	HHD	0.07	6.4830e-003
tblFleetMix	HHD	0.07	0.02
tblFleetMix	LDA	0.55	0.60
tblFleetMix	LDA	0.55	0.59
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.21
tblFleetMix	LDT2	0.19	0.20
tblFleetMix	LHD1	0.02	1.4190e-003
tblFleetMix	LHD1	0.02	4.2580e-003
tblFleetMix	LHD2	4.9700e-003	4.6300e-004
tblFleetMix	LHD2	4.9700e-003	1.3900e-003

tblFleetMix	MCY	4.5470e-003	5.0420e-003
tblFleetMix	MCY	4.5470e-003	4.9400e-003
tblFleetMix	MDV	0.12	0.13
tblFleetMix	MDV	0.12	0.13
tblFleetMix	MH	9.6500e-004	1.0700e-003
tblFleetMix	MH	9.6500e-004	1.0480e-003
tblFleetMix	MHD	0.02	1.6340e-003
tblFleetMix	MHD	0.02	4.9020e-003
tblFleetMix	OBUS	1.3970e-003	1.5490e-003
tblFleetMix	OBUS	1.3970e-003	1.5180e-003
tblFleetMix	SBUS	9.3200e-004	1.0340e-003
tblFleetMix	SBUS	9.3200e-004	1.0130e-003
tblFleetMix	UBUS	1.1600e-003	1.2860e-003
tblFleetMix	UBUS	1.1600e-003	1.2600e-003
tblGrading	MaterialExported	0.00	300.00
tblGrading	MaterialImported	0.00	7,000.00
tblLandUse	LandUseSquareFeet	6,690.00	6,686.00
tblLandUse	LandUseSquareFeet	4,090.00	4,088.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	513
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripLength	20.00	0.19
tblTripsAndVMT	HaulingTripNumber	913.00	912.00
tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	VendorTripLength	6.90	0.19

tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	VendorTripLength	6.90	0.19
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
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tblTripsAndVMT	WorkerTripNumber	91.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblVehicleTrips	PB_TP	65.00	62.00
tblVehicleTrips	PB_TP	50.00	49.00
tblVehicleTrips	PR_TP	14.00	17.00
tblVehicleTrips	PR_TP	29.00	30.00
tblVehicleTrips	ST_TR	23.72	299.13
tblVehicleTrips	ST_TR	722.03	685.40
tblVehicleTrips	SU_TR	11.88	299.13
tblVehicleTrips	SU_TR	542.72	515.19
tblVehicleTrips	WD_TR	23.72	299.13
tblVehicleTrips	WD_TR	496.12	470.95
tblWater	IndoorWaterUseRate	629,402.61	20,659,000.00
tblWater	OutdoorWaterUseRate	385,762.89	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2398	1.4858	1.2130	2.1800e-003	0.0285	0.0697	0.0982	9.1300e-003	0.0654	0.0746	0.0000	190.3939	190.3939	0.0469	0.0000	191.5659
Maximum	**0.2398**	**1.4858**	**1.2130**	**2.1800e-003**	**0.0285**	**0.0697**	**0.0982**	**9.1300e-003**	**0.0654**	**0.0746**	**0.0000**	**190.3939**	**190.3939**	**0.0469**	**0.0000**	**191.5659**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1539	0.9609	1.3324	2.1800e-003	0.0285	7.3300e-003	0.0358	9.1300e-003	7.3300e-003	0.0165	0.0000	190.3937	190.3937	0.0469	0.0000	191.5657
Maximum	**0.1539**	**0.9609**	**1.3324**	**2.1800e-003**	**0.0285**	**7.3300e-003**	**0.0358**	**9.1300e-003**	**7.3300e-003**	**0.0165**	**0.0000**	**190.3937**	**190.3937**	**0.0469**	**0.0000**	**191.5657**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**35.79**	**35.33**	**-9.84**	**0.00**	**0.00**	**89.49**	**63.56**	**0.00**	**88.79**	**77.92**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2021	6-30-2021	0.8437	0.5094
2	7-1-2021	9-30-2021	0.7161	0.4604
		Highest	0.8437	0.5094

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0719	3.0000e-005	3.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.8000e-003	6.8000e-003	2.0000e-005	0.0000	7.2500e-003
Energy	5.4100e-003	0.0492	0.0413	2.9000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	121.1045	121.1045	4.8500e-003	1.7700e-003	121.7536
Mobile	1.5124	5.6140	10.9785	0.0335	2.6435	0.0250	2.6685	0.7058	0.0232	0.7290	0.0000	3,080.8002	3,080.8002	0.1958	0.0000	3,085.6940
Waste						0.0000	0.0000		0.0000	0.0000	14.3230	0.0000	14.3230	0.8465	0.0000	35.4847
Water						0.0000	0.0000		0.0000	0.0000	6.9238	66.7467	73.6704	0.7149	0.0176	96.7796
Total	**1.5897**	**5.6632**	**11.0233**	**0.0338**	**2.6435**	**0.0287**	**2.6722**	**0.7058**	**0.0270**	**0.7328**	**21.2468**	**3,268.6582**	**3,289.9050**	**1.7620**	**0.0193**	**3,339.7192**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0719	3.0000e-005	3.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.8000e-003	6.8000e-003	2.0000e-005	0.0000	7.2500e-003
Energy	5.4100e-003	0.0492	0.0413	2.9000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	121.1045	121.1045	4.8500e-003	1.7700e-003	121.7536
Mobile	1.5124	5.6140	10.9785	0.0335	2.6435	0.0250	2.6685	0.7058	0.0232	0.7290	0.0000	3,080.8002	3,080.8002	0.1958	0.0000	3,085.6940
Waste						0.0000	0.0000		0.0000	0.0000	14.3230	0.0000	14.3230	0.8465	0.0000	35.4847
Water						0.0000	0.0000		0.0000	0.0000	6.9238	66.7467	73.6704	0.7149	0.0176	96.7796
Total	**1.5897**	**5.6632**	**11.0233**	**0.0338**	**2.6435**	**0.0287**	**2.6722**	**0.7058**	**0.0270**	**0.7328**	**21.2468**	**3,268.6582**	**3,289.9050**	**1.7620**	**0.0193**	**3,339.7192**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2021	4/14/2021	5	10	
2	Grading	Grading	4/15/2021	4/20/2021	5	4	
3	Building Construction	Building Construction	4/21/2021	10/1/2021	5	118	
4	Paving	Paving	10/2/2021	10/14/2021	5	9	
5	Architectural Coating	Architectural Coating	10/15/2021	10/27/2021	5	9	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 2

Acres of Paving: 4.65

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,421; Non-Residential Outdoor: 6,807; Striped Parking Area: 12,282 (Architectural Coating – sqft)

OffRoad Equipment

Stetson Corner Project HRA Mit - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00	132.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Grading	6	0.00	0.00	912.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	36.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Paving	8	0.00	0.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	0.00	0.19	0.19	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0144	0.0000	0.0144	2.1700e-003	0.0000	2.1700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0158	0.1572	0.1078	1.9000e-004		7.7600e-003	7.7600e-003		7.2100e-003	7.2100e-003	0.0000	17.0004	17.0004	4.7800e-003	0.0000	17.1200
Total	**0.0158**	**0.1572**	**0.1078**	**1.9000e-004**	**0.0144**	**7.7600e-003**	**0.0221**	**2.1700e-003**	**7.2100e-003**	**9.3800e-003**	**0.0000**	**17.0004**	**17.0004**	**4.7800e-003**	**0.0000**	**17.1200**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	6.9100e-003	7.1000e-004	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.9126	0.9126	2.0000e-004	0.0000	0.9177
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3000e-004**	**6.9100e-003**	**7.1000e-004**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.9126**	**0.9126**	**2.0000e-004**	**0.0000**	**0.9177**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0144	0.0000	0.0144	2.1700e-003	0.0000	2.1700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9200e-003	0.0678	0.1234	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	17.0004	17.0004	4.7800e-003	0.0000	17.1200
Total	**2.9200e-003**	**0.0678**	**0.1234**	**1.9000e-004**	**0.0144**	**3.1000e-004**	**0.0147**	**2.1700e-003**	**3.1000e-004**	**2.4800e-003**	**0.0000**	**17.0004**	**17.0004**	**4.7800e-003**	**0.0000**	**17.1200**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	6.9100e-003	7.1000e-004	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.9126	0.9126	2.0000e-004	0.0000	0.9177
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3000e-004**	**6.9100e-003**	**7.1000e-004**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.9126**	**0.9126**	**2.0000e-004**	**0.0000**	**0.9177**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0136	0.0000	0.0136	6.8000e-003	0.0000	6.8000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5800e-003	0.0495	0.0317	6.0000e-005		2.3200e-003	2.3200e-003		2.1300e-003	2.1300e-003	0.0000	5.2107	5.2107	1.6900e-003	0.0000	5.2529
Total	**4.5800e-003**	**0.0495**	**0.0317**	**6.0000e-005**	**0.0136**	**2.3200e-003**	**0.0159**	**6.8000e-003**	**2.1300e-003**	**8.9300e-003**	**0.0000**	**5.2107**	**5.2107**	**1.6900e-003**	**0.0000**	**5.2529**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.2000e-004	0.0478	4.9000e-003	7.0000e-005	8.0000e-005	2.0000e-005	1.0000e-004	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	6.3055	6.3055	1.4100e-003	0.0000	6.3407
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.2000e-004**	**0.0478**	**4.9000e-003**	**7.0000e-005**	**8.0000e-005**	**2.0000e-005**	**1.0000e-004**	**2.0000e-005**	**2.0000e-005**	**4.0000e-005**	**0.0000**	**6.3055**	**6.3055**	**1.4100e-003**	**0.0000**	**6.3407**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0136	0.0000	0.0136	6.8000e-003	0.0000	6.8000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0400e-003	0.0207	0.0380	6.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	5.2107	5.2107	1.6900e-003	0.0000	5.2529
Total	**1.0400e-003**	**0.0207**	**0.0380**	**6.0000e-005**	**0.0136**	**1.0000e-004**	**0.0137**	**6.8000e-003**	**1.0000e-004**	**6.9000e-003**	**0.0000**	**5.2107**	**5.2107**	**1.6900e-003**	**0.0000**	**5.2529**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.2000e-004	0.0478	4.9000e-003	7.0000e-005	8.0000e-005	2.0000e-005	1.0000e-004	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	6.3055	6.3055	1.4100e-003	0.0000	6.3407
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.2000e-004**	**0.0478**	**4.9000e-003**	**7.0000e-005**	**8.0000e-005**	**2.0000e-005**	**1.0000e-004**	**2.0000e-005**	**2.0000e-005**	**4.0000e-005**	**0.0000**	**6.3055**	**6.3055**	**1.4100e-003**	**0.0000**	**6.3407**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1122	1.0285	0.9779	1.5900e-003		0.0566	0.0566		0.0532	0.0532	0.0000	136.6660	136.6660	0.0330	0.0000	137.4903
Total	**0.1122**	**1.0285**	**0.9779**	**1.5900e-003**		**0.0566**	**0.0566**		**0.0532**	**0.0532**	**0.0000**	**136.6660**	**136.6660**	**0.0330**	**0.0000**	**137.4903**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2200e-003	0.1403	0.0266	1.6000e-004	4.2000e-004	5.0000e-005	4.8000e-004	1.3000e-004	5.0000e-005	1.8000e-004	0.0000	15.7829	15.7829	3.4300e-003	0.0000	15.8687
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.1403**	**0.0266**	**1.6000e-004**	**4.2000e-004**	**5.0000e-005**	**4.8000e-004**	**1.3000e-004**	**5.0000e-005**	**1.8000e-004**	**0.0000**	**15.7829**	**15.7829**	**3.4300e-003**	**0.0000**	**15.8687**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0468	0.6348	1.0677	1.5900e-003		6.6100e-003	6.6100e-003		6.6100e-003	6.6100e-003	0.0000	136.6658	136.6658	0.0330	0.0000	137.4901
Total	**0.0468**	**0.6348**	**1.0677**	**1.5900e-003**		**6.6100e-003**	**6.6100e-003**		**6.6100e-003**	**6.6100e-003**	**0.0000**	**136.6658**	**136.6658**	**0.0330**	**0.0000**	**137.4901**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2200e-003	0.1403	0.0266	1.6000e-004	4.2000e-004	5.0000e-005	4.8000e-004	1.3000e-004	5.0000e-005	1.8000e-004	0.0000	15.7829	15.7829	3.4300e-003	0.0000	15.8687
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.1403**	**0.0266**	**1.6000e-004**	**4.2000e-004**	**5.0000e-005**	**4.8000e-004**	**1.3000e-004**	**5.0000e-005**	**1.8000e-004**	**0.0000**	**15.7829**	**15.7829**	**3.4300e-003**	**0.0000**	**15.8687**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.9200e-003	0.0488	0.0552	9.0000e-005		2.6000e-003	2.6000e-003		2.4000e-003	2.4000e-003	0.0000	7.3668	7.3668	2.3100e-003	0.0000	7.4247
Paving	5.4400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0104**	**0.0488**	**0.0552**	**9.0000e-005**		**2.6000e-003**	**2.6000e-003**		**2.4000e-003**	**2.4000e-003**	**0.0000**	**7.3668**	**7.3668**	**2.3100e-003**	**0.0000**	**7.4247**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.7100e-003	0.0378	0.0630	9.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	7.3668	7.3668	2.3100e-003	0.0000	7.4246
Paving	5.4400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.1500e-003**	**0.0378**	**0.0630**	**9.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**7.3668**	**7.3668**	**2.3100e-003**	**0.0000**	**7.4246**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0916					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9000e-004	6.8700e-003	8.1800e-003	1.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	1.1490	1.1490	8.0000e-005	0.0000	1.1509
Total	**0.0926**	**6.8700e-003**	**8.1800e-003**	**1.0000e-005**		**4.2000e-004**	**4.2000e-004**		**4.2000e-004**	**4.2000e-004**	**0.0000**	**1.1490**	**1.1490**	**8.0000e-005**	**0.0000**	**1.1509**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0916					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5000e-004	4.7700e-003	8.2500e-003	1.0000e-005		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	1.1490	1.1490	8.0000e-005	0.0000	1.1509
Total	**0.0918**	**4.7700e-003**	**8.2500e-003**	**1.0000e-005**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**1.1490**	**1.1490**	**8.0000e-005**	**0.0000**	**1.1509**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5124	5.6140	10.9785	0.0335	2.6435	0.0250	2.6685	0.7058	0.0232	0.7290	0.0000	3,080.8002	3,080.8002	0.1958	0.0000	3,085.6940
Unmitigated	1.5124	5.6140	10.9785	0.0335	2.6435	0.0250	2.6685	0.7058	0.0232	0.7290	0.0000	3,080.8002	3,080.8002	0.1958	0.0000	3,085.6940

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	2,001.18	2,001.18	2001.18	2,680,684	2,680,684
Convenience Market With Gas Pumps	3,458.50	5,923.67	4834.71	2,745,441	2,745,441
Fast Food Restaurant with Drive Thru	1,337.50	1,946.54	1463.14	1,561,049	1,561,049
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	6,797.18	9,871.39	8,299.03	6,987,173	6,987,173

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	17	21	62
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	30	21	49
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Convenience Market With Gas Pumps	0.604950	0.040871	0.206296	0.127902	0.001419	0.000463	0.001634	0.006483	0.001549	0.001286	0.005042	0.001034	0.001070
Fast Food Restaurant with Drive Thru	0.592729	0.040045	0.202129	0.125318	0.004258	0.001390	0.004902	0.019449	0.001518	0.001260	0.004940	0.001013	0.001048
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Non-Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Parking Lot	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Stetson Corner Project HRA Mit - Riverside-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	67.5874	67.5874	3.8200e-003	7.9000e-004	67.9185
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	67.5874	67.5874	3.8200e-003	7.9000e-004	67.9185
NaturalGas Mitigated	5.4100e-003	0.0492	0.0413	2.9000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.5171	53.5171	1.0300e-003	9.8000e-004	53.8352
NaturalGas Unmitigated	5.4100e-003	0.0492	0.0413	2.9000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.5171	53.5171	1.0300e-003	9.8000e-004	53.8352

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	217228	1.1700e-003	0.0107	8.9400e-003	6.0000e-005		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	11.5921	11.5921	2.2000e-004	2.1000e-004	11.6610
Convenience Market With Gas Pumps	9075.36	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4843	0.4843	1.0000e-005	1.0000e-005	0.4872
Fast Food Restaurant with Drive Thru	776570	4.1900e-003	0.0381	0.0320	2.3000e-004		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	41.4407	41.4407	7.9000e-004	7.6000e-004	41.6870
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.4100e-003**	**0.0492**	**0.0413**	**2.9000e-004**		**3.7300e-003**	**3.7300e-003**		**3.7300e-003**	**3.7300e-003**	**0.0000**	**53.5171**	**53.5171**	**1.0200e-003**	**9.8000e-004**	**53.8352**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	217228	1.1700e-003	0.0107	8.9400e-003	6.0000e-005		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	11.5921	11.5921	2.2000e-004	2.1000e-004	11.6610
Convenience Market With Gas Pumps	9075.36	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4843	0.4843	1.0000e-005	1.0000e-005	0.4872
Fast Food Restaurant with Drive Thru	776570	4.1900e-003	0.0381	0.0320	2.3000e-004		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	41.4407	41.4407	7.9000e-004	7.6000e-004	41.6870
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.4100e-003**	**0.0492**	**0.0413**	**2.9000e-004**		**3.7300e-003**	**3.7300e-003**		**3.7300e-003**	**3.7300e-003**	**0.0000**	**53.5171**	**53.5171**	**1.0200e-003**	**9.8000e-004**	**53.8352**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	67862.9	15.7912	8.9000e-004	1.8000e-004	15.8686
Convenience Market With Gas Pumps	51631.4	12.0143	6.8000e-004	1.4000e-004	12.0731
Fast Food Restaurant with Drive Thru	134843	31.3771	1.7700e-003	3.7000e-004	31.5308
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	36120	8.4049	4.8000e-004	1.0000e-004	8.4460
Total		**67.5874**	**3.8200e-003**	**7.9000e-004**	**67.9185**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	67862.9	15.7912	8.9000e-004	1.8000e-004	15.8686
Convenience Market With Gas Pumps	51631.4	12.0143	6.8000e-004	1.4000e-004	12.0731
Fast Food Restaurant with Drive Thru	134843	31.3771	1.7700e-003	3.7000e-004	31.5308
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	36120	8.4049	4.8000e-004	1.0000e-004	8.4460
Total		**67.5874**	**3.8200e-003**	**7.9000e-004**	**67.9185**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0719	3.0000e-005	3.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.8000e-003	6.8000e-003	2.0000e-005	0.0000	7.2500e-003
Unmitigated	0.0719	3.0000e-005	3.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.8000e-003	6.8000e-003	2.0000e-005	0.0000	7.2500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.1600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0624					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	3.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.8000e-003	6.8000e-003	2.0000e-005	0.0000	7.2500e-003
Total	**0.0719**	**3.0000e-005**	**3.5000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.8000e-003**	**6.8000e-003**	**2.0000e-005**	**0.0000**	**7.2500e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.1600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0624					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.3000e-004	3.0000e-005	3.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.8000e-003	6.8000e-003	2.0000e-005	0.0000	7.2500e-003
Total	**0.0719**	**3.0000e-005**	**3.5000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.8000e-003**	**6.8000e-003**	**2.0000e-005**	**0.0000**	**7.2500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	73.6704	0.7149	0.0176	96.7796
Unmitigated	73.6704	0.7149	0.0176	96.7796

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	20.659 / 0	69.1487	0.6767	0.0166	91.0214
Convenience Market With Gas Pumps	0.302957 / 0.185683	1.4941	9.9500e-003	2.5000e-004	1.8172
Fast Food Restaurant with Drive Thru	0.862036 / 0.0550236	3.0276	0.0283	7.0000e-004	3.9410
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**73.6704**	**0.7149**	**0.0176**	**96.7796**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	20.659 / 0	69.1487	0.6767	0.0166	91.0214
Convenience Market With Gas Pumps	0.302957 / 0.185683	1.4941	9.9500e-003	2.5000e-004	1.8172
Fast Food Restaurant with Drive Thru	0.862036 / 0.0550236	3.0276	0.0283	7.0000e-004	3.9410
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**73.6704**	**0.7149**	**0.0176**	**96.7796**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.3230	0.8465	0.0000	35.4847
Unmitigated	14.3230	0.8465	0.0000	35.4847

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	25.56	5.1885	0.3066	0.0000	12.8542
Convenience Market With Gas Pumps	12.29	2.4948	0.1474	0.0000	6.1807
Fast Food Restaurant with Drive Thru	32.71	6.6398	0.3924	0.0000	16.4499
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.3230**	**0.8465**	**0.0000**	**35.4847**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	25.56	5.1885	0.3066	0.0000	12.8542
Convenience Market With Gas Pumps	12.29	2.4948	0.1474	0.0000	6.1807
Fast Food Restaurant with Drive Thru	32.71	6.6398	0.3924	0.0000	16.4499
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.3230**	**0.8465**	**0.0000**	**35.4847**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Start date and time 04/12/21 13:26:05

AERSCREEN 16216

Stetson Corner Construction

Stetson Corner Construction

---------- DATA ENTRY VALIDATION ----------

	METRIC	ENGLISH
** AREADATA **	----------	----------
Emission Rate:	0.211E-03 g/s	0.167E-02 lb/hr
Area Height:	3.00 meters	9.84 feet
Area Source Length:	294.00 meters	964.57 feet
Area Source Width:	120.00 meters	393.70 feet
Vertical Dimension:	1.50 meters	4.92 feet
Model Mode:	URBAN	
Population:	84542	
Dist to Ambient Air:	1.0 meters	3. feet

** BUILDING DATA **

No Building Downwash Parameters

** TERRAIN DATA **

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

** FUMIGATION DATA **

No fumigation requested

** METEOROLOGY DATA **

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

```
 Anemometer Height:   10.000 meters

 Dominant Surface Profile: Urban

 Dominant Climate Type:    Average Moisture

 Surface friction velocity (u*): not adjusted

DEBUG OPTION ON




 AERSCREEN output file:

 2021.04.12_StetsonCorner_Construction.out



 *** AERSCREEN Run is Ready to Begin




 No terrain used, AERMAP will not be run
**************************************************

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...
```

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 04/12/21 13:26:57

****

Running AERMOD

Processing Winter

Processing surface roughness sector 1

```
**************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

```
**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ****************************************
```

```
  Running AERMOD

 Processing Spring


Processing surface roughness sector  1


**************************************************

Processing wind flow sector   1


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   6


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ****************************************


  Running AERMOD

 Processing Summer


Processing surface roughness sector  1


**************************************************

Processing wind flow sector   1


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5


    ********   WARNING MESSAGES   ********

               ***  NONE  ***
```

```
**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ******************************************

  Running AERMOD

 Processing Autumn

Processing surface roughness sector  1

**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   6


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


FLOWSECTOR   ended 04/12/21 13:27:11


REFINE       started 04/12/21 13:27:11


 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


REFINE       ended 04/12/21 13:27:13


 *****************************************

 AERSCREEN Finished Successfully

 With no errors or warnings
```

Check log file for details

****

Ending date and time 04/12/21 13:27:15

```
 Concentration     Distance Elevation  Diag  Season/Month   Zo sector       Date
 H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS     HT
REF TA     HT
   0.18573E+00         1.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19737E+00        25.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20776E+00        50.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21674E+00        75.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22458E+00       100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23148E+00       125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
*  0.23742E+00       150.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17551E+00       175.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14172E+00       200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11858E+00       225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10330E+00       250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.91166E-01       275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.81289E-01       300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.73113E-01       325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.66261E-01       350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.60428E-01       375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

```
310.0    2.0
   0.55475E-01       400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51151E-01       425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47419E-01       450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.44081E-01       475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41164E-01       500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38571E-01       525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36237E-01       550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34146E-01       575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32258E-01       600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30530E-01       625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28957E-01       650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27526E-01       675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26220E-01       700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25024E-01       725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23912E-01       750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22874E-01       775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21911E-01       800.00      0.00   0.0        Winter       0-360   10011001
```

-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.21018E-01   825.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20189E-01   850.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19418E-01   875.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.18697E-01   900.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.18024E-01   925.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.17385E-01   950.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.16785E-01   975.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.16220E-01   1000.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.15689E-01   1025.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.15188E-01   1050.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.14715E-01   1075.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.14264E-01   1100.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.13836E-01   1125.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.13431E-01   1150.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.13047E-01   1175.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.12681E-01   1200.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

```
   0.12334E-01      1225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12002E-01      1250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11682E-01      1275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11377E-01      1300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11086E-01      1325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10808E-01      1350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10542E-01      1375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10287E-01      1400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10043E-01      1425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.98091E-02      1450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.95844E-02      1475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.93687E-02      1500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.91614E-02      1525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.89620E-02      1550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.87702E-02      1575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.85855E-02      1600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.84075E-02      1625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.82359E-02      1650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.80699E-02      1675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.79093E-02      1700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.77542E-02      1725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.76043E-02      1750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.74595E-02      1775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.73194E-02      1800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.71839E-02      1825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.70521E-02      1850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.69242E-02      1875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.68002E-02      1900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.66801E-02      1925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.65637E-02      1950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.64507E-02      1975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.63411E-02      2000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.62347E-02      2025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.61314E-02      2050.00      0.00   0.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.60311E-02   2075.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.59336E-02   2100.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.58391E-02   2125.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.57470E-02   2150.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.56574E-02   2175.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.55701E-02   2200.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.54852E-02   2225.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.54025E-02   2250.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.53220E-02   2275.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.52435E-02   2300.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.52131E-02   2325.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.51373E-02   2350.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.50634E-02   2375.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.49913E-02   2400.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.49210E-02   2425.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.48523E-02   2450.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

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   0.47853E-02      2475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47199E-02      2500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.46561E-02      2525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45937E-02      2550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45327E-02      2575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.44732E-02      2600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.44149E-02      2625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43580E-02      2650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43023E-02      2675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.42479E-02      2700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41946E-02      2725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41425E-02      2750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40915E-02      2775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40416E-02      2800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39927E-02      2825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39449E-02      2850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38980E-02      2875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.38521E-02      2900.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38071E-02      2925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37630E-02      2950.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37198E-02      2975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36774E-02      3000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36359E-02      3025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35951E-02      3050.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35552E-02      3075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35160E-02      3100.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34776E-02      3125.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34399E-02      3150.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34028E-02      3174.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33665E-02      3199.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33309E-02      3225.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32958E-02      3250.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32614E-02      3275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32277E-02      3300.00      0.00   5.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.31945E-02   3325.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.31619E-02   3350.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.31299E-02   3375.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.30985E-02   3400.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.30676E-02   3425.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.30372E-02   3450.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.30073E-02   3475.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29780E-02   3500.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29491E-02   3525.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29207E-02   3550.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28928E-02   3575.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28654E-02   3600.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28384E-02   3625.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28118E-02   3650.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27857E-02   3675.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27600E-02   3700.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

```
   0.27346E-02      3725.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27097E-02      3750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26852E-02      3775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26611E-02      3800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26373E-02      3825.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26139E-02      3850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25908E-02      3875.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25681E-02      3900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25458E-02      3925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25238E-02      3950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25021E-02      3975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24807E-02      4000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24597E-02      4025.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24389E-02      4050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24185E-02      4075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23983E-02      4100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23785E-02      4125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

```
310.0    2.0
   0.23589E-02      4150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23396E-02      4175.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23205E-02      4200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23018E-02      4225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22833E-02      4250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22650E-02      4275.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22470E-02      4300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22293E-02      4325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22118E-02      4350.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21945E-02      4375.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21775E-02      4400.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21607E-02      4425.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21441E-02      4450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21277E-02      4475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21116E-02      4500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20956E-02      4525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20799E-02      4550.00      0.00   0.0        Winter       0-360   10011001
```

-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20644E-02   4575.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20490E-02   4600.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20339E-02   4625.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20189E-02   4650.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20042E-02   4675.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19896E-02   4700.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19752E-02   4725.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19610E-02   4750.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19470E-02   4775.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19331E-02   4800.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19195E-02   4825.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19059E-02   4850.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.18926E-02   4875.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.18794E-02   4900.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.18664E-02   4924.99   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.18535E-02   4950.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

```
   0.18407E-02      4975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18282E-02      5000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
```

Start date and time 04/14/21 15:03:32

AERSCREEN 16216

Stetson Corner Operation

Stetson Corner Operation

---------- DATA ENTRY VALIDATION ----------

	METRIC	ENGLISH
** AREADATA **	---	---
Emission Rate:	0.826E-03 g/s	0.655E-02 lb/hr
Area Height:	3.00 meters	9.84 feet
Area Source Length:	294.00 meters	964.57 feet
Area Source Width:	120.00 meters	393.70 feet
Vertical Dimension:	1.50 meters	4.92 feet
Model Mode:	URBAN	
Population:	84542	
Dist to Ambient Air:	1.0 meters	3. feet

** BUILDING DATA **

No Building Downwash Parameters

** TERRAIN DATA **

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

** FUMIGATION DATA **

No fumigation requested

** METEOROLOGY DATA **

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

Anemometer Height: 10.000 meters

Dominant Surface Profile: Urban

Dominant Climate Type: Average Moisture

Surface friction velocity (u*): not adjusted

DEBUG OPTION ON

AERSCREEN output file:

2021.04.14_StetsonCorner_Operation.out

*** AERSCREEN Run is Ready to Begin

No terrain used, AERMAP will not be run

****

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 04/14/21 15:04:14

****

Running AERMOD

Processing Winter

Processing surface roughness sector 1

```
**************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

```
**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ****************************************
```

```
  Running AERMOD

 Processing Spring


Processing surface roughness sector  1


**************************************************

Processing wind flow sector   1


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   6


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ****************************************


  Running AERMOD

 Processing Summer


Processing surface roughness sector  1


**************************************************

Processing wind flow sector   1


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5


    ********   WARNING MESSAGES   ********

               ***  NONE  ***
```

```
**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ******************************************

  Running AERMOD

 Processing Autumn

Processing surface roughness sector  1

**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   6


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


FLOWSECTOR   ended 04/14/21 15:04:29


REFINE       started 04/14/21 15:04:29


 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


REFINE       ended 04/14/21 15:04:31


 *****************************************

 AERSCREEN Finished Successfully

 With no errors or warnings
```

Check log file for details

****

Ending date and time 04/14/21 15:04:33

```
 Concentration     Distance Elevation  Diag  Season/Month   Zo sector       Date
 H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS     HT
REF TA     HT
   0.72715E+00         1.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.77270E+00        25.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.81340E+00        50.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.84854E+00        75.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.87924E+00       100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.90624E+00       125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
*  0.92949E+00       150.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.68714E+00       175.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55484E+00       200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.46424E+00       225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40443E+00       250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35692E+00       275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31825E+00       300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28624E+00       325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25941E+00       350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23658E+00       375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.21718E+00       400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20026E+00       425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18564E+00       450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17258E+00       475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16116E+00       500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15101E+00       525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14187E+00       550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13368E+00       575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12629E+00       600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11953E+00       625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11337E+00       650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10776E+00       675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10265E+00       700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.97970E-01       725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.93616E-01       750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.89550E-01       775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.85781E-01       800.00      0.00   0.0        Winter       0-360   10011001
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-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.82287E-01       825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.79042E-01       850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.76020E-01       875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.73200E-01       900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.70564E-01       925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.68063E-01       950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.65712E-01       975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.63503E-01      1000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.61423E-01      1025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.59462E-01      1050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.57609E-01      1075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55842E-01      1100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.54169E-01      1125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.52583E-01      1150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51078E-01      1175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.49648E-01      1200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
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   0.48287E-01      1225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.46987E-01      1250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45736E-01      1275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.44543E-01      1300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43403E-01      1325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.42314E-01      1350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41272E-01      1375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40275E-01      1400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39319E-01      1425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38403E-01      1450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37523E-01      1475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36679E-01      1500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35867E-01      1525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35086E-01      1550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34335E-01      1575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33612E-01      1600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32915E-01      1625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.32244E-01      1650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31594E-01      1675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30965E-01      1700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30358E-01      1725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29771E-01      1750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29204E-01      1775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28656E-01      1800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28125E-01      1825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27609E-01      1850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27108E-01      1875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26623E-01      1900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26153E-01      1925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25697E-01      1950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25255E-01      1975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24826E-01      2000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24409E-01      2025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24005E-01      2050.00      0.00   0.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.23612E-01   2075.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.23230E-01   2100.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.22860E-01   2125.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.22500E-01   2150.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.22149E-01   2175.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.21807E-01   2200.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.21475E-01   2225.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.21151E-01   2250.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20836E-01   2275.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20529E-01   2300.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20409E-01   2325.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20112E-01   2350.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19823E-01   2375.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19541E-01   2400.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19266E-01   2425.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.18997E-01   2450.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

```
   0.18735E-01      2475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18479E-01      2500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18228E-01      2525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17984E-01      2550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17746E-01      2575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17513E-01      2600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17284E-01      2625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17062E-01      2650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16844E-01      2675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16631E-01      2700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16422E-01      2725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16218E-01      2750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16018E-01      2775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15823E-01      2800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15632E-01      2825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15444E-01      2850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15261E-01      2875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.15081E-01      2900.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14905E-01      2925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14732E-01      2950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14563E-01      2975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14397E-01      3000.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14234E-01      3025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14075E-01      3050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13919E-01      3075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13765E-01      3100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13615E-01      3125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13467E-01      3150.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13322E-01      3174.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13180E-01      3200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13040E-01      3225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12903E-01      3250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12769E-01      3275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12636E-01      3300.00      0.00   0.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.12507E-01   3325.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.12379E-01   3350.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.12254E-01   3375.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.12131E-01   3400.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.12010E-01   3425.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11891E-01   3450.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11774E-01   3475.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11659E-01   3500.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11546E-01   3525.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11435E-01   3550.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11325E-01   3575.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11218E-01   3600.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11112E-01   3625.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.11008E-01   3650.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.10906E-01   3675.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.10805E-01   3700.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

```
   0.10706E-01      3725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10609E-01      3750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10513E-01      3775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10418E-01      3800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10325E-01      3825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10233E-01      3850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10143E-01      3875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10054E-01      3900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.99668E-02      3925.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.98806E-02      3950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.97957E-02      3975.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.97120E-02      4000.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.96296E-02      4025.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.95484E-02      4050.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.94683E-02      4075.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.93894E-02      4100.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.93117E-02      4125.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.92350E-02      4149.99      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.91595E-02      4175.00      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.90850E-02      4200.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.90115E-02      4225.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.89391E-02      4250.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.88676E-02      4275.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.87972E-02      4300.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.87277E-02      4325.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.86592E-02      4350.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.85915E-02      4375.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.85248E-02      4400.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.84590E-02      4425.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.83941E-02      4449.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.83300E-02      4475.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.82668E-02      4500.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.82044E-02      4525.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.81428E-02      4550.00      0.00  20.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.80820E-02   4575.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.80219E-02   4600.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.79627E-02   4625.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.79042E-02   4650.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.78464E-02   4675.00   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.77894E-02   4700.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.77331E-02   4725.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.76775E-02   4750.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.76225E-02   4775.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.75683E-02   4800.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.75147E-02   4825.00   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.74618E-02   4850.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.74095E-02   4875.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.73578E-02   4900.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.73068E-02   4924.99   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.72564E-02   4950.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

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   0.72065E-02      4975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.71573E-02      5000.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
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SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

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Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The Southern District of Illinois
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 3:19-cv-00302-SMY-GCS
Rosenfeld Deposition. 2-19-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, *Plaintiff,* vs. Marathon Petroleum, LP, *Defendant.*
Case No.: 1716-CV10006
Rosenfeld Deposition. 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case: No 1:19-cv-00315-RHW
Rosenfeld Deposition, 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 150 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

1 Executive Summary

1.1 Introduction

This Draft Environmental Impact Report (EIR) has been prepared for the proposed Stetson Corner Project (project), an application for various discretionary approvals to develop a gas station with supporting retail and restaurant amenities at the southeast corner of Sanderson and Stetson Avenues in the City of Hemet (City).) This EIR has been prepared for the City in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), CEQA Guidelines (14 CCR 15000 et seq.), CEQA's Significance Determination Thresholds (Appendix G of the CEQA Guidelines), and relevant City regulations and procedures.

The EIR is an informational document that will provide the City's decision makers, public agencies, responsible and trustee agencies, and members of the public with information about (1) the potential for significant adverse environmental impacts that would result from the development of the proposed project, (2) possible ways to minimize any significant environmental impacts, and (3) feasible alternatives to the proposed project that would reduce or avoid significant impacts associated with the proposed project (California Public Resources Code, Section 21002.1[a]; 14 CCR 15121[a]). Responsible and trustee agencies may use this EIR to fulfill their legal authority to issue permits for the proposed project. The analysis and findings in this EIR reflect the independent judgment of the City.

This executive summary of the EIR is intended to provide a "brief summary of the proposed action and its consequences" (CEQA Guidelines Section 15123[a]). This executive summary of the EIR includes the following:

1. a summary description of the proposed Stetson Corner Project
2. a summary of significant environmental impacts and recommended mitigation measures that reduce or avoid the significant impacts (see Table 1-1 at the end of this chapter)
3. a summary of the alternatives identified that would reduce or avoid significant impacts
4. a discussion of the areas of known controversy associated with the Stetson Corner project
5. a discussion of issues to be resolved by the decision-making body

1.2 Summary of Project Description

The applicant is proposing to develop commercial uses including a 12-bay gas station with an approximately 4,088 square-foot convenience store (7-Eleven store), an approximately 2,660 square-foot drive-thru fast food restaurant, and an approximately 3,590 square-foot car wash with 21 self-serve vacuum stations (with 20 vehicle stalls) under a 3,096-square-foot canopy. The total commercial building area of the proposed project would be 13,434 square feet. The convenience store, restaurant, and gas station would operate 24 hours a day, while the car wash would operate every day from 7:00 a.m. to 7:00 p.m., with hours extended to 9:00 p.m. during the summer. Landscaping would be provided along the perimeter of the site, as well as within the parking medians and adjacent to proposed structures. The site is designated as Business Park (BP) and zoned Limited Manufacturing (M-1). The project would be consistent with the M-1 zoning with a Conditional Use Permit.

Currently, the project site is occupied by the existing McCrometer facilities, which is an industrial use. Additionally, some vacant and undeveloped land is located in the eastern portion of the project site. With development of the proposed project, the existing McCrometer structures would remain and no changes to those structures or their use would occur. However, the proposed project would include relocation of the existing McCrometer parking lot to the eastern (currently vacant) portion of the site to allow for the construction and operation of the new commercial uses along the western portion of the project site. The replacement parking lot for McCrometer would include 208 parking spaces on the eastern portion of the site; and a total of 50 new parking spaces would be provided for the proposed commercial uses on the western portion of the project site.

The underlying purpose of the proposed project is to provide a gas station with supporting retail and restaurant amenities on an underutilized site in the City. Proposed project implementation is guided by the following statement of proposed project objectives:

1. Provide an economically viable commercial development that includes a gas station and supporting related commercial amenities along a major thoroughfare in the City of Hemet.
2. Promote efficient use of land and revitalize an underutilized infill site within an urbanized area.
3. Provide visual and functional compatibility with adjacent areas and with the existing on-site uses.
4. Enhance both vehicular and pedestrian/bicycle movement through the area consistent with the Scenic Highway Setback Manual, and provide adequate site access to promote visitors to the site.
5. Preserve the existing McCrometer development on the property and minimize disturbance to its operations.

The project applicant is requesting the following discretionary approvals from the City to allow for development of the proposed project: (1) a Development Plan Review, (2) a Conditional Use Permit (CUP), and (3) a Tentative Parcel Map. The Development Plan would provide precise engineering and construction plans for the components of the proposed project. A CUP is required to accommodate a gasoline service station with or without a convenience store, and the drive-thru. Additionally, a CUP is required for the sale of alcoholic beverages for on-site ("on-sale") or off-site ("off-sale") consumption. In this case, the proposed project includes a convenience store, drive-thru food service, gas station with car wash, and a request for a Type 20 Alcoholic Beverage Control (ABC) license for the off-sale of beer and wine from the convenience store. The Tentative Parcel Map would reconfigure the existing two parcels into five parcels. In addition, improvement plans, final map, and grading plans would be subject to a development plan review by the City prior to ground disturbance.

1.3 Summary of Significant Effects and Mitigation

Table 1-2 at the end of this section provides a summary of significant environmental impacts resulting from the project, mitigation measures identified to reduce and/or avoid the environmental effect, and a determination of the level of significance of each impact following implementation of the identified mitigation measures. Potentially significant impacts were identified for air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources. The mitigation measures listed in Table 1-2 will reduce all potentially significant impacts to less than significant levels. The analysis shows that, as mitigated, all project impacts will be less than significant. Detailed analyses of significant environmental effects and mitigation are provided in Sections 4.1 through 4.10 of this EIR.

1.4 Areas of Controversy

Section 15123 of the State CEQA Guidelines requires that a summary of an EIR identify areas of controversy known to the lead agency, including issues raised by agencies and the public. A Notice of Preparation was circulated on March 24, 2020 for public review and comment. In accordance with CEQA Guidelines Section 15082, the notice was sent to anticipated trustee and responsible agencies, the Office of Planning and Research, and County Clerk. No scoping meeting was completed as the project does not meet any of the criteria listed in CEQA Guidelines Section 15206(b) and is therefore not a project of statewide, regional or areawide importance. Comment letters were received during the public comment period for the NOP. Appendix A of this EIR includes the notice of preparation and written comments received.

Issues and concerns raised in the NOP comment letters were addressed to the following issue areas: aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and tribal cultural resources. In general, areas of potential controversy known to the City include solid waste generation and landfill capacity, pedestrian mobility, air quality and greenhouse gas emissions due to construction and operation of the proposed project, air quality impacts to sensitive receptors, and health-related impacts due to toxic air contaminants.

These issues were considered in the preparation of this EIR and, where appropriate, are addressed in the environmental impact analyses presented in Chapter 4.

1.5 Issues to be Resolved by the Decision-Making Body

An EIR is an informational document used to inform the decision makers and the public of the environmental effects of a given project. The EIR includes discussion and inclusion of mitigation measures to reduce environmental impacts. The lead agency must respond to each significant effect identified in the EIR by making “Findings” for each significant effect. The decision-making body must decide whether or how to mitigate significant impacts. The EIR is also to include a reasonable range of alternatives that might reduce significant impacts while still attaining the proposed project’s objectives. The decision-making body must determine if any of these alternatives could substantially reduce significant impacts and still meet key project objectives.

Here, as relates to the proposed project, the decision-making body must decide if the significant impacts associated with air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources have been mitigated to less than significant. The decision-making body must also determine whether any of the project alternatives would substantially reduce significant effects while still meeting key objectives of the project.

1.6 Project Alternatives

Several project alternatives were considered during the preparation of this EIR, as discussed in Chapter 7, Alternatives. Alternatives considered but rejected from further analysis include the Alternative Project Location and the Biological Impact Avoidance Alternative, as they would not be feasible. Four potentially feasible alternatives have been evaluated in this EIR to provide an understanding of how environmental effects could be reduced by varying the design and scope of the project:

- No Project/No Development Alternative
- Industrial Land Use Alternative
- Medical Office Alternative
- Oil Change Facility Alternative

Table 1-1 summarizes the analysis of these alternatives. This section presents a summary of the alternatives analysis completed. Refer to Chapter 7 for additional details.

Table 1-1. Comparison of Alternative Impacts to Project Impacts

Issue Areas with Potentially Significant Impacts	Proposed Project	Alternatives Considered			
		No Project/No Development	*Industrial Land Use*	*Medical Office*	*Oil Change Facility*
Air Quality	LTSM	▼	–	–	–
Biological Resources	LTSM	▼	–	–	–
Cultural Resources	LTSM	▼	▼	–	–
Geology and Soils	LTSM	▼	–	–	–
Transportation	LTSM	▼	▼	▼	▼
Tribal Cultural Resources	LTSM	▼	▼	–	–
Other CEQA Topics	NS	–	–	–	–

▲ Alternative is likely to result in substantially greater impacts to issue when compared to proposed project.
– Alternative is likely to result in similar impacts to issue when compared to proposed project.
▼ Alternative is likely to result in substantially reduced impacts to issue when compared to proposed project.
NS = Not a potentially significant impact.
LTSM = Less than significant with mitigation measures.

No Project/No Development Alternative

CEQA requires an evaluation of the "No Project" alternative so that decision makers can compare the impacts of approving the project with the impacts of not approving it. According to CEQA Guidelines Section 15126.6(e), the No Project Alternative must include the assumption that conditions at the time of the Notice of Preparation (i.e., baseline environmental conditions) would not be changed since the project would not be implemented.

The No Project/No Development Alternative assumes that the project would not be developed, which means that the existing parking lot would not be demolished, and that there would be no new commercial uses developed on site. Roadway improvements and site access driveways would not be constructed. Under the No Project/No Development Alternative, the reasonably foreseeable use of the site is the continued operation of the industrial parking lot as it exists today. No redevelopment of the site would occur.

In comparing the No Project/No Development Alternative to the proposed project, CEQA provides that the "lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (14 CCR 15126.6[e][3][C]). In comparing the environmental impacts of the No Project/No Development Alternative to the proposed project, all significant impacts occurring under the proposed project would be avoided.

Industrial Land Use Alternative

The Industrial Land Use Alternative would result in buildout of the remainder of the site with Industrial uses, as allowed under current land use and zoning designations. This alternative assumes McCrometer, as the existing owner of the property, would either expand their existing industrial buildings within the site or sell underutilized portions of the site to another entity who would utilize the site for industrial purposes. Buildout of the ~~expanded~~ industrial buildings would be completed under the existing land use and zoning designations of BP (Business Park) and M-1 (Limited Manufacturing Zone), respectively. The BP land use designation allows for a maximum floor area ratio (FAR) of 0.60, while the M-1 zone allows for a maximum FAR of 0.45. As the most restrictive, the Industrial Land Use Alternative assumes buildout of the site under a FAR of 0.45. Based on the FAR of 0.45, this alternative assumes the western 2.5-acre portion of the site would accommodate a single-story, 49,005 square-foot industrial building. The Industrial Land Use Alternative would not need to relocate the existing McCrometer parking lot and it would be retained in place. In comparing the environmental impacts of the Industrial Land Use Alternative, this alternative would lessen the transportation queueing impact of the project as well as reduce the potential significant cultural resources and tribal cultural resources impacts within the parking lot area. All other impacts would be similar to the project, and would be similarly mitigated to a less than significant level.

Medical Office Alternative

The Medical Office Alternative would replace the proposed project's drive-thru restaurant and accessory patio area with a 3,000 square foot medical office building and 877 square foot drive-thru only coffee shop. The access lanes to the drive-thru window would be revised to allow for a dual-lane entryway, rather than a single-file lane as proposed by the project. The remainder of the project site components would remain the same as the proposed project, including the driveways. In comparison of the environmental impacts of the Medical Office Alternative to the project, transportation queuing impacts would be reduced but remain potentially significant and all other significant impacts would remain similar to the project. All significant impacts would be mitigated to a less than significant level, the same as the proposed project.

Oil Change Facility Alternative

The Oil Change Facility Alternative was considered as a potentially feasible use that would reduce vehicle trips to and from the project site such that queuing impacts would potentially be reduced compared to the proposed project. This alternative would replace the proposed project's drive-thru restaurant with a 1,760-square-foot oil change facility. The facility would include two vehicle maintenance bays, a loading bay, a small waiting room area, storage area, bathroom, and sales area. As an oil change facility, it is expected that it would include handling, storage, transport, and disposal of oils, lubricants, vehicle batteries, cleaning supplies, and other such regulated materials. This alternative would handle such materials in accordance with federal, state, and local regulations (see Section 4.7.2 of the EIR) and a hazardous materials business plan, and would be required to obtain such additional permits and approvals as necessary in accordance with those regulations. The oil change facility proposed by this alternative would comply with the City Municipal Code, including parking requirements and Section 90-897, Special

Development Requirements, which sets specific standards for automotive maintenance and repair services. Such standards include proper screening and orientation of service bays, requiring activities occur within an enclosed structure, limiting vehicle storage to 5 days, and preparing an acoustical analysis for facilities adjacent to residentially zoned properties. With the exception of replacing the drive-thru restaurant with a 1,760-square-foot oil change facility, subject to the requirements discussed herein, the remaining project components would remain the same as the proposed project, including the proposed gas station use, roadway improvements, landscaping, and relocation of the existing parking lot to the eastern portion of the project site.

1.6.1 Environmentally Superior Alternative

As shown in Table 1-1, implementation of the No Project/No Development Alternative would result in the greatest reduction in significant impacts when compared to the proposed project. Because the No Project/No Development Alternative would result in the least amount of impacts to the environment, it would be the environmentally superior alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR also must identify an environmentally superior alternative among the other alternatives. Among the other alternatives, the Industrial Land Use Alternative is the environmentally superior alternative. Compared to the proposed project, under the Industrial Land Use Alternative cultural and tribal cultural resource impacts would be reduced by not disturbing the existing McCrometer parking lot area; this alternative would result in lesser impacts related to transportation due to the reduction in trips generated by the alternative compared to the proposed project.

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
4.1 Aesthetics			
No potentially significant Impacts identified.			
4.2 Air Quality			
Impact AQ-1: Construction activities associated with the proposed project would result in a Residential Maximum Individual Cancer Risk of 12.93 in 1 million, which exceeds the significance threshold of 10 in 1 million for TACs, resulting in a potentially significant impact.	PS	**MM-AQ-1**: Prior to the issuance of the conditional use permit for the project, the City shall verify the following condition is included in the conditional use permit: Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines, except where the project applicant establishes to the satisfaction of the City of Hemet (City) that Tier 4 Interim equipment is not available. An exemption from this requirement may be granted by the City if (1) the City documents equipment with Tier 4 Final engines are not reasonably available, and (2) the required corresponding reductions in criteria air pollutant emissions can be achieved for the project from other combinations of construction equipment. Before an exemption may be granted, the construction contractor shall: (1) demonstrate that at least two construction fleet owners/operators in City of Hemet/Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within City of Hemet/Riverside County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using California Emissions Estimator Model (CalEEMod) or other industry standard emission estimation method	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		and documentation provided to the City to confirm that necessary project-generated emissions reductions are achieved.	
4.3 Biological Resources			
Impact BIO-1: Construction of the proposed project would potentially have a direct impact on burrowing owl, as there is potential for burrowing owl to occupy the site prior to initiation of construction activities, resulting in a potentially significant impact.	PS	**MM-BIO-1**: Prior to the issuance of a grading permit, the City shall verify the grading plan states the following language in the notes section: Prior to initiation of construction activities, a burrowing owl pre-construction survey shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (RCA 2006). In accordance with these instructions, this survey would occur within 30 days prior to ground-disturbance activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading) in order to ensure that no burrowing owls have colonized the project site. A minimum of one survey site visit within the described time frame prior to disturbance is required to confirm presence or absence of owls on the site. Pre-construction surveys shall be conducted by a Qualified Biologist. A Qualified Biologist is defined as a person with a B.S. in Wildlife Biology or related field, with two years of field experience in the Southern California region. If surveys confirm occupied burrowing owl habitat is located within the impact footprint or within 500 feet of the impact footprint, avoidance measures shall be implemented consistent with the	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		requirements of the Multiple Species Habitat Conservation Plan. If burrowing owl are confirmed present on the project site, 90% of those portions of the site that provide for long-term conservation value for the burrowing owl shall be avoided, and equivalency findings shall be made as described in the Section 6.3.2 of the MSHCP as feasible prior to the issuance of a grading permit. If the 90% avoidance threshold cannot be met, then the applicant must prepare a determination of biological equivalent or superior preservation (DBESP) document that proposes measures, such as buffers similarly described for areas outside of the MSHCP. The DBESP shall be reviewed and approved by the City of Riverside or County of Riverside, U.S. Fish and Wildlife Service (USFWS), and CDFW as described in Section 6.1.2 of the MSHCP prior to the issuance of a grading permit or, as applicable, any future California Environmental Quality Act document approvals. Additionally, the applicant would be required to prepare a Burrowing Owl Protection and Relocation Plan. This plan would need to be coordinated with, and reviewed and approved by the USFWS and CDFW, including the state banding permit office and federal Migratory Bird Treaty Act office if active relocation is needed, prior to initiating any site-disturbing activities. Once the DBESP is approved and prior to grading or construction permit issuance, the DBESP measures shall be incorporated into the grading and construction plans and conditions of approval, as applicable.	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl have not colonized the site since it was last disturbed. If burrowing owl are found, the same coordination described above will be necessary.	
Impact BIO-2: Construction of the proposed project would potentially have an indirect impact to burrowing owl as there is potential for burrowing owl to occupy surrounding habitat within 500 feet of construction activities prior to initiation of construction activities.	PS	See **MM-BIO-1.**	LTS
Impact BIO-3: If vegetation clearing and ground-disturbing activities occur during the avian nesting season (typically January 1 to August 31), the proposed project would potentially have a direct impact to nesting bird species.	PS	**MM-BIO-2:** Prior to the issuance of a grading permit, the City shall verify the grading plan states the following language in the notes section: To maintain compliance with the California Fish and Game Code, if ground disturbance and/or vegetation clearance activities are scheduled to occur during the avian nesting season (January 1 and August 31), a pre-construction nesting bird survey shall be conducted by a Qualified Biologist within the project footprint and a 500-foot buffer around the project footprint. A Qualified Biologist is defined as a person with a B.S. in Wildlife Biology or related field, with two years of field experience in the Southern California region. Surveys shall be conducted within 3 days prior to initiation of activity and will be conducted between dawn and noon. The pre-construction surveys shall be conducted between January 1 and August 31 during the typical breeding season, or as determined by the Qualified Biologist depending on weather	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		conditions or other factors that may affect the breeding season. If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a Qualified Biologist. The buffer will be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. If occupied nests are found, then limits of construction to avoid occupied nests shall be established by the Qualified Biologist in the field with flagging, fencing, or other appropriate barriers (e.g., 250 feet around active passerine nests to 500 feet around active non-listed raptor nests), and construction personnel shall be instructed on the sensitivity of nest areas. The Qualified Biologist shall serve as a construction monitor during those periods when construction activities are to occur near active nest areas to avoid inadvertent impacts to these nests. The Qualified Biologist may adjust the 250-foot or 500-foot setback at his or her discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area or otherwise buffered). Once the Qualified Biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, construction may proceed in the setback areas. If nesting raptors or migratory birds are not detected during the pre-construction survey, no further measures shall be required, and construction activities may proceed.	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact BIO-4: As construction of the proposed project would potentially impact burrowing owl considering there is potential for burrowing owl to occupy the site or surrounding 500-foot area prior to initiation of construction activities, the proposed project would potentially conflict with the MSHCP burrowing owl requirements and subsequently with the City's General Plan Policy OS-1.6 and Program OS-P-17, which require MSHCP compliance.	PS	See **MM-BIO-1**.	LTS
Impact BIO-5: As construction of the proposed project would potentially impact burrowing owl considering there is potential for burrowing owl to occupy the site or surrounding 500-foot area prior to initiation of construction activities, the proposed project would potentially conflict with the MSHCP burrowing owl requirements.	PS	See **MM-BIO-1.**	LTS
Impact BIO-CU-1: The proposed project would potentially contribute to a cumulatively considerable impact to burrowing owl.	PS	See **MM-BIO-1**	LTS
Impact BIO-CU-2: The proposed project would potentially contribute to a cumulatively considerable impact to nesting birds.	PS	See **MM-BIO-2.**	LTS
Impact BIO-CU-3: The proposed project would potentially contribute to a cumulatively considerable impact to burrowing owl due to conflicts with the MSHCP burrowing owl requirement and subsequently General Plan Policy OS-1.6 and Program OS-P-17.	PS	See **MM-BIO-1.**	LTS
4.4 Cultural Resources			
Impact CR-1: In the event that any previously undetected cultural resources are encountered, impacts associated with archaeological resources would be potentially significant.	PS	**MM-CR-1:** Prior to ground disturbing activity, the applicant shall retain a registered professional archaeologist (RPA). Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. **MM-CR-2:** A Cultural Resource Management Plan (CRMP) shall be developed by the Project	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		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. Significance of resources shall be determined in accordance with the2021 CEQA Guidelines and California Public Resources Code (14 CCR 15064.5[f], California PRC Section 21082). The CRMP will be subject to the approval of the City. 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	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. **MM-CR-3:** Prior to the issuance of a grading permit, and prior to the commencement of ground disturbing activity, the applicant shall secure an agreement with the Soboba Band of Luiseno Indians for Tribal Monitoring and the Treatment and Disposition of all tribally associated artifacts discovered within the project boundaries. Native American Monitor(s) from the Soboba Band of Luiseno Indians shall conduct monitoring of all initial ground disturbing activities associated with the project. The Native American Monitor(s) shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. **MM-CR-4:** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed. Evidence of such shall be provided to the City:	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		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. ~~MM CR 1: Prior to ground disturbing activity within the northwest quadrant of the site where the asphalt parking lot exists, the applicant shall retain a registered professional archaeologist (RPA) to act as Principal Investigator for the project. Archaeological monitoring of all mass grading and trenching activities within the northwest quadrant of the site where the asphalt~~	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		~~parking lot exists shall be done with archaeological personnel who meet the Secretary of the Interior's Professional Qualifications Standards (PQS, 36 CFR Part 61) for archaeology. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur within the northwest quadrant of the project site where the asphalt parking lot exists. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:~~ ~~Project grading and development scheduling;~~ ~~The Project Archaeologist and the Consulting Tribes(s) (as defined above) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct 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~~	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		~~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. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the WEAP prior to beginning work and the Project Archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as needed basis;~~ ~~The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.~~ ~~Preferred treatment of inadvertent discoveries consists of basic recordation and non-destructive analysis. Depending upon the significance of the find under CEQA (14 CCR 15064.5[f], California PRC Section 21082), the archaeologist may simply record the find and allow work to continue in accordance with the aforementioned CRMP.~~	
Impact CR-2: In the event of accidental discovery of any human remains during construction of the proposed project, impacts associated with the disturbance of human remains would be potentially significant.	PS	**MM-CR-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	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		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 7050.5requires 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. ~~MM CR-2: Prior to the issuance of any demolition or grading permit, the City shall verify the grading plan notes identify the following requirements:~~ ~~In accordance with Section 7050.5 of the California Health and Safety Code, if human remains (or~~	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		~~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.~~	
Impact CR-CU-1: In the event that any previously undetected cultural resources are encountered, the proposed project in combination with the identified cumulative projects would have the potential to result in a significant cumulative impact associated with archaeological resources.	PS	See **MM-CR-1 to 4.**	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
Impact CR-CU-2: The proposed project would have the potential for accidental discovery of human remains. In combination with cumulative projects that have the same potential to disturb human remains during ground-disturbing activities, a potentially significant cumulative impact associated with human remains would occur.	PS	See **MM-CR-52**.	LTS
4.5 Geology and Soils			
Impact GEO-1: Proposed grading activities, including the installation of underground storage tanks, have the potential to impact subsurface paleontological resources, resulting in a potentially significant impact.	PS	**MM-GEO-1:** Prior to issuance of a grading permit, the applicant shall provide a letter from a qualified paleontologist that demonstrates that the qualified professional paleontologist has been retained to prepare a paleontological monitoring plan, attend the project pre-construction meeting, and to implement the monitoring plan. A Qualified Professional Paleontologist is defined as a person who has a Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g., sedimentary or stratigraphic geology, evolutionary biology); has a demonstrated knowledge of Southern California paleontology and geology; and has documented experience performing professional paleontological procedures and techniques. A Qualified Paleontological Resource Monitor is defined as an individual with at least one year of experience in field identification and collecting of fossil materials. The project Qualified Professional Paleontologist or Monitor shall attend the pre-excavation meetings with representatives of the lead agency, the developer or project proponent, and contractors to explain the importance of fossils, the laws protecting fossils, the need for mitigation, the types of fossils that might be discovered during excavation work, and the procedures that should be followed if fossils are	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		discovered. The monitoring plan shall include the following performance standards at a minimum: 1) A Paleontological Monitoring Plan shall be prepared and approved by the Qualified Professional Paleontologist retained for the project prior to the pre-construction meeting. The Paleontological Monitoring Plan shall include a literature search, record search, and, as needed, consultation information based on coordination with other paleontologist who have completed monitoring for other projects within the area south of Johnston Avenue in the City of Hemet. 2) A qualified professional paleontologist or a paleontological resource monitor under the direction and supervision of a qualified professional paleontologist, shall be on site during original cutting of Pleistocene-age alluvial deposits. The qualified professional paleontologist or a paleontological resource monitor shall follow the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010; Available at: http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx). 3) Monitoring of the noted geologic unit may be either increased or decreased after the original cutting depending upon if on-going grading activities would involve cut into native Pleistocene-age alluvium deposits, as determined by the qualified paleontologist.	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		After 50% of excavations are complete in either an area or rock unit and no fossils of any kind have been discovered, the level of monitoring can be reduced or suspended entirely at the project paleontologist's discretion. 4) In the event that well-preserved fossils are discovered, a qualified paleontologist shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner (typically on the order of one hour to two days). All collected fossil remains shall be cleaned, sorted, cataloged and deposited in an appropriate paleontological repository as defined by the Standard Procedures for the Assessment and Mitigation of Advisees Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010) at the applicant's expense. 5) A Final Monitoring Report (with a map showing fossil site locations) summarizing the results, analyses, and conclusions of the above-described monitoring/recovery program shall be submitted to the City of Hemet within three months of terminating monitoring activities. The final report should emphasize the discovery of any new or rare taxa, or paleoecological or taphonomic significance. A complete set of field notes, geologic maps, stratigraphic sections, and a list of identified specimens must be included in or accompany the final report. This report should be finalized only after all aspects of the mitigation program are completed, including preparation,	

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		identification, cataloging, and curatorial inventory. The final report (with any accompanying documents) and repository curation of specimens and samples constitute the goals of a successful paleontological resource mitigation program. Full copies of the final report should be deposited with both the lead agency and the repository institution with the request that all locality data remain confidential and not made available to the general public.	
Impact CU-GEO-1: The proposed project's potential impact combined with other cumulative project impacts to paleontological resources in older Pleistocene sediments would be cumulatively considerable	PS	See **MM-GEO-1.**	LTS
4.6 Greenhouse Gas Emissions			
No potentially significant Impacts identified.			
4.7 Hazards and Hazardous Materials			
No potentially significant Impacts identified.			
4.8 Noise			
No potentially significant Impacts identified.			
4.9 Transportation			
Impact TRA-1: The proposed project traffic would add to the deficiency of storage length along westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection under Cumulative plus Project conditions, resulting in a potentially significant impact related to safety.	PS	**MM-TRA-1**: Prior to issuance of an occupancy permit, the project applicant shall provide the re-striping of the westbound left-turn lane to accommodate additional vehicle storage. The existing turn lane along Stetson Avenue shall be re-striped to extend the westbound left-turn lane to approximately 175 feet, which would thereby eliminate the potential safety hazards associated with queuing.	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
4.10 Tribal Cultural Resources			
Impact TCR-1: Proposed grading activities have potential to result in impacts to unknown subsurface TCRs. In the event that any previously undetected TCRs are encountered, impacts associated with TCRs would be potentially significant.	PS	See **MM-CR-1** and **MM-CR-52.** ~~**MM-TCR-1:** 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 Consulting Tribe(s) for Tribal Monitoring and the Treatment and Disposition of all tribally associated artifacts discovered within the project boundaries. Native American Monitor(s) from the Consulting Tribe(s) 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.~~ ~~In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:~~ ~~a) One or more of the following treatments, in order of preference, shall be employed. Evidence of such shall be provided to the City:~~ ~~i. Preservation In Place of the cultural resources, if feasible. Preservation in place is defined as avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.~~ ~~ii. On site reburial of the discovered items. This shall include measures and provisions to~~	LTS

Table 1-2. Summary of Significant Effects and Mitigation Measures

Impacts	Significance Before Mitigation	Mitigation	Significance After Mitigation
		~~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 Consulting Tribe(s). The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Tribe(s) prior to certification of the environmental document.~~	
Impact TCR-CU-1: Cumulative projects located in the region would have the potential to result in a cumulative impact associated with the loss of TCRs through development activities that could cause a substantial adverse change in the significance of a TCR. In the event that any previously undetected TCRs are encountered, the proposed project in combination with the identified cumulative projects would have the potential to result in a significant cumulative impact associated with TCRs.	PS	See ~~**MM-TCR-1,** and~~ **MM-CR-1** ~~and~~ to **MM-CR-~~2~~5**.	LTS

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2 Introduction

This Draft Environmental Impact Report (EIR) for the proposed Stetson Corner Project (project), which is described in Chapter 3, Project Description, has been prepared for the City of Hemet (City) in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC], Section 21000 et seq.), CEQA Guidelines (14 CCR 15000 et seq.), CEQA's Significance Determination Thresholds (Appendix G of the CEQA Guidelines), and relevant City regulations and procedures. This introduction chapter of the EIR contains an overview of the legal authority, purpose, and intended uses of the EIR, as well as its scope and content. It also provides a discussion of the CEQA environmental review process, including public involvement.

2.1 Purpose and Intended Uses

2.1.1 EIR Purpose

This EIR seeks to do the following:

- Inform governmental decision makers and the general public of the potentially significant environmental effects of the proposed project.
- Identify the ways that environmental damage can be avoided or significantly reduced.
- Reduce environmental impacts by identifying changes in the proposed project through the use of project alternatives or mitigation measures.
- Streamline environmental review for subsequent projects consistent with the project.

2.1.2 Intended Use of the EIR

The EIR is an informational document that will provide decision makers, responsible and trustee agencies (as defined under CEQA), other interested public agencies or jurisdictions, and members of the public with information about (1) the potential for significant adverse environmental impacts that would result from the development of the proposed project, (2) possible ways to minimize any significant environmental impacts, and (3) feasible alternatives to the proposed project (PRC, Section 21002.1[a]; 14 CCR 15121[a]). Responsible and trustee agencies may use this EIR to fulfill their legal authority to issue permits for the proposed project.

The City is the Lead Agency for the proposed project with the responsibility of preparing this EIR and performing its entitlement processing. When deciding whether to approve the proposed project, the City will use the information in this EIR to consider potential impacts to the physical environment associated with the proposed project. Subsequent to the certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR as the basis for their evaluation of the environmental effects related to the proposed project that will culminate with the approval or denial of applicable permits.

This EIR evaluates the potential environmental impacts of the proposed project. This EIR evaluates all elements of the proposed project, including the construction (short-term) and operational (long-term) impacts associated with its development. The proposed project would require approval of a Tentative Parcel Map and Development Plan, which would provide precise engineering and construction plans for the components of the proposed project. A CUP is also required to accommodate a gasoline service station with or without a convenience store, the drive-thru restaurant, and for the sale of alcoholic beverages for on-site ("on-sale") or off-site ("off-sale") consumption.

2.1.3 Notice of Preparation and Scoping

CEQA establishes mechanisms to inform the public and decision makers about the nature of the proposed project and the extent and types of impacts that the project and alternatives to the project would have on the environment should the project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) dated March 24, 2020 to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2020031032) to this EIR.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including public services, transportation, hydrology and water quality, utilities and service systems, air quality, greenhouse gas emissions, and tribal cultural resources. A summary of NOP comments is also provided in Table 2-1, along with the location in the document where discussion relating to that information can be located. Public scoping comments regarding the proposed project's potential impact on the environment were evaluated as part of the preparation of this EIR.

Table 2-1. NOP Comments

Commenter	Date	Environmental Topic[a]	EIR Chapter or Section
Agency/Government			
Office of Planning and Research	April 23, 2020	CEQA Process	Chapter 2, Introduction
City of Hemet Police Department; Pust, Eddie	June 11, 2020	Police Service	Section 5.7, Public Services
City of Hemet Fire Department; Chief Scott Brown	June 17, 2020	Fire Department	Section 5.7, Public Services
Native American Heritage Commission; Green, Andrew	March 25, 2020	Tribal Cultural Resources	Section 4.10, Tribal Cultural Resources
Riverside County Flood Control and Water Conservation District; Chambeau, Deborah	April 16, 2020	Flood control and stormwater drainage	Section 5.3, Hydrology and Water Quality Section 5.9, Utilities and Service Systems
Riverside County Department of Waste Resources	April 6, 2020	Solid waste	Section 5.9, Utilities and Service Systems
Riverside Transit Agency	April 23, 2020	Transportation – sidewalks	Chapter 3, Project Description Section 4.9, Transportation
South Coast Air Quality Management District	April 14, 2020	Air quality, GHG emissions, alternatives	Section 4.2, Air Quality Section 4.6, Greenhouse Gas Emissions Chapter 7, Alternatives

Notes: NOP = Notice of Preparation; EIR = Environmental Impact Report; GHG = greenhouse gas

[a] Only topics pertaining to environmental issues and the scope of the EIR are included in the summary. Refer to Appendix A for full comment letters.

2.1.4 Project Background

A Mitigated Negative Declaration (MND) and associated technical analyses were prepared for a previous project application pursuant to CEQA for development of the same site in 2018. The previous project also included a gas station, convenience store, fast food restaurant, and car wash. The previous project was approved but later withdrawn by the applicant. Due to the inclusion of similar project features and the same site, portions of this previous environmental analysis were found to be relevant during the preparation of this EIR. As such, information has been incorporated from the previous analysis as appropriate.

2.2 EIR Legal Authority

2.2.1 Lead Agency

The City is the Lead Agency, defined in CEQA Guidelines Sections 15050 and 15367 as the "public agency which has the principal responsibility for carrying out or approving a project." This EIR is intended to analyze the environmental impacts associated with the discretionary actions that will require ultimate approval by the Hemet Planning Commission or City Council.

2.2.2 Responsible and Trustee Agencies

Responsible agencies have discretionary approval over one or more actions involved with development of the proposed project. (14 CCR 15381.) Trustee agencies are defined in Section 15386 of the CEQA Guidelines as state agencies that have jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California, including the California Department of Fish and Wildlife. Table 3-1 in Chapter 3 lists all approvals (e.g., permits, financing approvals, or participation agreements) that are expected to be required from the City and other public agencies.

2.3 EIR Type, Scope and Content, and Format

2.3.1 Type of EIR

This EIR has been prepared as a project EIR, as defined in Section 15161 of the CEQA Guidelines. In accordance with CEQA, this EIR examines the environmental impacts of the proposed project, which is composed of a series of actions. The combined actions can be characterized as one large project for the purpose of this study and are herein referred to as the "proposed project." The EIR focuses primarily on the physical changes in the environment that would result from the adoption and implementation of the proposed project, and other related actions described more fully in Chapter 3, including anticipated impacts that could result during future construction and operation.

2.3.2 EIR Scope and Content

The scope of analysis for this EIR was determined by the City as a result of initial project review and consideration of comments received in response to the Notice of Preparation circulated March 24, 2020. The Notice of

Preparation and public comments received are included as Appendix A of this EIR. Through these scoping activities, the proposed project was determined to have the potential to result in significant environmental impacts to the following subject areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

Chapter 4, Environmental Analysis, evaluates each of these subject areas in detail.

During preparation of the Initial Study and EIR, the following subject areas were determined to have either no impact or less than significant impacts from implementation of the proposed project. A brief discussion of each of these topics is included in Chapter 5, Effects Not Found To Be Significant (ENFTBS).

- Agricultural and Forestry Resources
- Energy
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

The intent of this EIR is to determine whether implementation of the proposed project would have a significant effect on the environment through analysis of the issues identified during the scoping process. Each environmental issue area in Chapter 4 includes the following: a presentation of the threshold(s) of significance for the particular issue area under evaluation based on CEQA's Significance Determination Thresholds (Appendix G to the CEQA Guidelines); an issue statement; an assessment of impacts associated with implementation of the proposed project; a summary of the significance of project impacts; and recommendations for mitigation measures, as appropriate. Pursuant to CEQA Guidelines Section 15126, all discretionary actions associated with the proposed project are considered in this EIR when evaluating its potential impacts on the environment, including the construction of future development and operational phases. Impacts are identified as direct or indirect, short term or long term, and assessed on a plan-to-ground basis. The plan-to-ground analysis addresses the changes or impacts that would result from implementation of the proposed project compared to existing ground conditions.

2.3.3 EIR Format

Organization

The following is brief overview of the various chapters of this EIR:

- **Chapter 1, Executive Summary.** This chapter provides a summary of the EIR; a brief description of the proposed project; an identification of areas of controversy; and a summary table identifying significant impacts, proposed mitigation measures, and the significance of impact after mitigation. A summary of the

proposed project alternatives and a comparison of the potential impacts of the alternatives with those of the proposed project are also provided.

- **Chapter 2, Introduction.** This chapter contains an overview of the legal authority, purpose, and intended uses of the EIR, as well as its scope and content. It also provides a discussion of the CEQA environmental review process, including public involvement.
- **Chapter 3, Project Description.** Provides a detailed discussion of the proposed project, including background, objectives, and key features. Additionally, the environmental setting is discussed in Chapter 3 which includes discussions of the regional context, surrounding environment, project inconsistencies with applicable regional and general plans, and cumulative projects.
- **Chapter 4, Environmental Analysis.** This chapter provides a detailed evaluation of the potential environmental impacts associated with the proposed project for environmental and land use issues. The analysis of each issue begins with a discussion of the existing conditions, regulatory framework, and a statement of the specific thresholds used to determine the significance of impacts, followed by an evaluation of potential impacts and identification of specific mitigation measures to avoid or reduce significant impacts (if any). A statement regarding the significance of the impact after mitigation is also provided.
- **Chapter 5, EFNTBS**. This chapter, Effects Found Not To Be Significant, identifies all of the issues determined in the scoping and preliminary environmental review process to not be significant and briefly summarizes the basis for these determinations.
- **Chapter 6, Other CEQA Considerations.** This chapter evaluates the potential influence the proposed project may have on economic or population growth within the project vicinity and the region, either directly or indirectly. It also identifies impacts that are significant and unavoidable, or irreversible, as well as describes mandatory findings of significance.
- **Chapter 7, Alternatives.** This chapter provides a description of the alternatives to the proposed project, including the No Project/No Build Alternative.
- **Chapter 8, References Cited.** This chapter lists all of the references cited in the EIR.
- **Chapter 9, List of Preparers.** This chapter provides identifies all of the agencies, organizations, and individuals responsible for the preparation of the EIR.

Technical Appendices

Technical reports, used as a basis for much of the environmental analysis in the EIR, have been summarized in the EIR, and are included as appendices to this EIR. The technical reports prepared for the proposed project and their location in the EIR are listed in the table of contents.

Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this EIR references several technical studies and reports. Information from these documents is briefly summarized in this EIR, and their relationship to this EIR is described in the respective chapters. All reference materials are included in Chapter 8 and are hereby incorporated by reference.

2.4 EIR Process

The City, as Lead Agency, is responsible for the preparation and review of this EIR. The EIR review process occurs in two basic stages. The first stage is the Draft EIR, which offers the public the opportunity to comment on the document, and the second stage is the Final EIR. These stages are discussed in more detail below.

2.4.1 Draft EIR

Preparation of this Draft EIR was overseen by the City. The Draft EIR will be made available to members of the public, responsible agencies, and interested parties for a 45-day public review period in accordance with CEQA Guidelines Section 15105, the Governor's Declarations of Emergency for the State of California (Executive Orders N-25-20 and N-29-20), and the Governor's Stay at Home Order (Executive Order N-33-20), in place at the time, as applicable. Hardcopies will be made available at City Hall and the local library. However, due to the coronavirus (i.e., Covid-19) pandemic, it is noted that the City Hall and library may be closed to the public. Accordingly, the document is also provided online at the City's website. Refer to the list below for the locations the document will be made available:

City Website
http://www.hemetca.gov/797/Environmental-Documents

City of Hemet City Hall
445 E Florida Avenue
Hemet, California 92543
(see http://hemetca.gov/967/COVID-19-Coronavirus or call 951-765-2301 for updates regarding operations)

Comments addressing the scope and adequacy of the environmental analysis will be solicited during the Draft EIR public review period. Public review of the Draft EIR is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The Notice of Completion of the Draft EIR will be filed with the State Clearinghouse as required by CEQA Guidelines Section 15085. In addition, the Notice of Availability of the Draft EIR will be distributed pursuant to CEQA Guidelines Section 15087.

Interested parties were requested to provide comments on the Draft EIR in written form via email to Monique Alaniz-Flejter at mflejter@cityofhemet.org or via mail to:

Monique Alaniz-Flejter
City of Hemet Community Development Department
Planning Division
445 E. Florida Avenue
Hemet, California 92543-4209

2.4.2 Final EIR

Following the end of the 45-day public review period, the City, as the Lead Agency, will provide written responses to comments pertaining to environmental issues received on the Draft EIR per CEQA Guidelines Section 15088. These responses will be incorporated into the Final EIR. The Final EIR, including all comments and responses, will be available prior to a public hearing on the project and will be considered by the decision makers in deciding whether to approve the proposed project. The decision makers will decide whether to approve the project and whether the certify the Final EIR, adopt Findings of Fact, and adopt and a Mitigation Monitoring and Reporting Program in accordance with CEQA. If the project is approved, the City will file a Notice of Determination with the State Clearinghouse and the County Clerk within five working days after project approval (14 CCR 15094). Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the project will use the Final EIR's evaluation of the project's environmental effects in considering whether to approve applicable permits.

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3 Project Description

This chapter describes the proposed Stetson Corner Project (project). As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this chapter contains the precise location and boundaries of the proposed project; a statement of objectives sought by the proposed project; a general description of the proposed project's technical, economic, and environmental characteristics, and the proposed project's environmental setting. Consistent with Section 15124 of the CEQA Guidelines, this chapter also includes, to the extent known, a list of the agencies expected to use the EIR in their decision making, and a list of permits and other approvals required to implement the proposed project.

3.1 Project Location and Existing Land Uses

The approximately 8.7-acre project site is located in the City of Hemet (City), California. Specifically, the proposed project is located at the southeast corner of Sanderson and Stetson Avenues. Figure 3-1, Project Location, shows the project location within the County of Riverside and within the City of Hemet. Regionally, the project site is situated in western Riverside County. The site is about 2.25 miles southwest of downtown Hemet. The project site is approximately 1.25 miles south of State Route (SR) 74 and 0.8 miles east of the Hemet-Ryan Airport. Figure 3-2A, Vicinity Map, provides an aerial view of the project site and surrounding uses. Figure 3-2B, Project Site, provides an aerial view focused on the project site.

On Site

The project site currently consists of combination of vacant land and an existing industrial development. The eastern approximately 2-acres of the site is currently undeveloped, vacant land. This eastern undeveloped area is gated, and two access driveways along Stetson Avenue to this vacant area exist.

The existing on-site industrial development consists of what is known as the McCrometer facility. McCrometer manufactures flow meters for liquid, steam, and gas flow measurement (McCrometer 2020). This industrial development is fenced and consists of permanent buildings, temporary use areas, and parking lots. The McCrometer buildings include five main warehouse-style buildings in the center of the site, as well as smaller ancillary buildings, such as the security check in building. The McCrometer buildings are all one story and were constructed between 1978 and 1985. One building also features a cylindrical tower that rises a second story in height.

The western portion of the site consists of unpaved area, which is used for overflow parking for when the 1.5-acre paved parking lot is full. Cargo containers and temporary canopies are also present on the western unpaved area of the site.

The project site is comprised of two existing parcels. The Assessor's Parcel Numbers are 460-150-014 and 460-150-015. With the implementation of the proposed project, these two parcels would be subdivided into five new parcels. All new parcels would maintain the existing zoning of Limited Manufacturing (M-1) and General Plan land use designation of Business Park (BP).

Surroundings

The project site is surrounded by existing development including single-family residential uses to the north, south, and east, and Page Plaza a 40-acre commercial shopping center directly to the west of the project site. To the north is the Terra Linda community, to the south is the Willowalk community, to the east is the Seven Hills community, and to the west is Page Plaza. The Terra Linda and Willowalk communities consist of two-story single-family houses while the Seven Hills community consists of one-story single-family houses. Additionally, a recreational vehicle (RV) and vehicle storage lot exists directly east of the site between the proposed project and the Seven Hills community. Three homes within the Seven Hills community are located adjacent to the southeastern portion of the project site and south of the RV/vehicle storage lot. However, large concrete masonry and stone walls separate the project site from the existing land uses to the south and east. The wall along the southern property line of the project site is approximately 15-foot tall and drops to about 12 feet tall along the border of the newly proposed McCrometer parking lot. There is also a wall along the eastern property line of the project site ranges from approximately 6 to 10 feet tall, as the wall is slightly shorter along the RV/vehicle storage lot than along the three aforementioned residences.

Page Plaza to the west contains 360,000 square feet of various commercial and retail uses, and associated parking areas, including a 220,000 square foot Wal-Mart Supercenter, a pharmacy, a bank, a convenience store, a gas station, and multiple restaurants. Further west and south of Stetson Avenue, beyond the commercial uses at Page Plaza, exist more single-family residential neighborhoods, the Riverdale Apartment complex, and the Hemet Center for Medical Excellence. North of Stetson Avenue is the Stetson Avenue Channel, comprised of an unvegetated, concrete, trapezoidal channel managed by the Riverside County Flood Control District. Additionally, there is a vacant and undeveloped lot to the northwest of the project site. While currently vacant, the property to the north is currently entitled under the Stetson Crossing Specific Plan (SP 07-04). The Specific Plan allows for a 190,000 square foot multi-tenant retail shopping center. Refer to Section 3.4.9, Cumulative Projects, for additional details. Finally, various industrial and manufacturing uses also currently exist beyond this vacant lot, further northwest from the project site. The Hemet-Ryan Airport is also located 0.8-miles to the northwest. Also refer to Section 3.4.2, Surrounding Environment, for additional details regarding surrounding land uses.

3.2 Project Objectives

Section 15124(b) of the CEQA Guidelines requires an EIR to include a statement of objectives sought by a project. The objectives assist the City as lead agency in developing a reasonable range of alternatives to the project to be evaluated in the EIR. The project objectives also assist the decision makers in preparing findings or, if necessary, a statement of overriding considerations. The statement of objectives should include the underlying purpose of a project.

The underlying purpose of the proposed project is to provide a gas station with supporting retail and restaurant amenities on an underutilized site in the City. Proposed project implementation is guided by the following statement of proposed project objectives:

1. Provide an economically viable commercial development that includes a gas station and supporting related commercial amenities along a major thoroughfare in the City of Hemet.
2. Promote efficient use of land and revitalize an underutilized infill site within an urbanized area.
3. Provide visual and functional compatibility with adjacent areas, and with the existing on-site uses.

4. Enhance both vehicular and pedestrian/bicycle movement through the area consistent with the Scenic Highway Setback Manual, and provide adequate site access to promote visitors to the site.
5. Preserve the existing McCrometer development on the property and minimize disturbance to its operations.

3.3 Project Description

3.3.1 Project Components

The proposed project proposes to develop commercial uses including a 12-bay gas station with an approximately 4,088 square-foot convenience store (7-Eleven store), an approximately 2,660 square-foot drive-thru fast food restaurant, and an approximately 3,590 square-foot car wash with 21 self-serve vacuum stations[1] under a 3,096-square-foot canopy (Figure 3-3, Site Plan; Table 3-1). Commercial building area would total 13,434 square feet. The project structures would be approximately 26 feet tall, well below the allowed building height of 60 feet. The project's architectural design includes visual interest features including stone veneers, garden trellises, decorative eves, and articulation (Figure 3-4, Elevations). Landscaping and landscape screening would also be provided, as discussed below.

Table 3-1. Proposed Uses

Use	Square-Feet
Commercial	
Gas Station and Convenience Store	4,088
Drive-Thru Fast-Food Restaurant	2,660
Car Wash and Vacuum Stations (Including Canopy Area)	6,686
Total	**13,434***

* Interior total floor area is 10,338 square-feet.

Signage would also be provided as a part of the proposed project. This includes a multi-tenant monument sign along each frontage roadway as well as a single-tenant fuel price along each frontage roadway. Signage is assumed to comply with the Municipal Code (**CM-AES-4**). This includes Municipal Code Section 90-1248(4), Design, material, construction and maintenance standards; Section 90-1273, Permanent signs for automobile service stations and drive-in restaurants; Section 90-1271, Permanent signs permitted in manufacturing zones (M-1 and M-2); and Section 90-1251(g), LED display board signs.

Once in operation, the convenience store, restaurant, and gas station would operate 24 hours a day. The car wash would operate every day from 7:00 a.m. to 7:00 p.m., with hours extended to 9:00 p.m. during the summer.

The existing McCrometer structures would remain on site and no changes to those uses or structures would be included in the proposed project. However, the proposed project would demolish and relocate a portion of the existing McCrometer parking lot to the eastern, currently vacant portion of the site to allow for the construction and operation of the new commercial uses within the western portion of the project site. The replacement parking lot for McCrometer would include 208 parking spaces on the eastern portion of the site; and a total of 50 new parking spaces would be provided for the proposed commercial uses on the western portion of the project site, as discussed below. ~~The project would also include grading for the future flow lab expansion of the McCrometer facility, but the~~

[1] Note there are 21 vacuum stations but there are only 20 vehicle stalls.

~~flow lab expansion details are not known at this time and such improvements are not proposed by the applicant or included herein.~~

Landscaping

Landscaping would be provided along the perimeter of the site, as well as within the parking medians and adjacent to proposed structures. Vines or other landscaping would be provided to visually screen trash enclosures. Landscaped bioretention basins would also be provided within landscaped areas, providing visually pleasing stormwater treatment areas. As shown on Figure 3-5, Landscape Plan, trees would be planted throughout the project site and in tighter groupings along the southern and eastern boundaries of the site to provide additional screening from the adjacent residential uses. Trees planted for landscaping would primarily include Brisbane box, magnolia, crape myrtle, arbutus, callery pear, and long-leafed yellow wood. Screening trees along the southern and eastern boundaries would consist of Brisbane box and long-leafed yellow wood. Trees would range from approximately 15 to 50 feet in height and the screening trees along the southern and eastern boundaries of the site would be approximately 40 to 45 feet in height. Various shrubs and other low-lying plants would also be included in the project site landscaping and would be interspersed throughout the site and along the project boundary. A 36-inch-high screening hedge would be included along the western project boundary, between Sanderson Avenue and the proposed commercial uses. Landscaping would consist of native drought resistant vegetation to reduce water consumption and energy usage. Refer to Figure 3-5 for more details.

Parking

A total of 50 parking stalls would be provided for the project's proposed commercial uses on the western portion of the proposed project site. Per the California Building Code (CBC) CALGreen Standards, six of these stalls must be designated preferential parking spaces for as "Clean Air/Vanpool/Electric Vehicles." Four of those stalls are also required to be EV capable per CBC CALGreen Standards. The proposed car wash would include ~~19~~ 20 stalls (including one Americans with Disabilities Act-compliance space) for customers to park in to vacuum and dry their cars, but those spaces are not considering parking spaces to be used to meet City parking requirements as they are for car wash customers only.

A portion of the existing McCrometer parking lot would be relocated to the eastern portion of the project site. The replacement parking lot would include approximately 208 parking spaces. The McCrometer portion of the project site would also retain 72 existing parking spaces. Overall, once developed, the project site would include 304 parking spaces to serve the existing McCrometer uses and the proposed project's commercial uses. Refer to Figure 3-3 for the parking configuration.

Project Utilities

The proposed project would include supporting infrastructure improvements. These improvements include on-site, sewer, water, storm drain, electrical, gas, and telecommunication improvements. Off-site connections to existing utilities within the immediate Stetson Avenue and Sanderson Avenue roadways are also proposed. As they are high voltage, the existing overhead electrical utilities along the perimeter of the site are not proposed to be modified by the project and would remain.

Project Circulation and Access

The project proposes two new driveways as well as sidewalk corridor improvements on Sanderson Avenue. The southern driveway on Sanderson Avenue would be 30-feet wide and would be configured to provide right-in, right-out only turning movements. The northern driveway would be right-in only, and would be angled to preclude either

left-in or right-out movements. A meandering sidewalk would be provided along Sanderson Avenue consistent with the sidewalk on the western side of that roadway, and consistent with the City of Hemet Scenic Highway Setback Manual (City of Hemet 1990; Figure 3-5). Additionally, an accessible pedestrian pathway is also proposed to connect restaurant use on project site from the sidewalk.

No new driveways would be added to Stetson Avenue, but the existing driveways would be improved to meet the site access needs to the project. The existing western driveway access to Stetson Avenue would be improved to 40 feet wide. The proposed project would also provide driveway access along Stetson Avenue for the proposed replacement parking lot in the eastern portion of the project site, near the existing driveway curb cut. The driveway would include one gated, single-entry lane separated from the two outbound lanes by a median. The gate would remain closed except at shift changes. If employees needed to access the parking lot outside of shift change periods, a remote or access code number would be required. To prevent vehicle queuing onto Stetson Avenue at the gated entrance, the gate would be designed to accommodate one car length on the project site. The outbound lanes would consist of one right-turn lane and one left-turn lane. Per standard requirements, the gate would include a Knox box for emergency access. Refer to Figure 3-3 for the proposed driveway improvements.

3.3.2 Demolition, Grading and Construction

Construction of the proposed project would last for 7 months, beginning 2021. Construction phases would include demolition, site preparation (clearing and grubbing), grading, trenching, building construction, paving, and architectural coating. The new parking lot would be constructed first so adequate parking would be provided for the existing development throughout the construction activities. The proposed project would also include grading of approximately 60 feet by 150 feet of the currently vacant eastern portion of the project site for a potential future flow lab expansion of the McCrometer facility. This area is located between the existing McCrometer facility and the proposed new parking lot, adjacent to Stetson Avenue (see Figure 3-3). As the details of the potential future McCrometer development are not known at this time and it is not proposed as a part of this project, this project herein only addresses the grading of this area for future construction and the future development. The total graded area would include 4.76 acres. It is anticipated that the proposed project would require 300 cubic yards (cy) of cut and 7,000 cy of soil import. Typical construction equipment would include dozers, excavators, graders, cranes, forklifts, tractors, pavers, and rollers. Additional construction details are provided in Section 4.2, Air Quality.

3.3.3 Discretionary Actions

City approval of the following requested project entitlements is required to implement the project: (1) a Development Plan Review, (2) Conditional Use Permit (CUP), and (3) a Tentative Parcel Map. The Development Plan would provide precise engineering and construction plans for the components of the proposed project. A CUP is required under Hemet Municipal Code, Section 90-1043.G.5 to accommodate a gasoline service station with or without a convenience store. Additionally, Section 90-90I requires a CUP for the sale of alcoholic beverages for on-site ("on-sale") or off-site ("off-sale") consumption as well as the drive-thru restaurant. In this case, the proposed project includes a convenience store, drive-thru food service, gas station with car wash, and a request for a Type 20 Alcoholic Beverage Control (ABC) license for the off-sale of beer and wine from the convenience store. The site is located in a Census Tract (0433.16) which according to the latest report allows for two (2) off-sales licenses. On November 10, 2020 the California Department of Alcoholic Beverage Control (ABC) reported that no off-sale licenses were issued in the Census Tract and would not create overconcentration or require a Public Convenience and Necessity Determination. The Tentative Parcel Map 37779 reconfigures the existing two parcels into five parcels and two lettered lots. Table 3-2 identifies the required discretionary approvals and permits, and is followed by a description of each such approval and permit.

The City will use this EIR and associated documentation in its decision to approve or deny the above required discretionary permits. The improvement plans, final map, and grading plans would also be subject to a development plan review by the City prior to ground disturbance.

Table 3-2. Proposed Approvals and Permits

Discretionary Approval/Permit	Brief Description	Agency Title	Agency Type
Development Plan Review	To review the proposed site plan for development.	City of Hemet	Lead Agency
Conditional Use Permit	To accommodate operation of a gasoline service station, drive-thru and for the sale of alcoholic beverages.	City of Hemet	Lead Agency
Tentative Parcel Map	To reconfigure the existing two parcels into five new parcels.	City of Hemet	Lead Agency
Improvement Plans	Improvement plans are prepared by a Registered Civil Engineer and in conformance with the City's Standard Specifications for Public Works Construction, Storm Drain Development Standards, Storm Drain Criteria, and Drainage Design Manual, the Municipal Code and applicable Ordinances.	City of Hemet	Lead Agency
Final Map	To provide the final map of the project pursuant to the Subdivision Map Act.	City of Hemet	Lead Agency
Grading Plan	To grade the site for the proposed development, a grading plan and grading permit is required.	City of Hemet	Lead Agency
ABC License	The project is pursuing a license to sell alcoholic beverages.	California Department of Alcoholic Beverage Control	Responsible Agency
Underground Storage Tank Approval Hazardous Materials Business Plan	The project includes underground diesel and petroleum storage tanks for the proposed gas station, and may include the storage and use of chemicals under the control of the Department of Environmental Health for the other proposed uses.	Riverside County Department of Environmental Health	Responsible Agency
Air Quality Management District Approval	The proposed gas station would require a permit from the Air Quality Management District. The project must comply with Rule 461, Gasoline Transfer and Dispensing.	South Coast Air Quality Management District	

In addition to approvals issued by the City of Hemet, approvals may be required by other agencies (Table 3-2). It is the intent that this EIR will serve as the document to disclose project impact information to these agencies as well. The other potential agencies that may utilize this document includes, but is not limited to California Department of Alcoholic Beverage Control, Riverside County Department of Environmental Health, and South Coast Air Quality Management District.

3.3.4 Project Design Features and Compliance Measures

The project incorporates a number of project design features (PDFs) and compliance measures (CMs). These represent standard measures that are implemented by projects in compliance with regulations, as well as project design features that were considered a part of the project in the analysis included within this EIR. The specific PDFs and CMs are included in the analysis of the proposed project throughout Chapter 4, Environmental Analysis, and Chapter 5, Effects Not Found to Be Significant, of this EIR. A complete list of PDFs and CMs is included in Table 3-3.

Table 3-3. Project Design Features and Compliance Measures

Topic	Description
Aesthetics	
CM-AES-1	Prior to the issuance of building permits, the City shall confirm the proposed project conforms to the City of Hemet Commercial Design Guidelines.
CM-AES-2	Prior to issuance of any demolition or construction permit that involves removal of street trees, the City shall verify conformance with the City of Hemet Municipal Code Section 66-95(d), Inspection, maintenance and removal related to street trees.
CM-AES-3	Prior to the issuance of building permits, the City shall confirm lighting conforms to the City of Hemet Municipal Code Section 90-1046(e), Exterior lighting,
CM-AES-4	Prior to the issuance of building permits, the City shall confirm signage conforms to the City of Hemet Municipal Code. This includes Municipal Code Section 90-1248(4), Design, material, construction and maintenance standards; Section 90-1273, Permanent signs for automobile service stations and drive-in restaurants; Section 90-1271, Permanent signs permitted in manufacturing zones (M-1 and M-2); and Section 90-1251(g), LED display board signs.
CM-AES-5	Prior to the issuance of grading permits for the western area of the property near Sanderson Avenue, the City shall confirm the streetscape design conforms to the Scenic Highway Setback Manual.
CM-AES-6	Prior to the issuance of building permits, the City shall confirm landscaping conforms to the City of Hemet Landscape Design Guidelines.
CM-AES-7	Prior to the issuance of building permits, the City shall confirm lighting conforms to the City of Hemet Municipal Code Section 90-1424(i), Off-Street Parking, Illumination.
Air Quality	
PDF-AQ-1	Prior to issuance of a grading permit, the City shall verify the grading plans identify the following dust control measures: • Watering the active sites approximately two times daily depending on weather conditions. • All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour. • Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday. • All trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered and/or a minimum 2 feet of freeboard shall be maintained.
CM-AQ-1	The project shall be constructed to meet the California Building Code, including Title 20 Standards, CALGreen Code (Title 24, Part 11) and California Energy Code (Title 24, Part 6) requirements. This includes conformance with the provision of designated preferred parking spaces for low-emitting, fuel-efficient and carpool/vanpool vehicles (see CBC Table 5.106.5.2; 6 spaces marked "Clean Air/Vanpool/EV" for the project) as well as EV Ready spaces (see CBC Table 5.106.5.3.3; 4 spaces for the project). In addition, bike parking shall be required per CBC 5.106.4.1 (5% of the number of parking spaces, which is 4 spaces).

Table 3-3. Project Design Features and Compliance Measures

Topic	Description
Biological Resources	
CM-BIO-1	Prior to issuance of building permits, the project applicant shall pay the applicable Multiple Species Habitat Conservation Plan (MSHCP) Development Mitigation Fee and the applicable Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) Development Mitigation Fee.
Geology and Soils	
CM-GEO-1	Prior to the issuance of any grading or building permit, it shall be confirmed that future building plans shall be prepared in accordance with the American Society of Civil Engineers (ASCE) 7-16 Standard and the California Building Code Chapter 18, including (but are not limited to) the requirements for foundation and soil investigations (Sections 1803 and 1803A); excavation, grading, and fill (Sections 1804 and 1804A); damp-proofing and water-proofing (Sections 1805 and 1805A); allowable load-bearing values of soils (Sections 1806 and 1806A); the design of foundation walls, retaining walls, embedded posts and poles (Sections 1807 and 1807A), and foundations (Sections 1808 and 1808A); and design of shallow foundations (Sections 1809 and 1809A) and deep foundations (Sections 1810 and 1810A). Such information shall be documented in a design-level geotechnical evaluation. Future building plans shall also specifically confirm to the California Green Building Standards Code standards.
Greenhouse Gas	
PDF-GHG-1	The project would include the following as a project design feature (PDF): • Low flush toilets and on-site storm water capture • Native drought resistant vegetation into landscape plans
CM-GHG-1	Buildings shall be constructed to meet the California Building Code, including Title 20 Standards, CALGreen Code (Title 24, Part 11) and California Energy Code (Title 24, Part 6) requirements. This includes CALGreen Code requirements for construction waste reduction, disposal, and recycling, including the requirement to recycle and/or salvage for reuse a minimum of 50% of the non-hazardous construction waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3.
CM-GHG-2	Lighting shall meet energy efficiency requirements adopted pursuant to AB 1109.
CM-GHG-3	Landscaping shall comply with the Model Water Efficient Landscaping Ordinance (CCR, Title 23, Division 2, Chapter 2.7.).
CM-GHG-4	Construction and operations shall comply with the California Air Resources Board (CARB) requirements, including those related to refrigerants (CCR, Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 5.1, Section 95380 et seq.), aerosol coating products (CCR, Title 17, Division 3, Chapter 1, Subchapter 8.5.), CARB In-Use-Off-Road Diesel Vehicle Regulations.
CM-GHG-5	Commercial uses shall comply with the Mandatory Commercial Recycling (AB 341) requirements.
Hydrology and Water Quality	
CM-HYD-1	Prior to the issuance of a grading permit, the applicant shall prepare a Stormwater Pollution Prevention Plan in accordance with Order Number R8-2010-003, National Pollutant Discharge Elimination System Permit Number CA18033, as ~~A~~amended.
CM-HYD-2	Prior to the issuance of a building permit, the applicant shall prepare final project-specific Storm Water Management Plan and a final Drainage Report in accordance with Order Number R8-2010-003, National Pollutant Discharge Elimination System Permit Number CA18033, as amended.
Noise	
CM-NOI-1	All construction activities shall occur during the permissible hours as defined in Sections 30-32 and 90-1048 of the City's Municipal Code.
PDF-NOI-1	Prior to issuance of a conditional use permit, the City shall verify the conditional use permit includes a condition that limits the operations of the car wash and associated customer vacuum units to daytime hours (7:00 a.m. to 7:00 p.m.), with hours extended to 9:00 p.m. during the summer.

Table 3-3. Project Design Features and Compliance Measures

Topic	Description
PDF-NOI-2	Prior to the issuance of a grading permit, the grading permit shall be verified to identify the following measures: 1. During construction activities, the project contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices. 2. The project contractor shall locate equipment staging areas to create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction. 3. All idling construction equipment shall be turned off when not in use. 4. Construction equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.
Public Services	
CM-SRV-1	Prior to the issuance of a building permit, the applicant shall pay applicable commercial Developer Impact Fees, including, but not limited to, Fire Suppression Facility, Law Enforcement Facility fees, Lighting & Landscaping Maintenance, Retention Basin Capacity, Sewer Connection, Storm Drainage Facilities, and Transportation Uniform Mitigation Fee.
CM-SRV-2	Prior to the issuance of a building permit for the car wash facility, the plans shall demonstrate compliance with California Water Code Division 6, Part 2.12 [10950-10953] as applicable: (a) Install, use, and maintain a water recycling system that recycles and reuses at least 60 percent of the wash and rinse water. (b) Use recycled water provided by a water supplier for at least 60 percent of its wash and rinse water.
CM-SRV-3	Prior to the issuance of a building permit, the applicant shall provide payment of the Riverside County Flood Control and Water Conservation District Salt Creek-South Hemet Area Drainage Plan fee, as applicable per the County of Riverside Ordinance No. 460.
Transportation	
CM-TRA-1	Prior to the issuance of a grading permit, the City shall verify that no construction work would be performed within the public right-of-way. If construction work would occur within the public right-of-way, the applicant shall submit a Construction Traffic Management Plan in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD; Caltrans 2014) for review and approval by the City Engineer.

3.4 Environmental Setting

The general environmental setting for the project area is provided in this section, in conformance with Section 15125 of the CEQA Guidelines. Currently, the project site is occupied by the existing McCrometer facilities, which is an industrial use. Additionally, some vacant and undeveloped land is located in the eastern portion of the project site. The project site is surrounded by existing development which includes residential and commercial uses. A wrought iron fence surrounds the north and west sides of the project site, a large concrete masonry and stone wall borders the southern boundary of the project site, and a smaller stone wall borders the eastern boundary of the project site. Various trees exist within the project site and along the bordering roadways, Stetson Avenue and Sanderson Avenue. Electrical utility lines also border the project site along these roadways.

The project site is currently designated in the *City of Hemet General Plan* (City of Hemet 2012) as a Business Park (BP) and zoned as Limited Manufacturing (M-1). Surrounding land uses are zoned Planned Community

Development (PCD) and Specific Plan (SP). Additionally, to the northwest, the various manufacturing and industrial uses as described in Section 3.1, Project Location and Existing Land Uses, are zoned Limited Manufacturing (M-1) and General Manufacturing (M-2). Surrounding land use designations include Community Commercial (CC) at Page Plaza and the approved Stetson Crossing site, Industrial (I) and Business Park (BP) to the northwest, and Office Professional (OP) to the west beyond Page Plaza. The existing residential land uses surrounding the project site are identified as Low Density Residential (LDR; 2.1 to 5.0 dwelling units per acre). Refer to Figure 3-6, Site Photos, for additional environmental setting information.

3.4.1 Regional Context

Regionally, the City is situated in the western middle portion of Riverside County. The project site is in the southwestern portion of the City and is located approximately 4 miles east of SR-79 and approximately 1.3 miles south of SR-74. The City boundary is approximately 2.25 miles west of the project site.

3.4.2 Surrounding Environment

The immediate surrounding environment consists of residential and commercial uses as well as vacant land (Figure 3-6). Residential developments border the project site to the south and east. Another residential development is located directly north of the project site across Stetson Avenue. Additionally, an RV/vehicle storage lot exists directly east of the site between the proposed project and the community to the east. To the west of the project site exists commercial uses associated with the Page Plaza. Further west beyond Page Plaza exist more single-family residential neighborhoods, an apartment complex, and a medical center. To the northeast of the project site exists currently vacant and undeveloped land which is the site of the approved Stetson Plaza project, a commercial use. Various industrial and manufacturing uses also exist beyond this vacant lot, further northwest from the project site. The Hemet-Ryan Airport is located past the industrial and manufacturing uses to the northwest. Finally, north of Stetson Avenue is the Stetson Avenue Channel, comprised of an unvegetated, concrete, trapezoidal channel managed by the Riverside County Flood Control District.

3.4.3 Geographic Setting

The following geographical setting information is based on the geotechnical reports included as Appendices F and G to this EIR. The project site is situated in the Peninsular Ranges Geomorphic Province. The province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California. The province varies in width from approximately 30 to 100 miles. In general, the province consists of rugged mountains underlain by Jurassic metavolcanic and metasedimentary rocks, and Cretaceous igneous rocks of the Southern California batholith.

The Peninsular Ranges Province is traversed by a group of sub-parallel faults and fault zones trending roughly northwest. Several of these faults are considered active. The San Jacinto and San Andreas faults are active fault systems located northeast of the project area and the Elsinore and Newport-Inglewood-Rose Canyon faults are active faults located west of the project site. Major tectonic activity associated with these and other faults within the regional tectonic framework consists primarily of right-lateral, strike-slip movement (Appendix F).

The project site is relatively level with a very gentle gradient down towards the west. Elevations across the site range from approximately 2,525 feet above mean sea level (MSL) in the western portion of the project site to approximately 2,530 feet MSL in the eastern portion (Appendix F).

Soils on the project site consist of fill and alluvium. Fill soils underlie much of the project site due to previous land use and burial of utility lines. The fill material extends to depths of up to 5 feet. Surficial alluvium is anticipated to underlie the fill soils. Considering the project location, the site is potentially underlain by older Pleistocene sediments. Groundwater was not encountered during the borings completed at the site, which extended to depths up to approximately 51.5 feet. Refer to Appendices F and G for additional details.

3.4.4 Air Basin

The following information is from the Air Quality and Greenhouse Gas Report included in Appendix C of this EIR. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Riverside, Los Angeles, and San Bernardino Counties, and all of Orange County. Pursuant to the 1990 federal Clean Air Act amendments, the Environmental Protection Agency (EPA) classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. The SCAB is designated as a nonattainment area for federal and state ozone (O_3) standards and federal and state particulate matter 2.5 ($PM_{2.5}$) standards. The SCAB is designated as a nonattainment area for state particulate matter 10 (PM_{10}) standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state carbon monoxide (CO) standards, federal and state nitrogen dioxide (NO_2) standards, and federal and state sulfur dioxide (SO_2) standards. While the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard. Despite the current nonattainment status, air quality within the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the South Coast Air Quality Management District (SCAQMD). This trend toward cleaner air has occurred in spite of continued population growth. Despite this growth, air quality has improved significantly over the years, primarily due to the impacts of the region's air quality control program. PM_{10} levels have declined almost 50% since 1990, and $PM_{2.5}$ levels have also declined 50% since measurements began in 1999. Similar improvements are observed with O_3, although the rate of O_3 decline has slowed in recent years. Refer to Appendix C for additional details.

3.4.5 Climate

The following information is from Appendix C of this EIR. The SCAB is characterized as having a Mediterranean climate (typified as semiarid with mild winters, warm summers, and moderate rainfall). The general region lies in the semi-permanent high-pressure zone of the eastern Pacific; as a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (e.g., weather and topography) and of manufactured influences (e.g., development patterns and lifestyle). Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the SCAB, averaging 75°F. However, with a less-pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the SCAB. Precipitation in the SCAB is typically 9–14 inches annually

and is rarely in the form of snow or hail because of typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the SCAB. Refer to Appendix C for additional details regarding temperature inversion.

3.4.6 Watershed

The following is based on information from the project-specific water quality management plans and preliminary drainage studies, which are included in this EIR as Appendices L.1 and L.2 and Appendices M.1 and M.2, respectively. The proposed project is located in the Salt Creek Drainage Area, which is overseen by the Santa Ana Regional Water Quality Control Board (RWQCB). Salt Creek drains westerly through Canyon Lake into Lake Elsinore and eventually through the Santa Ana River to the Pacific Ocean via Temescal Canyon Creek (City of Hemet 2012). For the project site, runoff would be collected and discharged through the City's Storm Drain System to Salt Creek. From there, water would flow to Canyon Lake and Lake Elsinore, and eventually to the Pacific Ocean as described above. Pollutants of concern for the downstream Canyon Lake include pathogens and nutrients. Pollutants of concern for downstream Lake Elsinore include nutrients, organic enrichment/low dissolved oxygen, sedimentation/siltation, and PCBs (Appendices L.1 and L.2).

3.4.7 Western Riverside County Biological Setting

The site is located in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multijurisdictional habitat conservation plan focusing on conservation of species and their associated habitats in Western Riverside County. Based on general information provided in the MSHCP, the region is characterized by seven distinct bioregions, including the Santa Ana Mountains, Riverside Lowlands, San Jacinto Foothills, Agua Tibia Mountains, Desert Transition, San Bernardino Mountains, and San Jacinto Mountains. The City, including the project site, is located within the Riverside Lowlands bioregion. This bioregion characterizes areas east of the Santa Ana Mountains bioregion, south of the Riverside/San Bernardino County line, west of Diamond Valley Lake, Lake Skinner, and Gilman Hot Springs, and north of the Riverside/San Diego County line. The Riverside Lowlands bioregion generally occurs at elevations below 2,000 feet and is characterized by Riversidian sage scrub and annual grasslands (Riverside County 2003). Although the project site is largely disturbed and includes an existing manufacturing facility, one vegetation community and three land cover types were identified on the project site: non-native grasslands, disturbed habitat, flood control channel, and urban/developed (Appendix D, Biological Resources Letter Report and Multiple Species Habitat Conservation Plan Consistency Analysis).

3.4.8 Project Consistency with Applicable Regional and General Plans

Per CEQA Guidelines Section 15125, Environmental Setting, the environmental setting discussion of an EIR shall discuss any inconsistencies between the project and applicable general plans, specific plans, and regional plans. Adopted regional and general plans are applicable to the proposed project. The project site is currently designated in the *City of Hemet General Plan* (City of Hemet 2012) as a Business Park (BP) and zoned as Limited Manufacturing (M-1). The project site is within the Hemet-Ryan Airport Land Use Compatibility Plan and City of Hemet Scenic Highway Setback Plan. Additional plans that would apply to the proposed project include the South Coast Air Quality Management District Air Quality Management Plan, the Eastern Municipal Water District Urban Water Management Plan, the Western Riverside County Multiple-Species Habitat Conservation Plan, and the Western Riverside Council of Governments Subarea Climate Action Plan. The proposed project's consistency with the applicable goals, policies, and objectives with these plans has been evaluated throughout Chapter 4 of this EIR as relevant to the various environmental analyses. The plans were also comprehensively reviewed, and a consistency analysis was

conducted to determine whether the proposed project is inconsistent with the applicable, adopted plans, in Section 5.4, Land Use, of this EIR. As detailed in Section 5.4, the project would be consistent with applicable regional and general plans. Refer to Section 5.4 for additional details.

3.4.9 Cumulative Projects

CEQA requires an EIR to analyze cumulative impacts. Section 15355 of CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in an EIR. The discussion of cumulative impacts "need not provide as great detail as is provided for the effects attributable to the project alone," but instead is to be "be guided by standards of practicality and reasonableness" (CEQA Guidelines Section 15130 [b]). The discussion should also focus only on significant effects resulting from the project's incremental effects and the effects of other projects. According to Section 15130(a)(1), "an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."

Cumulative impacts can result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

According to Section 15130(b)(1) of the CEQA Guidelines, a cumulative impact analysis may be conducted and presented by either of two methods:

(A) a list of past, present, and probable activities producing related or cumulative impacts; or

(B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The analysis presented in the EIR utilizes these methods as appropriate for the environmental topic. The cumulative projects listed in Table 3-4 and shown on Figure 3-7 represent the past, present, and reasonably foreseeable future projects within the vicinity of the proposed project site. This list was established based on projects proposed and reasonably foreseeable at the time the Notice of Preparation was issued for the project. It is further noted that each topic may utilize a different geographic area depending on the environmental concern. For example, the cumulative visual analysis utilizes the viewshed as the cumulative study area while the biological resources cumulative study area is based on the MSHCP. Refer to the cumulative analysis presented in Chapters 4 and 5 for additional details.

Table 3-4. Cumulative Projects

Map Legend Number	Project Name and APNs/Location	Project Description	Entitlement Status
City of Hemet			
1	Cordero (444-190-001)	Single family residential subdivision.	Approved
2	BNR Income & Opportunity (444-190-009/ 907)	An EOT for TTM 36929 to subdivide 5.33 acres into 20 SFR on 6,000 sf lots.	Approved

Table 3-4. Cumulative Projects

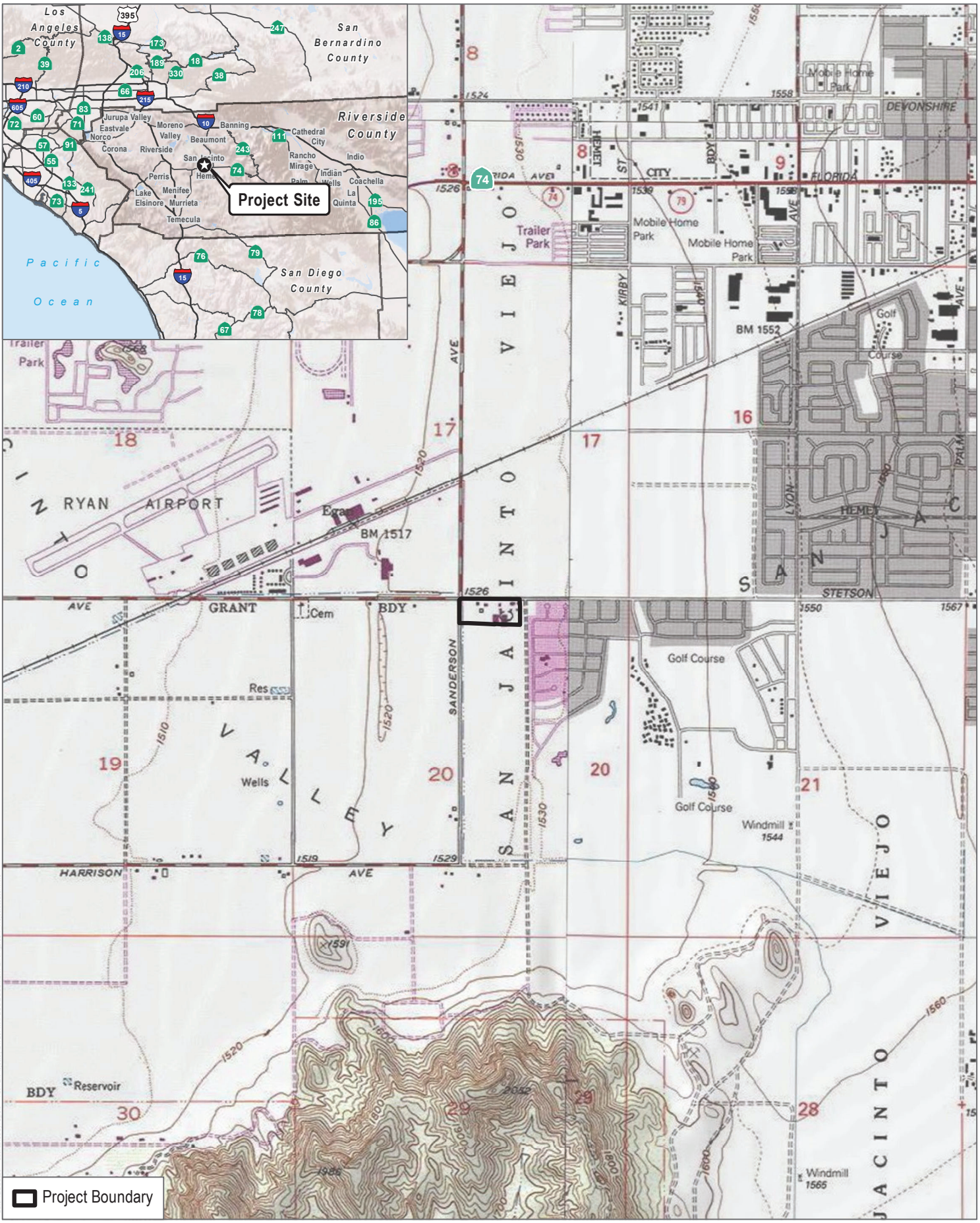
Map Legend Number	Project Name and APNs/Location	Project Description	Entitlement Status
3	Shop N Go (444-100-007)	New commercial center with gas station, convenience store and fast food restaurant.	Approved
4	Zanderson Plaza (444-100-016)	Neighborhood commercial center with a gas station, convenience store, restaurants, retail uses.	Approved
5	Copenhagen Village (448-210-005 through - 014, -016, -017,-018)	New multifamily residential on vacant land.	Approved
6	The Shops at the Crossroads (448-310-007 through -012)	Demolition and new construction of commercial use.	Approved
7	Holiday Inn Express & Suites (448-250-006)	Construction and operation of a 4-story, 80 room Hotel on approximately 1.59 acres with 88 parking spaces, outdoor pool and lounge area.	Pending
8	Cawston Plaza (448-140-009, -010)	Construction of a shopping center.	Approved
9	Sanderson Square (456-030-036,-038, -039, -042)	Commercial and business park center.	Undeveloped
10	Rally's Hamburgers (NWC Tanya & Sanderson)	Proposed Rally's burger drive-thru only facility. Smaller building with no in- store dining on a 0.75-acre parcel; would require a re-zone.	Complete
11	Stetson Plaza/Stetson Crossing (456-050-044)	Construction of a 190,000 sf shopping center on 18.16 acres.	Approved
12	Page Plaza Starbucks	Construction and operation of a 2,500+ square foot Starbucks coffee shop with a drive-thru and a 4,600+ square foot drive-thru restaurant.	Approved
13	Airway Warehouse (456-040-051)	Construction of a 10,000 sf warehouse.	Approved
14	Office Development (456-040-049)	Site Development Review application for the design and review of a 2,132 sq. ft. office and nine (9) space parking lot for a heavy equipment storage operation and per Administrative Use Permit.	Under Review
15	Hemet Industrial (456-040-054)	Construction of two (2) buildings totaling 27,500 sq ft of prefabricated warehouse buildings in 2 phases. (Phase 1 – 15,400 sq ft and Phase 2 – 12,100 sq ft) with 30 parking spaces (including 2 accessible – 20 spaces for Phase 1 and 10 spaces for Phase 2) and associated landscaping on approximately 2 acres of vacant lot.	Under Review
16	Rancho Diamante (464-010-008 through -011, 460-020-005,-006)	Request for EOT for TTM 35392. A 102.6-acre site previously City-approved for 440 single family lots, one park, and 12 lettered lots for drainage and open space improvements.	Approved

Table 3-4. Cumulative Projects

Map Legend Number	Project Name and APNs/Location	Project Description	Entitlement Status
17	Brethren Square (460-250-017, 460-250-018)	Multi- tenant retail center, with gas station, convenience store and car wash.	Complete
18	Page Ranch Senior Apartments (460-242-037)	Preliminary Review to construct and operate 33-unit senior apartment complex.	Under Review
19	Hemet Center for Medical Excellence (460-250-054)	Construction of a new building on an existing pad with modifications to the approved facade	Complete
20	River Oak Ridge (464-300-002)	Construction of a 75-lot single family residential subdivision with a minimum lot size of 6,000 sf.	Approved
21	AutoZone Inc. (446-290-015)	Construction of a 7,381 sq ft AutoZone building to be utilized for retail sales including 37 parking spaces and associated landscaping.	Approved
22	KPC Stetson (446-290-006)	A request for a tentative parcel map subdividing 7.64 acres into three (3) commercial parcels ranging in size from 0.46 to 6.68 acres. A request for a Conditional Use Permit to convert an existing 83,020 square foot building (former Kmart) into a multiple tenant space with up seven (7) spaces ranging from 1,280 to 55,000 sq. ft. for future retail and/or office space, a future drive- thru pad (Pad B) and upgrades to shopping center parking and landscaping. A request for a Conditional Use Permit for the construction and operation of a 4,414 sq. ft. McDonald's fast-food restaurant with a dual drive-thru.	Approved
23	Gas Station (W/side of S. State St, N/Thornton Ave & S/Jade Drive)	2,500 sq. ft. convenience store, a gas station with 12 fuel pumps, fuel canopy, and two (2) 2,500 retail tenant spaces.	Complete

Notes: NWC = Northwest Corner

INTENTIONALLY LEFT BLANK



SOURCE: USGS 7.5-Minute Series Winchester and Hemet Quadrangles

DUDEK

0 1,000 2,000 Feet

FIGURE 3-1

Project Location

Stetson Corner

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps 2020

DUDEK

0 500 1,000 Feet

FIGURE 3-2A

Vicinity Map

Stetson Corner

INTENTIONALLY LEFT BLANK



SOURCE: Riverside County 2020; Bing Maps 2020

DUDEK

0 100 200 Feet

FIGURE 3-2B

Project Site

Stetson Corner

INTENTIONALLY LEFT BLANK

STETSON AVENUE

SANDERSON AVENUE

SINGLE- TENANT FUEL PRICE SIGN

MULTI-TENANT MONUMENT SIGN

CLOSE (E) DRIVEWAY (E) SIDEWALK

EXISTING SERVICE GATE TO BE USED DURING CONSTRUCTION ONLY

ACCESSIBLE PEDESTRIAN GATE- CARD ACTIVATED

GATED SINGLE LANE ENTRY- TRANSPONDER ACTIVATED GATE TO REMAIN OPEN DURING SHIFT CHANGES

GATED TWO LANE EXIT- SENSOR ACTIVATED

LANDSCAPE SETBACK

SITE ELECT & IRRIGATION PEDESTALS

PARCEL 1
37,429 SF±

12 BAY FUEL CANOPY

PARCEL 2
38,277 SF±

SINGLE- TENANT FUEL PRICE SIGN

HEALEY TANK

FUTURE ECVS STALL

7-ELEVEN
4,088 SF

CAR WASH
3,590 SF

RELOCATE (E) TUBULAR STEEL FENCE

EXISTING INDUSTRIAL
(NOT A PART)

AIR & WATER

ESCAPE LANE

ACCESSIBLE PEDESTRIAN PATHWAY

SCENIC LANDSCAPE SETBACK

MULTI-TENANT MONUMENT SIGN

DRIVE-THRU
2,660 SF

MENU BOARD

PATIO

parcel 3
33,226 sf±

EMERGENCY VEHICLE ONLY- LEFT-IN ACCESS

FUTURE VAN ACCESSIBLE ECVS STALL

EXISTING MASONRY WALL

EXISTING RESIDENTIAL

EMPLOYEE ACCESS

EXISTING SOUND WALLS IN GOOD REPAIR

0 20' 40' 80'
SCALE: 1" = 40.00'

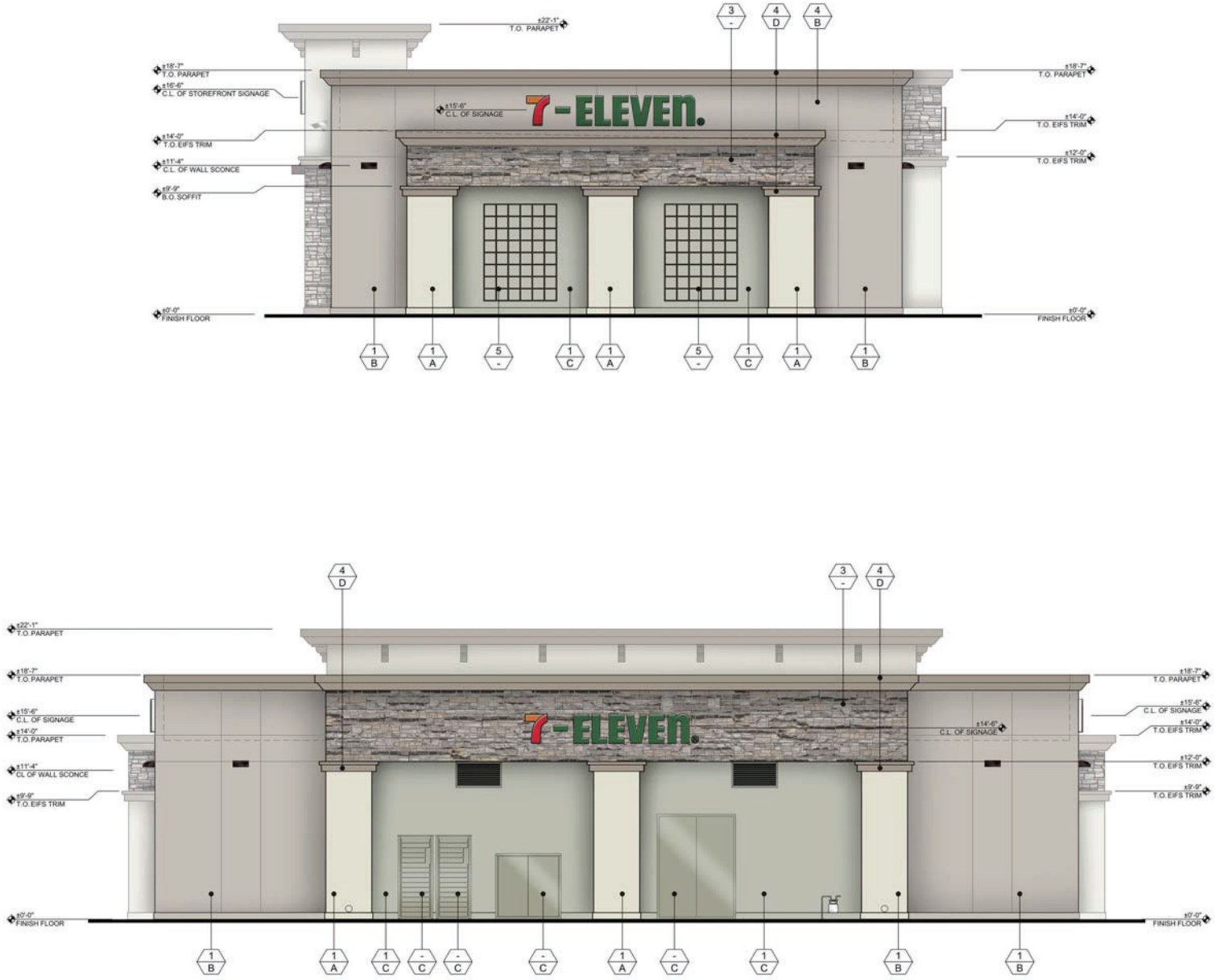
NORTH

SOURCE: GK Pierce Architects 2019

FIGURE 3-3
Site Plan
Stetson Corner

DUDEK

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SOURCE: Tait 2020

FIGURE 3-4
Elevations
Stetson Corner

DUDEK

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PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	WUCOLS
TREES					
	100% OF TREES SHALL BE PLANTED AT 24" BOX SIZE MINIMUM				
	Lophostemon confertus	Brisbane Box	24" Box	45'	M
	Magnolia grandiflora 'DD Blanchard'	Magnolia Tree	24" Box	50'	M
	Ulmus parvifolia 'Drake'	Evergreen Elm	24" Box	50'	M
	Lagerstroemia indica	Crape Myrtle	24" Box	25'	M
	Arbutus x 'Marina'	Arbutus	24" Box	30'	L
	Pyrus calleryana 'Autumn Blaze'	Callery Pear	24" Box	30'	M
	Cercis occidentalis	Western Redbud	24" Box	15'	L
	Podocarpus henkelii	Long-leafed Yellow Wood	15 gal	40'	M

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	WUCOLS
SHRUBS					
	100% OF SHRUBS SHALL BE INSTALLED AT 5 GALLON SIZE UNLESS THE SHRUB'S MATURE SIZE IS SUCH THAT NURSERIES DO NOT SELL STOCK LARGER THAN 1 GALLON SIZE. SHRUBS SHALL BE PLACED AT A MAXIMUM OF 36" APART ON AVERAGE				
	Baccharis pilularis 'Twin Peaks'	Coyote Brush	1 Gal	2'	L
	Bougainvillea 'Oo-La-La'	Groundcover Bougainvillea	5 Gal	2'	L
	Callistemon citrinus 'Little John'	Dwarf Bottlebrush	5 Gal	3'	L
	Carex pansa	California Meadow Sedge	1 Gal	1'	M
	Ceanothus spp	California Lilac	1 Gal	1'-3'	L
	Cistus x purpureus	Orchid Rockrose	5 Gal	4'	L
	Coprosma repens 'Marble Queen'	NCN	1 Gal	3'	M
	Dietes vegeta	Fortnight Lily	5 Gal	3'	M
	Lavandula spp	Lavender	1 Gal	3'	L
	Leucophyllum frutescens	Texas Ranger	5 Gal	4'	L
	Ligustrum japonicum 'Texanum'	Texas Privet	5 Gal	3'	M
	Myoporum parvifolium 'Pink'	Myoporum	1 Gal	18"	L
	Myrtus communis 'Compacta'	Dwarf Myrtle	5 Gal	3'	L
	Nerium oleander	Oleander	5 Gal	3'	L
	Phormium tenax cvr	New Zealand Flax	5 Gal	3'	M
	Pittosporum tenuifolium 'Silver Sheen'	Tawhiwhi	15 Gal	15'	M
	Pittosporum tobira 'Creme de Mint'	Dwarf Variegated Mock Orange	5 Gal	2'	M
	Rhaphiolepis indica cvr.	Indian Hawthorne	5 Gal	4'	M
	Rosmarinus officinalis 'Tuscan Blue'	Tuscan Blue Rosemary	5 Gal	5'	L
	Rosa 'White Meidland'	Groundcover Rose	5 Gal	3'	M
	Salvia spp	Salvia	1 Gal	2'-4'	L
	Verbena lilacina	Lilac Verbena	1 Gal	18"	L
	Westringia fruticosa cvr	Coast Rosemary	5 Gal	4'	L
VINES					
	Parthenocissus tricuspidata	Boston Ivy	5 Gal	Vine	M

HARDSCAPE LEGEND

SYMBOL	MATERIAL
	NATURAL GREY CONCRETE MEDIUM BROOM FINISH

LANDSCAPE NOTES

1. LANDSCAPE PLANS AND INSTALLATIONS SHALL COMPLY WITH CITY OF HEMET MUNICIPAL CODE, THE SPECIFIC PLAN, AND CITY OF HEMET LANDSCAPE DESIGN GUIDELINES.
2. VINES OR OTHER LANDSCAPE SCREENING SHALL BE PLANTED AROUND TRASH ENCLOSURES.
3. LANDSCAPE SCREENING SHALL BE PROVIDED FOR ABOVE GROUND UTILITY EQUIPMENT INCLUDING BACKFLOW PREVENTERS, DOUBLE CHECK DETECTOR ASSEMBLIES, AND OTHER UTILITY STRUCTURES.
4. PLANT MATERIAL MAY BE ADDED OR REMOVED DURING THE CONSTRUCTION DOCUMENT PHASE SUBJECT TO APPROVAL BY THE CITY OF HEMET.

LANDSCAPE CALCULATIONS:

PROJECT SITE AREA (GROSS): 209,845 SF
LANDSCAPE AREA: 41,832 SF
LANDSCAPE PERCENTAGE: 20.0%

IRRIGATION SYSTEM DESIGN STATEMENT

A PERMANENT AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED TO IRRIGATE ALL PLANTING AREAS. THE IRRIGATION CONTROLLER(S) SHALL BE EQUIPPED FROM THE MANUFACTURER WITH WEATHER/EVAPOTRANSPIRATION (ET) SENSING CAPABILITIES TO AUTOMATICALLY ADJUST WATERING SCHEDULES AND AMOUNTS. THE DESIGN OF THE IRRIGATIONS SYSTEMS SHALL EMPHASIZE WATER CONSERVATION AND PROVIDE EFFICIENT AND UNIFORM DISTRIBUTIONS OF IRRIGATION WATER.

DRIP AND/OR BUBBLER IRRIGATION, OR OTHER LOW-VOLUME, LOW-PRESSURE, MICRO-IRRIGATION SYSTEM, AS APPROVED BY THE CITY OF HEMET, SHALL BE INSTALLED IN PLANTER AREAS TO PROVIDE WATER DIRECTLY TO THE ROOT ZONE OF PLANTS. THE IRRIGATION SYSTEM MAY UTILIZE EFFICIENT ROTATOR NOZZLES IN LARGE PLANTING AREAS,SUBJECT TO THE APPROVAL OF THE CITY. THE AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED IN ACCORDANCE WITH THE CITY OF HEMET ORDINANCE AND LANDSCAPE STANDARDS.

FOR SITES UTILIZING POTABLE WATER FOR LANDSCAPE IRRIGATION, A REDUCED PRESSURE BACKFLOW PREVENTOR SHALL BE INSTALLED AFTER THE WATER METER TO PROTECT THE POTABLE WATER SUPPLY IN ACCORDANCE WITH STATE OF CALIFORNIA AND CITY OF HEMET STANDARDS AND REQUIREMENTS.

MAXIMUM ANNUAL WATER ALLOWANCE

MAWA = (Eto) (0.62) ((0.45) (LA) + (0.55) (SLA)) = GAL/YR

MAWA = (57.33) (0.62) ((0.45) (41,832 SF) + (0.55) (0)) = 669,106 GAL/YR

ESTIMATED ANNUAL WATER USE

EAWU = (Eto) (0.62) (PF) (LA) = GAL/YR

EAWU = (57.33) (0.62) (0.4) (41,832 SF) = 594,761 GAL/YR

SOURCE: GK Pierce Architects, 2020

FIGURE 3-5

Landscape Plan

Stetson Corner

DUDEK

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Stetson Avenue - Eastern Site Access



Stetson Avenue - Western Site Access



Stetson Avenue and Sanderson Avenue - Looking East



Stetson Avenue and Sanderson Avenue - Looking South

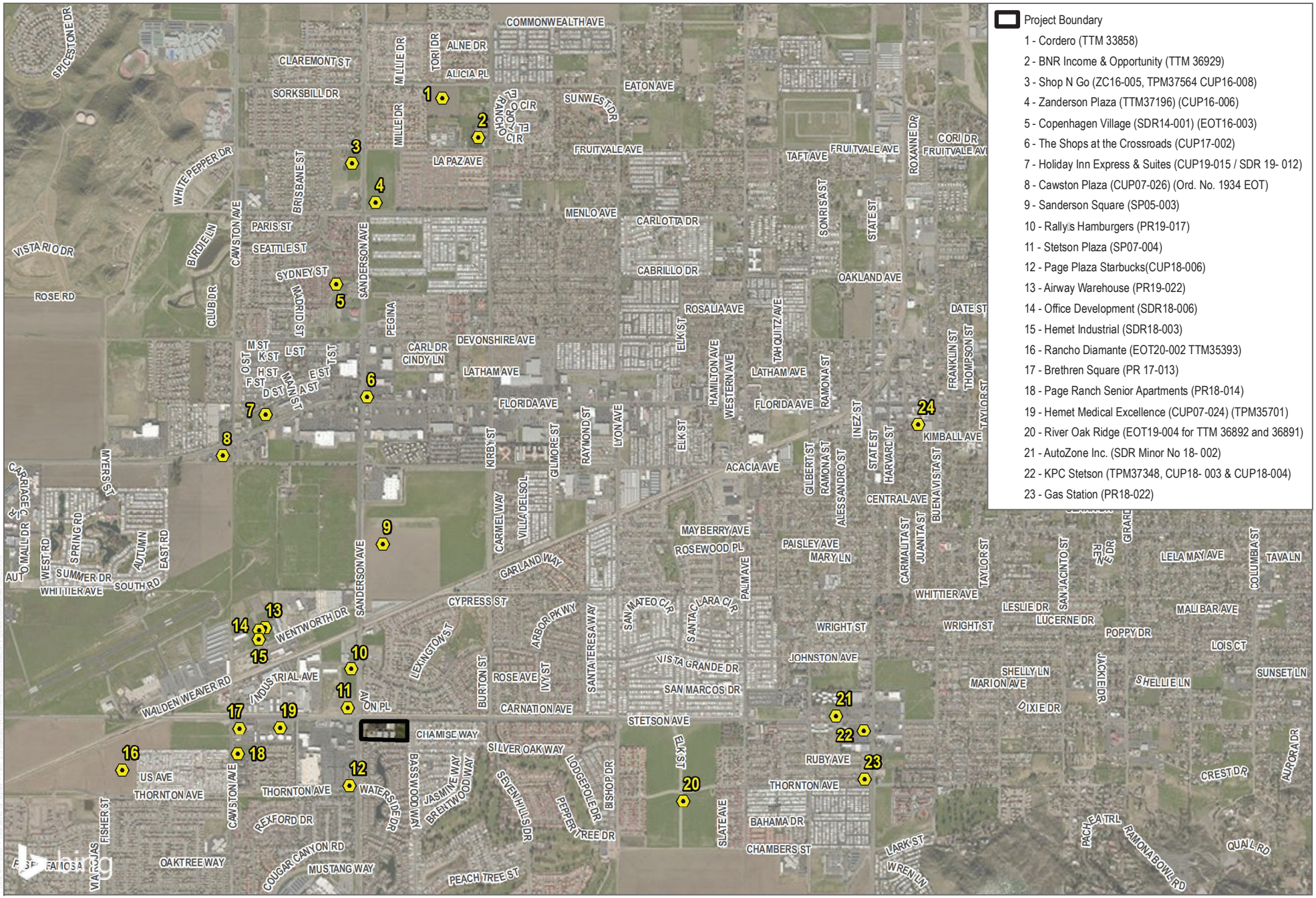
FIGURE 3-6

Site Photos

Stetson Corner

DUDEK

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SOURCE: Riverside County 2020; Bing Maps

DUDEK

0 0.5 1 Miles

FIGURE 3-7

Cumulative Projects Map

Stetson Corner

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4 Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of implementation of the proposed Stetson Corner Project (project). The environmental issues addressed in this chapter include the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

Each issue analysis section includes a description of existing conditions, the criteria for the determination of impact significance, evaluation of potential project impacts including cumulative impacts, mitigation measures (if applicable), and a conclusion of significance after mitigation for impacts identified as requiring mitigation (if applicable).

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4.1 Aesthetics

This section describes the existing visual conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, and evaluates potential impacts. This analysis is based on review of existing resources; technical data; applicable laws, regulations, and guidelines; and the Lighting Plan and Photometric Analysis prepared by Cree Lighting in December 2020. The Lighting Plan and Photometric Analysis for the Stetson Corner project is included in this Environmental Impact Report (EIR) as Appendix B.

4.1.1 Existing Conditions

Scenic Vistas

A scenic vista is typically defined as a panoramic view or vista from an identified view/vista point, public road, public trails, public recreational areas, or scenic highways.[1] According to the City's General Plan, scenic vistas in the City of Hemet (City) include areas with views of the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains. The City's General Plan also generally aims to protect views of scenic resources within the City such as hillsides and canyons, including the Domenigoni Mountains at Diamond Valley Lake, Santa Rosa Hills, Lakeview Mountains, Tres Cerritos Hills, Park Hill, Bautista Canyon, and Reinhardt Canyon (City of Hemet 2012). Additionally, Stetson Avenue and Sanderson Avenue, which border the project site to the north and west respectively, are both designated Scenic Corridors in the Community Design Element of the City's General Plan (City of Hemet 2012). Sanderson Avenue is also a locally designated Scenic Corridor in the City's Scenic Highway Setback Manual (City of Hemet 1990). These locally designated Scenic Corridors provide views of the mountains in the distance both east and west along Stetson Avenue and north and south along Sanderson Avenue. Key view photos were taken to illustrate the views from the roadways in the vicinity of the project site (Figure 4.1-1, Key Views). These key views (i.e., Key Views 1 through 4) are described below.

Key View 1 is located along the west side of Sanderson Avenue within the pedestrian walkway south of Stetson Avenue looking north. With roadways in the foreground, this view includes commercial and residential uses, as well as a view of the project site. Key View 1 includes distant views of the San Jacinto Mountains and San Bernardino National Forest mountains, which are partially obscured by two-story residences, existing on-site industrial buildings, vehicular traffic, power poles and trees. Refer to Figure 4.1-2, Key Views 1 and 2. Due to the ~~fairly unencumbered~~partial visibility of the mountain views, the General Plan identification of views of these mountains as scenic vistas, and the designation of Sanderson Avenue as a scenic corridor, Key View 1 is considered a scenic vista.

Also located along the west side of Sanderson Avenue within the pedestrian walkway, Key View 2 is oriented to the east across Sanderson Avenue and to the project site which is visible to the east of the road. The prominent San Jacinto Mountains are visible but ~~partially~~ the majority is obscured by existing on-site buildings and the mature palm trees planted on the project site as well as off-site residential buildings, vegetation and wall (see Figure 4.1-2). While the majority of the mountain view is encumbered at this Key View ~~by existing landscape features~~, the General Plan identifies views of the San Jacinto Mountains as scenic vistas and Sanderson Avenue is a designated scenic corridor. Therefore, Key View 2 is considered a scenic vista. Key View 2 is included to demonstrate the quality of existing views across the project site to scenic resources (e.g., San Jacinto Mountains) in the region.

[1] Potential scenic views from private properties are not under consideration in this analysis.

Key View 3 is located on Sanderson Avenue just north of Stetson Avenue looking south. This view includes commercial, residential, and industrial (project site) uses in the foreground and the Domenigoni Mountains and hillsides at Diamond Valley Lake in the distance (Figure 4.1-3, Key Views 3 and 4). The view of the mountains from this vantage point is not as substantial as Key View 1, as the mountains are not as prominent in the view and only a corridor view is provided. Nonetheless, the Domenigoni Mountains are visible from this vantage point. As the General Plan identifies views of the Domenigoni Mountains and hillsides at Diamond Valley Lake as scenic resources, and Stetson Avenue as a designated scenic corridor, Key View 3 is considered a scenic vista.

Key View 4 is located at the southwest corner of Stetson and Sanderson Avenues looking east towards the project site. The foreground view from this location includes the residences and the Stetson Avenue drainage channel to the north of the roadway, with the project site visible to the south of the roadway. The San Jacinto Mountains are highly visible in the distance (Figure 4.1-3). Due to the fairly unencumbered visibility of the mountains, the General Plan identification of views of these mountains as a scenic vista, and the designation of Stetson Avenue as a scenic corridor, Key View 4 is considered a scenic vista.

Key View 5 is located along Stetson Avenue west of the Stetson Avenue/Sanderson Avenue intersection looking west. The view from this location includes the project site, residential development, and commercial development in the foreground. A long-distance view shows the Tres Cerritos Hills and Double Butte mountains visible in the distance (Figure 4.1-4, Key View 5). While the mountains are not a prominent visual feature and only a corridor view exists, the Tres Cerritos Hills are identified in the General Plan as a scenic resource, and Stetson Avenue as a scenic corridor. Thus, Key View 5 is considered a scenic vista.

State Scenic Highways

The closest officially designated state scenic highway is the portion of State Route 74 from the western boundary of the San Bernardino National Forest to State Route 111 in Palm Desert, which is located approximately 9.5 miles east of the project site (Caltrans 2020). Due to intervening topography and distance, the site is not visible or within the viewshed of this state scenic highway.

The nearest eligible state scenic highway, Route 74/79, is located 1.25 miles to the north of the project site (Caltrans 2020). Due to distance and intervening development (and landscaping), the project site is not visible from Route 74/79.

Visual Character and Quality

The following is a description of the existing visual characteristics and quality of the project site and surroundings.

Project Site

The project site is primarily characterized by the existing McCrometer buildings and associated paved and unpaved parking areas. Aesthetically, the project site has the appearance of an industrial area with large, neutral-colored stucco warehouse-style buildings, an office, outdoor parking and storage space, metal shipping containers, undeveloped land, and a perimeter wrought iron fence. The McCrometer buildings (five are located on site) are all single story, with one building featuring a cylindrical tower raising approximately to the height of a second story. See Photos A and B on Figure 4.1-5, Existing Conditions: Project Site. The outdoor storage space is lined by a chain-link fence with tan screening fabric and several mature palm trees are installed parallel to the fence (the fence and trees are visible from Sanderson Avenue). See Photo C, Figure 4.1-5. Mature ornamental trees exist throughout the

developed McCrometer facility and border of the project site along Stetson Avenue. The westernmost portion of the site is comprised of unpaved area used for overflow parking when the existing 1.5-acre paved on-site parking lot is full. See Photo C. The easternmost portion of the project site is vacant and undeveloped and is characterized by low-lying grasses and dirt. Several mature trees are located along the northern perimeter of this undeveloped portion of the project site. See Photo D, Figure 4.1-5.

The project site is relatively flat and does not contain any slopes, ridgelines, or rock outcroppings. In addition, the project site does not contain any important landforms or historic landscape features.

Surrounding Area

The site is in an area of the City that has been undergoing residential and commercial development over the last 20 years. As shown in Figures 4.1-1 to 4.1-3, the immediate surrounding area is primarily developed with single-family residential homes and commercial uses within Page Plaza. Residences are generally located to the north, east, and south of the project site and Page Plaza is to the west of the project site (west of Sanderson Avenue. The location of Page Plaza is identified on Figure 4.1-1. The residential uses consist of one- to two- story, neutral-colored stucco tract homes. The commercial uses display similar colors and materials and primarily consist of neutral colored stucco structures with stone accents. Residential and commercial development in the area are depicted in Figure 4.1-6, Existing Conditions: Surrounding Area (see Photos E and F). Additionally, an RV/vehicle storage lot exists directly east of the site between the proposed project and the Seven Hills community. Three homes within the Seven Hills community are also located adjacent to the southeastern portion of the project site and south of the RV/vehicle storage lot.

The existing residential uses to the east and south of the project site are buffered by large concrete masonry and stone walls. The wall along the southern boundary of the project site is approximately 15 feet in height and consists of neutral colored gray and tan stone. See Photo G on Figure 4.1-6. This wall drops to approximately 12 feet in height as it borders the eastern currently undeveloped portion of the project site. The wall along the eastern boundary of the project site ranges from approximately 6 to 10 feet in height, as this wall is slightly shorter along the RV/vehicle storage lot than along the three abutting residences south of this storage lot. This wall consists of neutral colored concrete blocks and a chain link fencing with barbed wire tops the portion of the wall adjacent to the RV/vehicle storage lot. RV/vehicle storage and mobile homes to the east of the project site are shown in Photo D on Figure 4.1-5. Due to the presence of perimeter walls, public views of the project site from the south and east beyond the existing residences and RV/vehicle storage lot are obstructed.

Beyond the immediate undeveloped area to the northwest of the proposed project site (i.e., northwest of the Stetson Avenue/Sanderson Avenue intersection) is an area developed with industrial uses and an airport (Ryan Field). The large vacant lot distant industrial buildings are shown in Figure 4.1-6 (see Photo H). This industrial area is developed with uses similar to those on the project site buildings, and includes large, neutral colored, metal siding and stucco clad warehouses and offices, with large parking lots and open-air exterior use areas. The warehouses and offices are single-story buildings and the area also includes outside storage yards and undeveloped land. Overall, there is an existing visual contrast in the vicinity of the project site between the industrial uses in the area, and the residential and commercial uses. Finally, north of Stetson Avenue is the Stetson Avenue Channel, comprised of an unvegetated concrete flood control facility managed by the Riverside County Flood Control District.

As indicated above, Sanderson Avenue is a locally designated Scenic Corridor in the City's Scenic Highway Setback Manual (City of Hemet 1990). Accordingly, streetscape improvements are partially implemented along Sanderson Avenue to provide enhanced visual quality. Required streetscape improvements and setback development items

for Sanderson Avenue that would pertain to the proposed project include a 25-foot setback, bike/pedestrian path requirements, street corner treatment requirements such as bollards and handicap ramps, and plant materials and landscape specifications such as tree sizes and irrigation requirements. The City's Scenic Highway Setback Manual also contains discretionary setback development items that have been incorporated into the plans. Discretionary setback development items include walls, fencing, and signage, To the south of Stetson Avenue, the majority of these streetscape improvements are in place except for the project site frontage. The segment to the north includes partial streetscape corridor. The enhanced features of the streetscape corridor include a meandering pathway along both sides of the roadway within a landscaped area (see Figure 4.1-2).

Stetson Avenue is also a locally designated Scenic Corridor in the City's General Plan. The City's Scenic Highway Setback Manual did not originally include Stetson Avenue; however, the City's General Plan subsequently designated more roadways in 2012 to expand upon the 1990 Scenic Highway Setback Manual (City of Hemet 2012). As required by the City's General Plan, streetscape improvements including bike/pedestrian path requirements and plant materials and landscaping specifications are required for development along Stetson Avenue, similar to Sanderson Avenue. However, the 25-foot setback does not apply to Stetson Avenue per the General Plan (City of Hemet 2012).

Light and Glare Conditions

Currently, sources emitting nighttime light in the area include existing security lighting and vehicle headlights associated with existing operations on the project site, and existing security lighting, parking lot lighting, illuminated building signage, and interior lighting at the existing Page Plaza commercial center to the west. Streetlights, traffic signals, and ornamental sidewalk lighting fixtures are also present on Stetson Avenue and Sanderson Avenue. The western portion of the project site consists of an existing parking lot serving the McCrometer manufacturing facility, with access to the parking lot located along Stetson Avenue. The main source of existing on-site lighting and glare in this area is from vehicles at this existing parking lot and the limited overhead lighting installed in the parking lot. While the on-site buildings have minimal windows and do not generate a significant amount of glare, small rectangular pack light fixtures are installed along the exterior of the buildings closest to Sanderson Avenue and floodlights are installed at the roll up doors of the larger warehouse style building.

4.1.2 Relevant Plans, Policies, and Ordinances

Local

Commercial Design Guidelines

The City of Hemet Commercial Design Guidelines were approved by the City Council Resolution No. 3744 in August 2003. The Commercial Design Guidelines outline requirements for site planning and architecture for all commercial development in the City. Site planning guidelines include requirements for existing features, grading, access and circulation, parking, building location and orientation, landscaping, exterior lighting, and signage. Architecture guidelines include requirements for general architecture themes and color palettes, height, scale, windows and doors, building materials, and walls and fences.

The proposed project is required to comply with the City's Commercial Design Guidelines.

City of Hemet Municipal Code

The following sections of the Hemet Municipal Code concern aesthetics and therefore, they are relevant to the proposed project.

- Section 90-1046 -Site Development Requirements

(e) *Exterior lighting.* All lighting shall be directed or shielded away from nearby residential zones and contained within the boundaries of the site. Adequate lighting shall be provided to maintain a safe, on-site environment consistent with California Building Code standards.

(f) *Service and refuse areas.* All service areas, refuse collection areas and trash bins shall conform with the setback requirements and shall be completely screened by a solid fence or wall, or shall be enclosed within a building in accordance with the adopted standards of the city.

(g) *Walls, fencing, screening and landscaping.* This section provides for the regulation of location and height of walls, fencing, screening and landscaping so as to allow the enjoyment of the use of property and for the safety of persons using sidewalks and streets related to the property. The community development director may approve alternate fence and wall materials due to safety or aesthetic considerations.

(1) *Fences generally.*

a. The location of walls and fences is determined by the setback area for the zone in which the property is located pursuant to section 90-1045.

b. Walls or wrought iron fencing within the front setback may be no higher than 42 inches in height, unless expressly permitted by other applicable sections of this chapter. Visual sight lines must be maintained for safety purposes.

c. A wall or fence of up to six feet in height may be located in the side and rear yards. When a site adjoins a residential zone, a solid masonry wall six feet in height shall be located adjoining the property line and an area at least five feet in depth adjoining the property line shall be landscaped with live plant material, including trees.

d. Fences and walls adjacent to and visible from the street right-of-way shall be of decorative block or wrought iron. Walls shall be designed to blend with the site's architecture.

e. Internal fences or walls not visible from a street or adjacent to residential uses may be constructed of masonry, concrete, steel, vinyl panels, or slatted chain link. Wood fencing is prohibited. The fence materials shall be approved by the community development director, or the planning commission, if applicable, as part of the design review or site development review process for the property.

f. Gates in fences and walls shall be wrought iron, steel, or any other similar materials acceptable to the community development director.

(2) *Outdoor display and storage.* All outdoor storage shall be screened from view. Screening shall coplement the architecture, color, and materials of the primary building.

a. Block walls or opaque fencing used for screening purposes in areas of public view and access shall also incorporate a landscaped edge of shrubs and trees to minimize the potential for graffiti and to enhance the aesthetics of the property.

b. All outdoor storage shall be screened by a six-foot high wall or fence and shall meet the requirements of this section. Slatted chain link fencing may be permitted if the outdoor storage area is not visible from a public street, subject to approval of the community development director.

c. Outside storage shall not occupy more than 20 percent of the total lot area, obstruct required parking spaces, or obstruct drive aisles, except as determined otherwise by the community development director.

d. Outdoor metal storage containers may be permitted subject to the requirements of section 90-82.

(3) *Security fencing.* Nothing in this section shall be deemed to set aside or reduce the requirements established for security fencing by either local, state or federal law, or by safety requirements of the board of education. The design, materials, and height of the security fencing shall be based upon a determination of need and design approval by the community development director. In general, security fencing shall not exceed eight feet in height.

(4) *For recreational vehicle storage.* Fences for recreational vehicle storage shall be eight-foot walls of wrought iron, masonry, concrete, steel, or vinyl panels. Wood fences are prohibited.

(5) *Screening of roof-mounted equipment.* All roof-mounted equipment shall be screened from general view by the public and from public streets.

(6) *Landscaping.* Landscaping shall be pursuant to article XLVII except where otherwise specified in this article.

a. Parking lot landscaping in the business park zone shall cover ten percent of parking area.

b. Landscaping plans in the business park zone shall be consistent with the city's commercial development guidelines, unless otherwise indicated in applicable business park or industrial design guidelines.

c. Where landscaping is required by this chapter, it shall consist predominantly of plant materials, except for necessary walks and drives. Planted areas, where prescribed, shall be landscaped exclusively with live plant materials. Required landscaping shall be installed in accord with landscaping standards approved by the commission, and shall be of types and sizes prescribed in the standards.

d. All screening and landscaping shall be permanently maintained in an orderly condition. Plant materials shall be watered, weeded, pruned and replaced as necessary to screen or ornament the site.

e. Automatic irrigation shall be provided with adequate water coverage for all landscaped areas.

f. Designated landscaping areas shall be covered in a combination of lawn, ground cover, shrubs, and trees.

g. In addition to the required number of street trees, one tree shall be planted for every 500 square feet of landscaping in all other areas. All trees shall be a minimum of 15 gallon size with 25 percent planted at 24-inch box size.

h. A minimum of 25 percent of all landscaping areas shall be planted in shrubs. The shrub areas shall be inter-planted with non-aggressive type ground cover. Triangular spacing shall be used in row-. plantings of all ground cover and shrubs.

(7) *Signage.* Signage shall be pursuant to article XXXVI except where otherwise specified in this article.

a. A signage program is required for projects located within the business park zone subject to review and approval of the community development director, or planning commission, as appropriate, in conjunction with the site development review process.

(8) *Loading areas.* Adequate room shall be provided for truck access and maneuvering.

a. Loading doors and docks shall not be located at the front of buildings or next to main building entrances.

b. Loading doors or docks shall not be located adjacent to a street or residential use unless properly screened from public view.

c. A minimum of 120 feet in front of the loading doors or docks shall be paved and kept free of obstacles including connecting walkways or required parking areas.

(9) *Land use buffer.* Industrial uses shall be buffered from adjacent land uses/zones through the use of setbacks, screening, landscaping, open space, or topographic features.

- Section 90-1049 - Exterior Color

(a) *Color selection.*

(1) Exterior facade colors of structures developed within commercial and industrial zones shall be low reflectance, subtle, neutral or earth tone colors. The use of high-intensity or fluorescent colors is prohibited. The recommended color palette as adopted by the city council is maintained at the planning department.

(2) Trim and accent areas up to a maximum of ten percent of the building facade may feature brighter, more intense colors, including primary colors.

(3) The transition between base and accent colors shall relate to changes in building materials or the change of building surface planes. Colors should not meet or change without some physical change or definition to the surface plane.

- Section 66-95(d) - Inspection, Maintenance and Removal

If a property owner desires to remove a tree from the right-of-way or easement abutting his property, he or his authorized agent shall make application to the board of park commissioners. The board of park commissioners shall determine whether or not such tree is required to be retained in order to preserve the intent and purpose of the street tree plan. In making its determination, the board of park commissioners shall consider the inconvenience or hardship which retention of the tree would cause the property owner, and also consider the condition, age, desirability of variety and location of the tree. If the board of park commissioners finds that the tree may be removed without

violating the intent and spirit of the street tree plan, it may authorize the property owner to remove such tree at his own expense and liability. If a permit is granted for removal of a street tree, all removal work shall be completed within 60 days from the date of issuance of the permit, and shall be under the general supervision of and in accordance with rules established by the director. All tree stumps shall be removed to a depth specified by the director. All removal permits shall be void after the expiration of 60 days from the date of issuance, unless extended by the director.

- Section 90-1424(i) - Off-Street Parking, Illumination

  All artificial illumination provided in connection with such facilities shall be low pressure sodium lights, installed and shielded to confine direct rays of artificial light within the boundaries of the parking lot. Light standards shall not exceed 25 feet in height and shall be located so as not to interfere with parking lot landscaping. Parking lot lighting may be required to be shut off after certain hours, depending upon the use and proximity to residential developments.

- Section 90-1248(4) - Design, Material, Construction, and Maintenance Standards

  Sign illumination. Illumination from or upon any sign must be shaded, shielded, directed or reduced so as to minimize light spillage onto the public right-of-way or adjacent properties, and in no event may illumination be permitted to cause such excessive glare as to constitute a potential hazard to traffic safety. Externally illuminated signs must be lighted by screened or hidden light sources. The provisions of this subsection do not apply to LED display boards.

- Section 90-1273 - Permanent Signs for Automobile Service Stations and Drive-In Restaurants

  For automobile service station uses and drive-in restaurants in all zones, the following regulations apply:

  (a) One freestanding lighted or unlighted, double-faced, identification sign not exceeding 50 square feet in area per face is permitted. Such sign may not exceed 25 feet in height.
  (b) Two lighted or unlighted, single-faced identification canopy or wall signs not exceeding 50 square feet in combined area are permitted.
  (c) The following additional signs are also permitted for automobile service station uses:
    (1) One fuel pricing sign not to exceed 20 square feet per sign face, which may be part of a monument or freestanding sign.
    (2) Three unlighted signs not exceeding four square feet in combined area, which indicate credit cards honored and trading stamps available on the premises.

- Section 90-1271 - Permanent Signs Permitted in Manufacturing Zones (M-1 and M-2)

  In addition to any other applicable signage allowed under this article, the following permanent signage is permitted in manufacturing zones M-1 and M-2.

  (1) Permitted sign area. Each business is permitted on each separate street, mall or parking lot commercial frontage, 1½ square feet of area for each one linear foot of frontage up to a maximum of 100 square feet in area. For the purposes of this section, only one face of a double-faced sign will be counted in determining total sign area.

(2) Primary sign types. Subject to any additional regulations set forth in this section or article, the permitted sign area set forth in subsection (1) above must be used in conjunction with one or more of the following sign types: bulletin board signs, freestanding signs, monument signs or wall signs. For the purposes of this section, freestanding or monument signs are not permitted on lot frontages less than 60 feet in width.

a. Height. The maximum height of any freestanding sign is 25 feet, or the height of the building to which the sign pertains, whichever is less.

b. Lighting. Only wall or monument signs may be illuminated.

- Section 90-1251(g) - LED Display Board Signs

1. An LED display board sign may be permitted in the following situations, subject to the requirements of this subsection (3)(g):
   i. As a part of a freestanding sign for a commercial center with an approved master sign program pursuant to section 90-1246(d);
   ii. As a part of a monument sign for an individual commercial pad and not a part of a commercial center.
2. Number. Only one LED display board sign may be allowed per commercial center.
3. Display. Each electronic display shall appear for at least eight seconds. Electronic displays shall not be animated, flash, or contain anything other than a static image.
4. Transitions. The transition from one electronic display to another shall be instantaneous and shall not contain scrolling, fading in or out, dissolving or any other animation.
5. Advertisements. An LED display board shall contain on-site advertisements and advertisements for civic events, fire and police emergencies, or other city-approved public service announcements. Any such sign shall not be used for off-site advertising.
6. Safety. The city engineer shall review the sign for traffic safety purposes. The LED display board shall comply with all local and state safety standards.
7. Illumination. LED display board signs shall have automatic dimming controls. The sign's illumination shall not exceed 750 candelas per square meter from one-half hour before sunset until sunrise. After sunrise, the sign may resume illumination levels appropriate for daylight conditions.

City of Hemet Scenic Highway Setback Manual

The City's Scenic Highway Setback Manual was adopted in August 1990. The purpose of the Scenic Highway Setback Manual is to provide a specific set of guidelines for landscape improvements for the Scenic Highway Setback Area. The Scenic Highway Setback Manual also contains specifications for the landscape palette, wall design, signage, and pavement required for the setback area. Development proposed along locally designated scenic corridors, including Stetson Avenue and Sanderson Avenue, would be required to comply with the landscaping guidelines in the Scenic Highway Setback Manual as well as the City's General Plan and Landscape Design Guidelines.

City of Hemet General Plan

The following are applicable goals, policies, and programs contained within the City's General Plan (City of Hemet 2012) that are relevant to the proposed project:

Open Space and Conservation Element

Policy OS-2.1 **Development Design**. Encourage the use of clustered development and other site planning techniques to maximize the preservation of permanent open spaces.

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

Policy OS-2.4 **Landscaping Guidelines**. Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage.

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

Community Design Element

Goal CD-1 Enhance Hemet's sense of place and local identity to develop community pride and expand tourism and investment.

Policy CD-1.1 **Unique Sense of Place.** Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles.

Policy CD-1.2 **Hemet's Visual Image.** Reinforce and boost Hemet's visual image regionally by protecting its legendary views of the surrounding mountains.

Policy CD-1.5 **Design Excellence.** Require design excellence and compatibility in site planning, architecture, landscape design and signage.

Policy CD-1.10 **Neighborhood Street Trees.** Encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest.

Policy CD-2.3 **Community Landscape.** Require developers of residential subdivisions and commercial or industrial centers to submit a streetscape plan that defines a program of trees and plantings that uniquely identifies streets, principal entries and intersections, and activity centers such as parks and community centers within the development.

Goal CD-3	Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts.
Policy CD-3.10	**Scenic Highway Landscaping.** Require implementation of the scenic highway setbacks and landscaping pursuant to the Community Design Element and the City's adopted Scenic Highway Setback Manual.
Policy CD-3.12	**Replacement Trees**. Replace any mature tree removed from private property or the public right-of-way with California-friendly or shade tree of similar size and shape, as reasonably feasible, and locate so as not to be a hazard or conflict with other utilities or public improvements.
Goal CD-4	Protect and preserve hillside areas as an important aesthetic and community resource.
Policy CD-4.2	**View Corridors.** New development should consider the preservation of significant view corridors of the surrounding hillsides in the design of new projects. Building heights along the Florida Avenue corridor (Gilbert Street to Buena Vista Street) shall be limited to a two-story maximum height in order to maximize views toward Idyllwild and the San Jacinto Mountains.
Goal CD-5	Protect attractive community design to make Hemet a more desirable place to live.
Policy CD-5.2	**Scale and Character of Development.** New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.
Policy CD-5.3	**Scale of Development**. Require new development to follow site planning and architectural design principles that maintain the historic character, scale and integrity of the City's neighborhoods and districts, where applicable.
Policy CD-5.8	**Lighting Aesthetics.** Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate.
Policy CD-5.15	**Screening of Off-Street Parking.** Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.
Goal CD-7	Enhance the visual image of the City through landscaping and perimeter walls and fencing.
Policy CD-7.3	**Landscape Design**. Encourage the use of creative landscape design to enhance visual interest, reduce conflicts between different land uses, accommodate stormwater drainage and treatment, and incorporate drought tolerant landscape materials.
Goal CD-11	Utilize the principles of safescape and defensible space to improve community image and personal safety.

Policy CD-11.7 **Landscaping.** Landscaping should be placed in areas that will not block visibility. Landscaping should be well maintained to avoid overgrowth. Low level plant materials should be used in areas where increased visibility is desired.

Policy CD-11.8 **Lighting.** Lighting plays a significant role in maintaining a safe environment. Adequate lighting shall be provided along the streets/alleys, parking lot areas, pathways/sidewalks, public and private outdoor areas. Avoid potentially dark or shadowy areas.

Public Safety Element

Goal PS-9 Improve community safety and reduce opportunities for criminal activity through appropriate physical design.

Policy PS-9.2 **Adequate Project Lighting.** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, except as provided in Public Resources Code Section 21099, a significant impact related to aesthetics would occur if the project would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

With regard to CEQA Aesthetics threshold question 3, CEQA Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of July 1, 2018, the U.S. Census Bureau estimated the population of the City of Hemet to be 85,275 persons (U.S. Census Bureau 2018). While this is less than 100,000 persons, the City of Hemet is contiguous with the City of San Jacinto, which has an estimated population of 48,867 persons as of July 1, 2018 (U.S. Census Bureau 2018). The combined estimated population of these two contiguous cities is would be 134,142 persons, which is well over the 100,000 persons threshold. Thus, the City of Hemet would be considered an urbanized area per CEQA and the first portion of Aesthetics threshold question 3 related to changes in the visual character or quality of public views of the site and its surroundings would not apply to the proposed project aesthetics analysis. As such, the analysis in Section 4.1.4 focuses on the second portion of CEQA Aesthetics threshold question 3 regarding whether the project would conflict with applicable zoning and other regulations governing scenic quality, for projects in urbanized areas.

With regard to CEQA Aesthetics threshold question 4, the City's Municipal Code Section 90-1046(e) requires the proposed project to direct/shield lighting to contain the lighting within the project boundaries and thereby, preventing adverse effects on adjacent properties and motorists. However, the City's Zoning Code does not establish a threshold for what is considered "light containment," as light cannot be completely contained. The City of Riverside uses a threshold of no less than one foot-candle for parking lot areas and no more than one-half foot-candle at the property line for properties within Lighting Zone 3, which would include all land uses within and surrounding the project site (Section 19.590.070 and Section 19.556.080). To ensure that the same lighting is providing enough illuminance for project safety while preventing excessive light spillage, the proposed project uses the following threshold:

Outdoor lighting shall maintain a minimum of one-foot candle illumination for all parking and pedestrian areas and shall not exceed one-half foot candle along property lines of the subject site.

4.1.4 Impacts Analysis

Would the project have a substantial adverse effect on a scenic vista?

The City's General Plan includes Policy OS-2.2 (Resource Conservation), Program OS-P-10 (View Corridors), Policy CD-3.10 (Scenic Highway Landscaping), and Policy CD-4.2 (View Corridors) that require preservation of scenic view corridors and associated scenic resources. Stetson Avenue and Sanderson Avenue, which border the project site to the north and west respectively, are both designated Scenic Corridors in the Community Design Element of the City's General Plan (City of Hemet 2012). These locally designated Scenic Corridors provide views of the mountains in the distance both east and west along Stetson Avenue and north and south along Sanderson Avenue (Figures 4.1-1 to 4.1-3). As discussed under Section 4.1.1, Existing Conditions, the views from Stetson Avenue and Sanderson Avenue are considered scenic vistas. In addition, the site potentially contains scenic resources that consist of mature trees and streetscape trees.

As indicated above, the City's General Plan contains landscaping requirements to maintain the scenic quality of these corridors, which are implemented through the City's Scenic Highway Setback Manual (City 1990). The proposed project would comply with the landscaping and setback requirements contained in the City's General Plan and Scenic Highway Setback Manual (City of Hemet 1990, 2012). A 25-foot-wide landscape setback is required for Sanderson Avenue, and the proposed project would provide this required landscape setback as shown on Figure 3-3, Site Plan. A 15-foot landscape setback from~~would be provided along~~ the Stetson Avenue right-of-way to the Project's perimeter road/paved surface would be provided. See Figure 3-3. A meandering sidewalk along Sanderson Avenue would also be provided consistent with the sidewalk on the western side and the City of Hemet Scenic Highway Setback Manual (City of Hemet 1990; Figure 3-5, Landscape Plan). The Scenic Highway Setback Manual also contains specifications for the landscape palette, wall design, signage, and pavement required for the setback area. The proposed project has been designed to meet these landscaping requirements. Compliance with these measures would ensure that corridor views to distant scenic hillsides and mountains would be preserved consistent with the intent of the General Plan Policy OS-2.2 (Resource Conservation). Program OS-P-10 (View Corridors), Policy CD-3.10 (Scenic Highway Landscaping), and Policy CD-4.2 (View Corridors). Moreover, the City would be required to confirm the proposed project's streetscape design conforms to the Scenic Highway Setback Manual, prior to issuance of grading permits (**CM-AES-5**).

As discussed in Section 4.1.1, Key View 1 is located along the west side of Sanderson Avenue within the pedestrian walkway south of Stetson Avenue looking north. Distant views of the San Jacinto Mountains and San Bernardino National Forest mountains are afforded from this location across the project site, though they are partially

obstructed by existing trees and power poles. Development of the proposed project would introduce new structures within the viewshed of Key View 1 which would partially obstruct views of these mountains from this location. However, proposed buildings would be a maximum of 28 feet tall and would be generally concentrated in the middle of the western portion of the project site. Additionally, viewers at Key View 1 would primarily consist of motorists, bicyclists, and pedestrians traveling north along Sanderson Avenue, and patrons of the commercial uses associated with Page Plaza. These viewers already experience partially obstructed views of these scenic vistas in this location due to the trees, power poles, and other surrounding development along Sanderson Avenue. With the proposed setbacks and compliance with the City's Scenic Highway Setback Manual and Commercial Design Guidelines, the proposed project's commercial uses would not substantially block mountain views or detract from the scenic quality of the San Jacinto Mountains and San Bernardino National Forest mountains from Key View 1, which are identified in the City's General Plan as scenic vistas.

Key View 2 is located on Sanderson Avenue, to the north of Key View 1, and looks to the east towards the project site and San Jacinto Mountains. As noted in Section 4.1.1, the scenic San Jacinto Mountains are partially blocked from view by mature palm trees located on the eastern portion of the project site. See Figure 4.1-2 (Key View 2). As proposed, development of the project would be visible and in the foreground of Key View 2. Specifically, the 7-Eleven structure (approximately 22 feet high as measured from ground to top of highest parapet) and fuel canopy, as well as ornamental landscaping to be planted along the eastern boundary of the project site, would be visible to pedestrians at Key View 2. Trees to be planted along the proposed meandering path parallel to Sanderson Avenue would be up to 30 feet tall at maturity (see Figure 3-5). Despite the construction of buildings in the western portion of the project site and the planting of ornamental vegetation, existing views across the site to the San Jacinto Mountains are partially obscured by tall palms trees on the project site. Existing palm trees on the project site would be removed to accommodate new buildings and landscaping that would be shorter in height than existing trees. Therefore, easterly views from Key View 2 towards the San Jacinto Mountains may be improved following implementation of the project. Further, with proposed setbacks and compliance with the City's Scenic Highway Setback Manual and Commercial Design Guidelines, the proposed project's commercial uses would not substantially block mountain views or detract from the scenic quality of the San Jacinto Mountains and San Bernardino National Forest mountains from Key View 2.

Key View 3 is located on Sanderson Avenue just north of Stetson Avenue looking south. This view includes commercial, residential, and industrial (project site) uses in the foreground and the Domenigoni Mountains and hillsides at Diamond Valley Lake in the distance. Development of the proposed project would introduce structures to the western portion of the project site that would be visible from this location. However, proposed buildings would be a maximum of 28 feet tall and would be setback a minimum of 54 feet from the nearest boundary of the Sanderson Avenue right-of-way, as previously mentioned. See Figure 3-3. Additionally, the 15-foot stone wall along the southern boundary of the project site and the residential uses and trees to the south already partially obstruct views of these scenic resources from Key View 3. The most prominent views of the Domenigoni Mountains and hillsides at Diamond Valley Lake are directly south along Sanderson Avenue, which the proposed project would not affect. Further, these mountains and hillsides are identified as scenic resources in the City's General Plan and not scenic vistas. With incorporation of proposed setbacks and compliance with the City's Scenic Highway Setback Manual and Commercial Design Guidelines, the proposed project would not substantially block mountain views or detract from the scenic quality of scenic vistas from Key View 3.

Key View 4 is located at the southwest corner of Stetson and Sanderson Avenues looking east towards the project site and the San Jacinto Mountains are highly visible in the distance. As previously discussed, proposed structures (convenience store and fuel canopy)~~buildings~~ would be a maximum of 28 feet tall and setback 55 and 54 feet respectively from the nearest boundary of the Stetson and Sanderson Avenue rights-of-way~~s by 55 and 54 feet~~

~~respectively~~. Additionally, existing trees, power poles, and the McCrometer buildings already partially obstruct views of these mountains when oriented southeast of Stetson Avenue across the project site from Key View 4. However, the most prominent views of the San Jacinto Mountains from Key View 3 are on the north side of Stetson Avenue, oriented slightly more northeast from Key View 4, across Stetson Avenue and the residential development to the north rather than the project site. Therefore, the proposed project would not develop new structures within the viewshed of the most substantial views of this scenic vista. Additionally, with incorporation of proposed setbacks and compliance with the City's Scenic Highway Setback Manual and Commercial Design Guidelines, the proposed project would not substantially block mountain views or detract from the scenic quality of scenic vistas from Key View 4.

Key View 5 is located along Stetson Avenue west of the Stetson Avenue/Sanderson Avenue intersection looking west. A long-distance view shows the Tres Cerritos Hills and Double Butte Mountains visible in the distance, which are identified as scenic resources within the City's General Plan and not scenic vistas. Furthermore, views of the Tres Cerritos Hills and Double Butte Mountains are generally experienced directly west along Stetson Avenue and slightly northwest of this roadway, across the Stetson Plaza/Stetson Crossing project site. There are no views of these mountains and hillsides across the project site from Key View 5 as the existing trees, power poles, and commercial uses associated with Page Plaza currently obstruct distant views from this viewpoint. Therefore, development of the proposed project would not obstruct distant views from Key View 5, as no distant views are currently afforded across the project site from this location. Finally, these mountains and hillsides are scenic resources and not scenic vistas according to the City's General Plan. Therefore, the proposed project would not introduce additional development that would substantially block mountain views or detract from the scenic quality of scenic vistas from Key View 5. Ultimately, scenic views along Stetson Avenue and Sanderson Avenue of the hillsides and mountains would be maintained with the implementation of the project. Through compliance with the City's Community Design Element of the City's General Plan (City of Hemet 2012) and the Scenic Highway Setback Manual (**CM-AES-5**), the proposed project would not have a substantial adverse impact on a scenic vista, and impacts would be **less than significant**.

Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2020). The project would not substantially damage scenic resources within a state scenic highway. Therefore, **no impact** related to state scenic highways would occur.

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

As discussed in Section 4.1.3, Thresholds of Significance, the project is located within an urbanized area and therefore this analysis focuses on whether the project would conflict with applicable zoning or other regulations governing scenic quality. The project site is currently located on two parcels both zoned as Limited Manufacturing (M-1), with a General Plan land use designation of Business Park (BP). The proposed project would subdivide these two parcels into five new parcels, but no change is proposed to the zoning or General Plan land use designation. The proposed project would comply with the existing zoning and land use designation of project site, including those that control scenic quality.

Prior to the issuance of building permits, a preliminary development plan for the setback area would be required to be filed with the Planning Department. The plan would include the requirements of the Scenic Highway Setback

Manual Standards (City of Hemet 1990) and would require review by the City Staff Review Board prior to any work commencing. After approval by the City Staff Review Board, a final plan would be submitted to the City Engineer for review to ensure conformance with the plan approved by the City Staff Review Board, the criteria of the Scenic Highway Setback Manual, and all the City Codes (City of Hemet 1990). Approval by the City Engineer would also ensure the proposed project would not conflict with the requirements of the Scenic Highway Setback Manual or City's General Plan.

In addition, the proposed project is located within a developed area and is surrounded by existing development including single-family residential to the north, east and south, commercial development to the west, and a vacant lot to the northwest. The existing site is partially developed with the McCrometer industrial facility. The development of the proposed gas station, drive-thru restaurant, and car wash along the west side of the site would be subject to and comply with the City's established Commercial Design Guidelines (City Council Resolution 3744; **CM-AES-1**) and would be consistent with the bulk and scale of the existing development in the vicinity, and specifically the commercial uses at Page Plaza west of the project site across Sanderson Avenue. The proposed project would feature similar setbacks as Page Plaza and in accordance with the Scenic Highway Setback Manual (**CM-AES-5**) and would be smaller than the height of existing development to the west. Buildings would be setback 55 feet from Stetson Avenue right-of-way and a minimum of 54 feet from Sanderson Avenue right-of-way. In addition, the proposed structures would be consistent with the zoning code requirements. Proposed buildings would be up to 28 feet tall, which would be well below the 60-foot height limit. The proposed Floor to Area (FAR) ratio would be less than the 0.60 limit. The proposed neutral colors and stone accents would also be similar to the commercial development on the other site of Sanderson Avenue (Figure 3-4, Elevations). All signage proposed would be required to comply with the City of Hemet Municipal Code Section 90-1248(4), Design, material, construction and maintenance standards (**CM-AES-4**). The proposed project would also relocate the existing McCrometer parking lot to the eastern, currently vacant portion of the project site (see Figure 3-5). However, development of this new parking lot would not result in any new structures in the eastern portion of the project site that could obstruct views of scenic vistas. Overall, the project would develop a dirt lot and vacant parcel within a primarily urbanized area consistent with the zoning code and surrounding area. This would ultimately improve the visual consistency with the surrounding area and improve the visual quality of the site.

The project site does contain trees that contribute to the scenic quality along Stetson and Sanderson Avenues. Various large trees exist on the project site and adjacent to Stetson Avenue. The project would require the removal of the palm trees in the western area of the site along Sanderson Avenue, as well as some street trees along Stetson Avenue. In addition, trees within the proposed McCrometer parking lot on the eastern side of the site would be impacted. However, the proposed project would be required to comply with City Municipal Code, Chapter 66, Article IV – Care and Maintenance of Street Trees (**CM-AES-2**). If trees on site would need to be removed, removal of street trees is permitted through compliance with Section 66-95 of the Municipal Code, which outlines the appropriate process for inspection, maintenance, and removal of street trees. The proposed project would incorporate new landscaping as required by the Scenic Highway Setback Manual (City of Hemet 1990; **CM-AES-5**) and City's General Plan (City of Hemet 2012). As shown on the Landscape Plan (Figure 3-5), trees would be planted along Sanderson Avenue and throughout the project site, including within the parking lot area in the eastern portion of the project site. Ultimately, all landscaping would also comply with the City's Municipal Code and Landscape Design Guidelines (City of Hemet 2010; **CM-AES-6**). Overall, the removal of trees on site that contribute to the scenic quality would be offset by the proposed landscaping and addition of trees to the site, and the project would have a less than significant impact to scenic resources within the Stetson and Sanderson Avenues scenic vistas.

Finally, as discussed under threshold (a) above, the project would be consistent with the City's General Plan Policy OS-2.2 (Resource Conservation), Program OS-P-10 (View Corridors), Policy CD-3.10 (Scenic Highway Landscaping),

and Policy CD-4.2 (View Corridors) that require preservation of scenic view corridors and associated scenic resources. Consequently, the proposed project would not result in an adverse effect on a scenic vista.

With compliance with the City of Hemet Commercial Design Guidelines (**CM-AES-1**), Scenic Highway Setback Manual (**CM-AES-5**), and City of Hemet Landscape Design Guidelines (**CM-AES-6**) as well as the project design shown on the plans in accordance with zoning requirements, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality. Impacts related to scenic quality regulation conflicts would be **less than significant**.

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Introduction

There are generally two sources of light related to buildings: light emanating from building interiors passing through windows and light from exterior sources (e.g., street lighting, building illumination, security lighting, parking lot lighting and landscaping). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Several definitions are helpful to understanding the adverse impacts of lighting. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions. “Sky glow” is the illumination of the night sky or parts of it. The most common cause of sky glow is artificial light that emits light pollution. Sky glow from artificial lights is common throughout the world and can be observed over most cities and towns.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Analysis

The proposed project would introduce new sources of lighting and potential glare to the project site. Although portions of the project site are currently and would continue to be occupied by McCrometer, new development would occur on vacant portions of the project site. The areas surrounding the project site contains existing development which exhibit sources of lighting typical of residential and commercial areas, such as street and parking lot lighting and security lighting. The project would introduce new sources of lighting similar to these existing sources of lighting which surround the project site.

An exterior Lighting Plan and Photometric Analysis, included as Appendix B of this EIR, was prepared for the proposed project.

Construction Lighting

The proposed project could result in temporary lighting during construction activities. However, the City's Municipal Code (Section 30-32 [33]) includes limits on construction activities to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (**CM-NOI-1**). The proposed project would not include any nighttime construction, and compliance with City standards for hours of construction would ensure no impacts from nighttime lighting occur. Thus, the proposed project would not result in nighttime lighting during construction and would not create a new source of substantial lighting during construction. Construction lighting impacts would be **less than significant**.

Operational Lighting

As discussed in Section 4.1.3, to ensure project lighting is providing enough illuminance for project safety while preventing excessive light spillage, the proposed project uses the following threshold:

> *Outdoor lighting shall maintain a minimum of one-foot candle illumination for all parking and pedestrian areas and shall not exceed one-half foot candle along property lines of the subject site.*

The project site currently consists of existing manufacturing at the McCrometer facility, a parking lot in the western portion of the project site, and vacant land in the eastern portion of the project site. Parking lot and security lighting currently operate on the project site and more specifically, within the boundary of the McCrometer facility. The proposed project would include new sources of lighting, including nighttime lighting for operational and security purposes. The project proposes the use of approximately three different varieties of exterior light fixtures.

1. LED Canopy Luminaire mounted below the canopy deck (Canopy is 19-feet tall)
2. LED Street Luminaire – Small, for the eastern parking lot, lighting would be mounted on poles at 25-feet in height, for the western portion of the site lighting would be mounted on poles at 16-feet in height
3. LED Wall Mount Luminaire, for the lighting on the buildings

An existing 15-foot-tall wall separates the residential uses to the south of the site from the proposed commercial uses, which would act to further screen those residential uses from the already minimal spillover lighting from the proposed project. This wall along the southern project boundary drops to approximately 12 feet adjacent to the proposed McCrometer replacement parking lot. However, the proposed project would introduce less lighting to the proposed parking lot than the proposed commercial uses. Proposed project landscaping would also include concentrated trees along the southern and eastern boundaries of the project site (see Figure 3-5) which could intercept lighting and reduce off-site light spillage. An existing 6 to 10--foot wall and RV/vehicle storage lot separate the proposed parking lot in the eastern portion of the project site from adjacent residential uses to the east, further screening those uses from any spillover lighting. Three residences south of the RV/vehicle storage lot abut the eastern boundary of the project site. However, the wall is slightly taller along these residences than along the RV/vehicle storage lot, providing more screening for these residences from parking lot lighting. Additionally, trees would be planted along the eastern project site boundary, which would provide further screening to the east and could intercept lighting and reduce off-site light spillage.

Proposed lighting fixtures would utilize LEDs with luminaries that range from 20 to 70 watts (Appendix B). As demonstrated in Appendix B, light spillage from the project would not exceed 0.5 foot-candles along the along property lines in any direction. More specifically, the proposed project would result in a maximum of 0.4 foot-candles along the southern project boundary, adjacent to the residential uses south of the project site. The proposed project

would also result in a maximum of 0.3 foot-candles along the eastern project boundary, adjacent to the residential uses east of the proposed project. Along the northern and western project boundaries, the proposed project would result in a maximum of 0.3 and 0.4 foot-candles, respectively (Appendix B). Thus, while the proposed project would result in some light spillover, any spillover would be minimal, would dissipate rapidly with distance, and would not exceed the 0.5 foot-candle threshold at any property lines.

Furthermore, project lighting would also be installed in accordance with City development standards. For example, the proposed lighting fixtures would have no up-tilt and pursuant to City of Hemet Municipal Code Section 90-1046(e), the proposed project would be required to direct/shield lighting to contain the lighting within the project site boundaries. Through compliance with Section 90-1046(e), adverse effects on adjacent properties and motorists due to project lighting sources would be prevented (**CM-AES-3**). Also, the project includes signage and pursuant to Municipal Code Section 90-1248(4), the proposed project would be required to shade, shield, direct, or reduce illumination from any signs to minimize light spillage onto the public right-of-way or adjacent properties. In no event would illumination be permitted to cause such excessive glare as to constitute a potential hazard to traffic safety (**CM-AES-4**). In accordance with the off-street parking area development standards pursuant to Municipal Code Section 90-1424(i), all artificial illumination provided in the proposed parking lot would be low pressure sodium lights, installed and shielded to confine direct rays of artificial light within the boundaries of the parking lot. Light standards would not exceed 25 feet in height and would be located so as not to interfere with parking lot landscaping. Parking lot lighting may be required to be shut off after certain hours, depending upon the use and proximity to residential developments (**CM-AES-7**). Additionally, the proposed project would include adequate lighting along streets, parking lot areas, and sidewalks in accordance with General Plan Policies CD-11.8 and PS-9.2, and would reduce light pollution through the use of shielded lighting in accordance with General Plan Policy CD-5.8.

In summary, the project proposes to add light sources, but the light generated by the proposed project would not exceed 0.5 foot-candles at any property line and would be screened from adjacent residential uses by existing walls and proposed project landscaping. Additionally, through compliance with the City's Municipal Code lighting standards for manufacturing zones, signage, and off-street parking areas, as required by **CM-AES-3**, **CM-AES-4**, and **CM-AES-7**, and with the City's General Plan Policies CD-11.8, PS-9.2, and Policy CD-5.8, the proposed project would not result new source of substantial light which would adversely affect day or nighttime views in the area. Regarding sky glow, shielding and downward orientation of proposed project lighting, as required by **CM-AES-3**, would reduce night sky impacts associated with sky glow. Therefore, operational on-site lighting impacts would be **less than significant**.

Mobile Source Impacts

The proposed project would utilize Stetson Avenue and Sanderson Avenue for access. Access to the proposed commercial uses would be provided via two driveways, one along Sanderson Avenue and one along Stetson Avenue, while access to the proposed parking lot would be provided via a gated driveway entrance and gated exit along Stetson Avenue. Therefore, implementation of the proposed project could result in mobile source lighting impacts along these roadways due to the introduction or addition of vehicle headlights.

As trucks and passenger vehicles enter and exit the site along Sanderson Avenue, lighting from vehicle headlights would be directed east/west and away from any adjacent sensitive residential receptors to the south and north. Along Stetson Avenue, the access/driveway at the convenience store would be directed towards in the north/south direction, both which have light sensitive land uses (residences).

As previously mentioned, employees of McCrometer currently use two access points along Stetson Avenue, where cars enter and exit the site. Residential uses across Stetson Avenue (north of the site) are currently exposed to existing vehicle headlight intrusion. The proposed project would have an increase in trips at access points along Stetson Avenue; however vehicle lighting intrusion to first story and second story residential uses would be minimized by the existing masonry wall (along the residential property line) and the driveway grading (drive has a downward slope towards Stetson Avenue). In addition, vehicle intrusion lighting to the uses south of the project site would be minimized by the existing 15-foot tall wall and proposed landscaping, which would include concentrated trees along the southern boundary of the project site, adjacent to the existing 15-foot wall. The existing 6- to 10-foot wall along the eastern boundary of the project site and adjacent RV/vehicle storage lot would also provide screening for residences to the east from vehicle light spillage associated with cars in the proposed project parking lot. Therefore, these sensitive uses to the north and south of the site would not experience high levels of lighting during nighttime hours. Thus, mobile source light impacts would be **less than significant**.

Daytime and Nighttime Glare

In addition to nighttime lighting, the proposed project would introduce new sources of daytime and nighttime glare onto the project site. Glare is caused by light reflecting off of highly polished surfaces such as windows, other reflective materials, or even large, light-colored surfaces. Glare is most common is urban areas and can be emitted from facades of buildings with large expanses of highly reflective glass. During nighttime hours, glare can also be produced through the reflection of vehicle headlights or other artificial sources of light.

The proposed project's convenience store and car wash buildings would be constructed using a combination of stone veneer, windows/glazing and stucco. Nighttime glare impacts could occur if windows are placed on buildings that front a public roadway, as motorists' lights could be reflected by the glass. To prevent such glare from occurring, the proposed project has been designed so that windows would be limited and the proposed buildings would be set back from each of the neighboring public roadways (Stetson Avenue and Sanderson Avenue), which would reduce the possibility of vehicle lights reflecting off project building surfaces. Thus, impacts relating to nighttime glare would be **less than significant**.

Furthermore, the proposed materials (painted stucco or stone veneer) would not contribute to substantial amounts of daytime glare in the project area, as they do not exhibit substantial reflective properties. In addition, the majority of any glazing treatments face the westerly direction, such that the worst-case scenario glare (if any) during the evening (sun setting) period of day would reflect towards the west, where there are no directly adjacent sensitive uses. Thus, the introduction of glare to the project area would not be substantial, and impacts would be **less than significant**.

4.1.5 Cumulative Impacts

With regard to impacts on scenic vistas, cumulative impacts could occur if cumulative projects listed in Table 3-4 in Chapter 3, Project Description, would have adverse effects on the same scenic vistas as the proposed project. As discussed in Section 4.1.4, the proposed project is located along two locally designated scenic corridors, Stetson Avenue and Sanderson Avenue. These locally designated scenic corridors provide views of the distant mountains and would be required to comply with the landscape and setback requirements in the City's Scenic Highway Setback Manual and General Plan Community Design Element. Cumulative projects also located along Stetson Avenue within the potential viewshed of the proposed project include the Hemet Medical Excellence and the Brethren Square project. Cumulative projects located along Sanderson Avenue within the potential viewshed of the proposed

project include the Rally's Hamburgers project and the Page Plaza Starbucks projects. The Stetson Plaza/Stetson Crossing project is also located on the northwest corner of Stetson Avenue and Sanderson Avenue. All cumulative projects along these roadways would also be required to comply with the City's regulations for scenic corridors including the Scenic Highway Setback Manual (**CM-AES-5**) and Landscape Design Guidelines (**CM-AES-6**), as well as zoning code (**CM-AES-3**, **CM-AES-4**, **CM-AES-5**, and **CM-AES-7**) and General Plan policies. As such, impacts **would not be cumulatively considerable**.

With regard to state scenic highways, cumulative impacts would occur if the proposed project, combined with cumulative projects, resulted in a more substantial impact to scenic resources along a designated state scenic highway. However, the proposed project is not located near or adjacent to any designated state scenic highway and **no cumulative impacts** would occur.

With regard to conflicts with applicable zoning and other regulations governing scenic quality, conflicts are determined on a project-by-project basis. Cumulative projects would also require review and compliance with pertaining zoning and scenic regulations as discussed in the sections above. The proposed project would not conflict with the applicable zoning or other regulations related to scenic quality; thus, **no cumulative impacts** would occur.

With regard to light and glare, the project vicinity, including the project site, is generally illuminated at night. The ambient nighttime lighting condition in the immediate project vicinity is created by a combination of lighting types and sources, including street lights; security lighting from the existing site; illumination from the retail businesses, restaurants and signs at Page Plaza; architectural illumination; spillover lighting from the interiors of retail/commercial buildings at Page Plaza; traffic signals; and the glow of moving vehicle lights on public streets. In addition, once the proposed Stetson Plaza project is developed on the northwest corner of the Stetson Avenue and Sanderson Avenue intersection, additional lighting would be added to further illuminate the parking lot, signs, etc. within the project vicinity. All cumulative projects would be required to adequately contain light spillage and comply with applicable City of Hemet Municipal Code and General Plan lighting standards. While the proposed project, in conjunction with cumulative projects, would add nighttime lighting to the City, compliance with City lighting standards, including the shielding and downward orientation of proposed lighting, would reduce night sky impacts associated with sky glow. Therefore, lighting impacts **would not be cumulatively considerable**

4.1.6 Project Impacts Prior To Mitigation

Aesthetics impacts associated with the proposed project would be less than significant.

4.1.7 Mitigation Measures

Impacts would be less than significant. Thus, no mitigation measures are required.

4.1.8 Level of Significance After Mitigation

Impacts would be less than significant. Thus, no mitigation measures are required.

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SOURCE: Riverside County 2020; Bing Maps

DUDEK

0 100 200 Feet

FIGURE 4.1-1

Key Views

Stetson Corner

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Key View 1: Northbound View Along Sanderson Avenue



Key View 2: Eastbound View Along Sanderson Avenue

SOURCE: Key View 2 - Google Earth Street View

FIGURE 4.1-2

Key Views 1 and 2

Stetson Corner

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Key View 3: Southbound View Along Sanderson Avenue



Key View 4: Eastbound View along Steston Avenue

FIGURE 4.1-3

Key Views 3 and 4

Stetson Corner

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Key View 5: Westbound View along Steston Avenue

FIGURE 4.1-4

Key View 5

Stetson Corner

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Photo A



Photo B

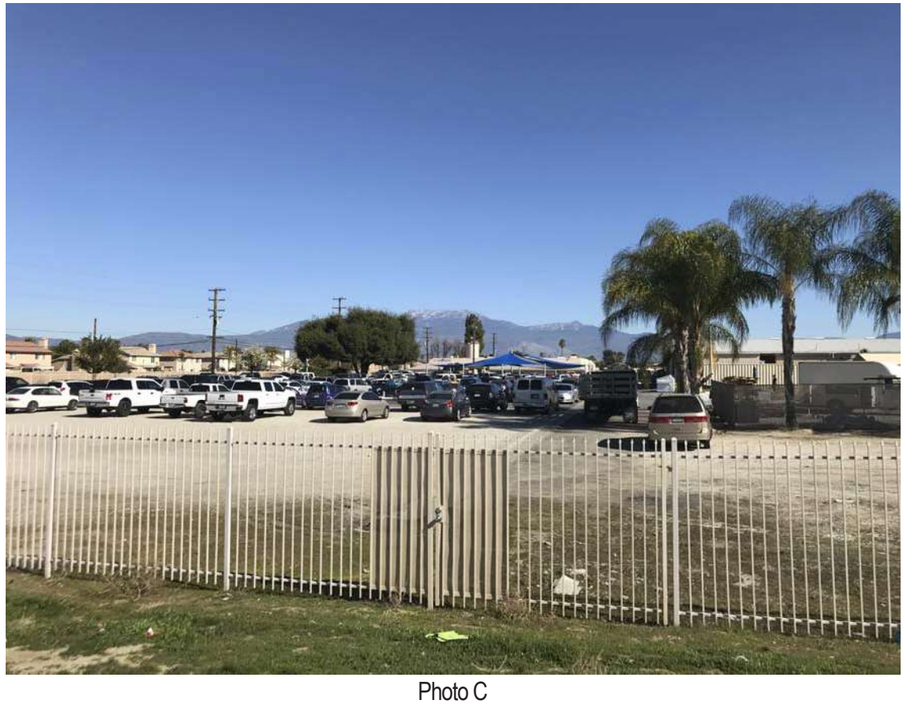


Photo C



Photo D

Path: Z:\Projects\17\07201\MAPDOC\DOCUMENT\EIR

DUDEK

FIGURE 4.1-5

Existing Conditions: Project Site

Stetson Corner

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Photo E



Photo F



Photo G



Photo H

FIGURE 4.1-6

Existing Conditions: Surrounding Area

Stetson Corner

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4.2 Air Quality

This section describes the existing air quality conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. The analysis is based on the review of existing air quality conditions; technical data; applicable laws, regulations, and guidelines; and the air quality and greenhouse gas technical report prepared by Dudek. The Air Quality and Greenhouse Gas Emissions Analysis Technical Report for the Stetson Corner Project is included in this Environmental Impact Report (EIR) as Appendix C.

4.2.1 Existing Conditions

4.2.1.1 Environmental Setting

The project site is located within the South Coast Air Basin (SCAB). The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Meteorological and Topographical Conditions

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted. Meteorological and topographical conditions, however, are also important. Factors such as wind speed and direction, air temperature gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersal of air pollutants. The SCAB's air pollution problems are a consequence of the combination of emissions from the nation's second largest urban area, meteorological conditions adverse to the dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2017a). Meteorological and topographical factors that affect air quality in the SCAB are described below.

Climate

The SCAB is characterized as having a Mediterranean climate (typified as semiarid with mild winters, warm summers, and moderate rainfall). The general region lies in the semi-permanent high-pressure zone of the eastern Pacific; as a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (e.g., weather and topography) and of manufactured influences (e.g., development patterns and lifestyle). Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the SCAB, averaging 75°F. However, with a less-pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the SCAB. Precipitation in the SCAB is typically 9–14 inches annually and is rarely in the form of snow or hail because of typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the SCAB.

Sunlight

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain "primary" pollutants (mainly reactive hydrocarbons and oxides of nitrogen [NO_x]) react to form "secondary" pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind of the emission sources. Southern California also has abundant sunshine, which drives the photochemical reactions that form pollutants such as ozone (O_3) and a substantial portion of fine particulate matter ($PM_{2.5}$). In the SCAB, high concentrations of O_3 are normally recorded during the late spring, summer, and early autumn months, when more intense sunlight drives enhanced photochemical reactions. Due to the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

Temperature Inversions

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air mix and disperse into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in coastal Southern California. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the cooler marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above mean sea level (amsl), the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet amsl, the terrain prevents the pollutants from entering the upper atmosphere, resulting in the pollutants settling in the foothill communities. Below 1,200 feet amsl, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the daylight hours.

Mixing heights for inversions are lower in the summer, resulting in inversions being more persistent during that season. This condition is partly responsible for the high levels of O_3 observed during summer months in the SCAB. Smog in Southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods, allowing them to form secondary pollutants by reacting in the presence of sunlight. The SCAB has a limited ability to disperse these pollutants due to typically low wind speeds and the surrounding mountain ranges.

As with other cities within the SCAB, the City of Hemet (City) is susceptible to air inversions, which trap a layer of stagnant air near the ground where pollutants are further concentrated. These inversions produce haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources.

Elevated particles less than 10 microns in diameter (PM_{10}) and $PM_{2.5}$ concentrations can occur in the SCAB throughout the year but occur most frequently in fall and winter. The deficit of normal storm systems from late fall through the winter and early spring allow for more stagnant PM conditions in the SCAB, as the ambient concentrations of PM and its precursors are reduced by storm-related dispersion and rain-out. Although there are some changes in emissions by day of the week and season, the observed variations in pollutant concentrations are primarily the result of seasonal differences in weather conditions.

Pollutants and Effects

Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. These pollutants, as well as toxic air contaminants (TACs), are discussed in Appendix C. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Non-Criteria Air Pollutants

Non-criteria air pollutants considered in this analysis consist of Toxic Air Contaminants (TACs), diesel particulate matter (DPM), odorous compounds, and coccidioidomycosis (valley fever). A summary of these non-criteria air pollutant follows. For a complete discussion, refer to Appendix C.

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. Examples of TACs include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic and non-carcinogenic effects.

Diesel Particulate Matter. Diesel particulate matter is part of a complex mixture that makes up diesel exhaust, and is a recognized TAC. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. DPM is typically composed of carbon particles (“soot,” also called black carbon, or BC) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2016a). DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars and off-road diesel engines, including locomotives, marine vessels, and heavy-duty construction equipment, among others.

Odorous Compounds. Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person’s reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population. People also may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Valley Fever. Coccidioidomycosis, more commonly known as "valley fever," is an infection caused by inhalation of the spores of the Coccidioides immitis fungus, which grows in the soils of the southwestern United States. When fungal spores are present, any activity that disturbs the soil, such as digging, grading, or other earth-moving operations, can cause the spores to become airborne and thereby increase the risk of exposure. The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer temperatures, mild winters, sparse rainfall, and alkaline sandy soils. Valley fever is not considered highly endemic to Riverside County. Per the California Department of Public Health (CDPH), the 8-year average (2011–2018) for coccidioidomycosis cases in Riverside County is 5.6 cases per 100,000 people per year. For the zip code 92545, where the project site is located, incidence of coccidioidomycosis is 4 cases in 2018 (Lopez 2020). Statewide incidences in 2018 were 18.8 per 100,000 people (CDPH 2019).

Even if present at a site, earth-moving activities may not result in increased incidence of valley fever. Propagation of *Coccidioides immitis* is dependent on climatic conditions, with the potential for growth and surface exposure highest following early seasonal rains and long dry spells. *Coccidioides immitis* spores can be released when filaments are disturbed by earth-moving activities, although receptors must be exposed to and inhale the spores to be at increased risk of developing valley fever. Moreover, exposure to *Coccidioides immitis* does not guarantee that an individual will become ill—approximately 60% of people exposed to the fungal spores are asymptomatic and show no signs of an infection (USGS 2000).

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The South Coast Air Quality Management District (SCAQMD) identifies sensitive receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Sensitive receptors near the project site include adjacent existing single-family residential uses to the south and north of Stetson Avenue. The closest residences are located approximately 15 feet south of the proposed project site boundary. These sensitive receptors represent the nearest residential land uses with the potential to be impacted by construction and operation of the proposed project.

4.2.1.2 Regional and Local Air Quality Conditions

South Coast Air Basin Attainment Designation

Pursuant to the 1990 federal Clean Air Act amendments, the U.S. Environmental Protection Agency (EPA) classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued

attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on the California Ambient Air Quality Standards (CAAQS) rather than the NAAQS. Table 4.2-1 depicts the current attainment status of the project site with respect to the NAAQS and CAAQS, as well as the attainment classifications for the criteria pollutants.

Table 4.2-1. South Coast Air Basin Attainment Classification

Pollutant	Designation/Classification	
	National Standards	*California Standards*
Ozone (O_3) – 1 hour	No National Standard	**Nonattainment**
Ozone (O_3) – 8 hour	**Extreme Nonattainment**	**Nonattainment**
Nitrogen Dioxide (NO_2)	Unclassifiable/Attainment	Attainment
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/Attainment	Attainment
Coarse Particulate Matter (PM_{10})	Attainment/Maintenance	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	**Serious Nonattainment**	**Nonattainment**
Lead (Pb)	**Nonattainment**	Attainment
Hydrogen Sulfide	No National Standard	Unclassified
Sulfates	No National Standard	Attainment
Visibility-Reducing Particles	No National Standard	Unclassified
Vinyl Chloride	No National Standard	No designation

Sources: EPA 2016 (national); CARB 2016b (California).
Notes: Bold text = not in attainment; Attainment = meets the standards; Attainment/Maintenance = achieve the standards after a nonattainment designation; Nonattainment = does not meet the standards; Unclassified or Unclassifiable = insufficient data to classify; Unclassifiable/Attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

In summary, the SCAB is designated as a nonattainment area for federal and state O_3 standards and federal and state $PM_{2.5}$ standards. The SCAB also is designated as a nonattainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO standards, federal and state NO_2 standards, and federal and state SO_2 standards. The Los Angeles County portion of the SCAB is the only area that has been designated as nonattainment for the federal rolling 3-month average lead standard; this area is designated attainment for the state lead standard (EPA 2020; CARB 2016b). The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Despite the current nonattainment status, air quality within the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly due to lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend toward cleaner air has occurred in spite of continued population growth. Despite this growth, air quality has improved significantly over the years, primarily due to the impacts of the region's air quality control program. PM_{10} levels have declined almost 50% since 1990, and $PM_{2.5}$ levels have also declined 50% since measurements began in 1999 (SCAQMD 2013). Similar improvements are observed with O_3, although the rate of O_3 decline has slowed in recent years.

Local Ambient Air Quality

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. The SCAQMD monitors local ambient air quality in the vicinity of the project site. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The most recent background ambient air quality data from 2017 to 2019are presented in Table 4.2-2. The Lake Elsinore monitoring station, located at 506 West Flint Street, Lake Elsinore, California 92530, is the air quality monitoring station nearest to the project site, located approximately 19 miles east of the project site. The data collected at this station are considered representative of the air quality experienced in the project vicinity. Air quality data for O_3, NO_2, CO, and PM_{10} from the Lake Elsinore monitoring station are provided in Table 4.2-2. Because SO_2 and $PM_{2.5}$ are not monitored at the Lake Elsinore monitoring station, SO_2 and $PM_{2.5}$ measurements were taken from the Rubidoux monitoring station (5888 Mission Boulevard, Rubidoux, California 92509, approximately 30 miles northwest from the project site). The number of days exceeding the ambient air quality standards are also shown in Table 4.2-2.

Table 4.2-2. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2017	*2018*	*2019*	*2017*	*2018*	*2019*
Ozone (O_3)										
Lake Elsinore	ppm	Maximum 1-hour concentration	California	0.09	0.121	0.116	0.108	23	23	4
	ppm	Maximum 8-hour concentration	California	0.070	0.098	0.095	0.089	54	30	28
			National	0.070	0.098	0.095	0.089	54	30	28
Nitrogen Dioxide (NO_2)										
Lake Elsinore	ppm	Maximum 1-hour concentration	California	0.18	0.049	0.041	0.038	0	0	0
			National	0.100	0.049	0.041	0.038	0	0	0
	ppm	Annual concentration	California	0.030	—	—	—	—	—	—
			National	0.053	0.008	0.009	0.0068	—	—	—
Carbon Monoxide (CO)										
Lake Elsinore	ppm	Maximum 1-hour concentration	California	20	—	—	—	—	—	—
			National	35	1.2	1.1	1.6	0	0	0
	ppm	Maximum 8-hour concentration	California	9.0	—	—	—	—	—	—
			National	9	0.8	0.8	0.7	0	0	0
Sulfur Dioxide (SO_2)										
Rubidoux	ppm	Maximum 1-hour concentration	National	0.075	0.020	0.017	0.017	—	—	—
	ppm	Maximum 24-hour concentration	National	0.14	0.003	0.001	0.001	—	—	—
	ppm	Annual concentration	National	0.030	0.0008	0.0005	0.0005	—	—	—
Coarse Particulate Matter (PM_{10})[b]										
Lake Elsinore	µg/m³	Maximum 24-hour concentration	California	50	—	—	—	—	—	—
			National	150	134.1	105.3	93	0	0	0
	µg/m³	Annual concentration	California	20	—	—	—	—	—	—

Table 4.2-2. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2017	*2018*	*2019*	*2017*	*2018*	*2019*
Fine Particulate Matter ($PM_{2.5}$)[a]										
Rubidoux	µg/m³	Maximum 24-hour concentration	National	35	50.3	66.3-	55.7	*7*	*3*	*5*
	µg/m³	Annual concentration	California	12	14.5	12.5	11.2	—	—	—
			National	12.0	12.2	12.5	11.2	—	—	—

Sources: CARB 2020; EPA 2020.

Notes: — = not available; µg/m³ = micrograms per cubic meter; ND = insufficient data available to determine the value; ppm = parts per million

Data taken from CARB iADAM (http://www.arb.ca.gov/adam) and EPA AirData (https://www.epa.gov/outdoor-air-quality-data) represent the highest concentrations experienced over a given year.

Exceedances of national and California standards are only shown for O_3 and particulate matter. All other criteria pollutants did not exceed national or California standards during the years shown. There is no national standard for 1-hour O_3, annual PM_{10}, or 24-hour SO_2, nor is there a California 24-hour standard for $PM_{2.5}$.

Lake Elsinore Monitoring Station is located at 506 W Flint St, Lake Elsinore, California 92530.

Rubidoux Monitoring Station is located 5888 Mission Boulevard, Rubidoux, California 92509.

[a] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

4.2.2 Relevant Plans, Policies, and Ordinances

Federal

Criteria Air Pollutants

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The EPA is responsible for implementing most aspects of the Clean Air Act, including setting NAAQS for major air pollutants; setting hazardous air pollutant (HAP) standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric O_3 protection measures, and enforcement provisions. Under the Clean Air Act, NAAQS are established for the following criteria pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan that demonstrates how those areas will attain the NAAQS within mandated time frames.

Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required the EPA to identify National Emission Standards for Hazardous Air Pollutants (NESHAPs) to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State

Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established CAAQS, which are generally more restrictive than the NAAQS. As stated previously, an ambient air quality standard defines the maximum amount of a pollutant, averaged over a specified period of time, that can be present in outdoor air without harm to the public's health. For each pollutant, concentrations must be below the relevant CAAQS before a basin can attain the corresponding CAAQS. Air quality is considered “in attainment” if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and $PM_{2.5}$ and visibility-reducing particles are values that are not to be exceeded.

California air districts have based their thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the air basin can accommodate without affecting the attainment date for the NAAQS or CAAQS. Since an ambient air quality standard is based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of the ambient air quality standard, this means that the thresholds established by air districts are also protective of human health.

The NAAQS and CAAQS are presented in Table 4.2-3.

Table 4.2-3. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	*Primary*[c,d]	*Secondary*[c,e]
O_3	1 hour	0.09 ppm (180 µg/m³)	—	Same as Primary Standard[f]
	8 hours	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)[f]	
NO_2[g]	1 hour	0.18 ppm (339 µg/m³)	0.100 ppm (188 µg/m³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
SO_2[h]	1 hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m³)
	24 hours	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 µg/m³	150 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m³	—	
$PM_{2.5}$[i]	24 hours	—	35 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m³	12.0 µg/m³	15.0 µg/m³
Lead[j,k]	30-day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³ (for certain areas)[k]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m³)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 µg/m³)	—	—
Sulfates	24- hours	25 µg/m³	—	—

Table 4.2-3. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	*Primary*[c,d]	*Secondary*[c,e]
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Source: CARB 2016c.

Notes: μg/m³ = micrograms per cubic meter; mg/m³= milligrams per cubic meter; ppm = parts per million by volume; O_3 = ozone; NO_2 = nitrogen dioxide; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns.

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter (PM_{10}, $PM_{2.5}$), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m³ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[g] To attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[h] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standard of 15 μg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 μg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.

[j] CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 μg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807. The California TAC list identifies more than 700 pollutants, of which carcinogenic and non-carcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with

AB 2728, the state list includes the (federal) HAPs. In 1987, the Legislature enacted the Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. There are several Airborne Toxic Control Measures that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

California Health and Safety Code Section 41954

California Health and Safety Code Section 41954 requires the state board (CARB) to adopt procedures for determining the compliance of any system designed for the control of gasoline vapor emissions during gasoline marketing operations, including storage and transfer operations, with performance standards that are reasonable and necessary to achieve or maintain any applicable ambient air quality standard.

California Vapor Recovery Program

The California Vapor Recovery Program controls vapor emissions from gasoline marketing operations (gasoline dispensing facilities or service stations, tanker trucks (cargo tanks), bulk plants, and terminals), where gasoline vapor is a precursor to the formation of ozone and contains benzene, a constituent of gasoline vapor that has been identified as a toxic air contaminant. CARB is responsible for the certification of vapor recovery systems at gasoline dispensing facilities, per Section 41954 of the California Health and Safety Code. The CARB Executive Officer, or delegate, certifies only those vapor recovery systems that, based upon testing and engineering evaluation, are demonstrated to meet all requirements of the applicable certification procedure.

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

South Coast Air Quality Management District

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the SCAB, where the proposed project is located. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain state and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

The SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 parts per billion) for the SCAB and the Coachella Valley. Preliminary rule development for the 2022 AQMP is expected to begin in July 2021, including control measures developed through Residential and Commercial Buildings and Mobile Source Working Groups.

The most recent adopted AQMP is the 2016 AQMP (SCAQMD 2017a), which was adopted by the SCAQMD governing board on March 3, 2017. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air. The 2016 AQMP represents a new approach, focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017a). Because mobile sources are the principal contributor to the SCAB's air quality challenges, the SCAQMD has been and will continue to be closely engaged with CARB and the EPA, who have primary responsibility for these sources. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality but also local businesses and the regional economy. These "win-win" scenarios are key to implementation of this 2016 AQMP with broad support from a wide range of stakeholders.

SCAQMD Applicable Rules

Emissions that would result from mobile, area, and stationary sources during construction and operation of the proposed project are subject to the rules and regulations of the SCAQMD. As a result, the SCAQMD is identified as a "responsible agency" for the proposed project for CEQA purposes. The SCAQMD rules applicable to the proposed project may include the following:

- **Rule 201 – Permit To Construct**: This rule requires written authorization prior to building, erecting, installing, altering or replacing any equipment or agricultural permit unit, which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants.
- **Rule 203 – Permit to Operate**: This rule states that a person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202.
- **Rule 401 – Visible Emissions:** This rule establishes the limit for visible emissions from stationary sources.
- **Rule 402 – Nuisance:** This rule prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property.

- **Rule 403 – Fugitive Dust:** This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.
- **Rule 431.2 – Sulfur Content of Liquid Fuels:** The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of reducing the formation of SO_x and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile sources.
- **Rule 461 – Gasoline Transfer and Dispensing:** The SCAQMD is the local air pollution control district responsible for permitting and enforcement activities related to retail gasoline dispensing facilities (SCAQMD 2020). SCAQMD Rule 461 applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank (SCAQMD 2012). SCAQMD Rule 461 requires installation of CARB certified EVR systems for new and in-use gasoline dispensing facilities from certified vapor recovery testing companies/contractors, as well as their regular testing. SCAQMD Rule 461 also contains additional regulations pertaining to permit conditions, recordkeeping requirements, and equipment maintenance.
- **Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines:** This rule applies to stationary and portable engines rated at greater than 50 horsepower. The purpose of Rule 1110.2 is to reduce NOx, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.
- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1401 – New Source Review of Toxic Air Contaminants**: This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. The rule establishes allowable risks for permit units requiring new permits pursuant to Rules 201 or 203.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States.

With respect to air quality planning and other regional issues, SCAG has prepared the 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future (2008 RCP) for the region (SCAG 2008). The 2008 RCP sets the policy context in which SCAG participates in and responds to the SCAQMD air quality plans and builds off the SCAQMD AQMP processes that are designed to meet health-based criteria pollutant standards in several ways (SCAG 2008). First, it complements AQMPs by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in AQMPs. Second, the 2008 RCP

emphasizes the need for local initiatives that can reduce the region's GHG emissions that contribute to climate change, an issue that is largely outside the focus of local attainment plans, which is assessed in Chapter 3 of the RCP. Third, the 2008 RCP emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. In June 2016, SCAG received its conformity determination from the Federal Highway Administration and the Federal Transit Administration indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 Federal Transportation Improvement Program Consistency Amendment through Amendment 15-12 have been met (SCAG 2016). The SCAQMD 2016 AQMP applies the updated SCAG growth forecasts assumed in the 2016 RTP/SCS.

SCAG has developed Connect SoCal, the 2020-2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. Connect SoCal was adopted by SCAG's Regional Council on September 3, 2020.

City of Hemet

The project site is currently occupied by McCrometer, which is an industrial use. The zoning of the project site is Limited Manufacturing (M-1) and the General Plan land use designation is Business Park (BP). The project would be consistent with the current zoning and land use designation.

Appendix A, Sustainability in Hemet General Plan Policies, of the City's General Plan 2030 (City of Hemet 2012) includes goals and policies that would be applied to the proposed project related to air quality. The project's consistency with the City's goals and policies is detailed in Section 3.5 of the AQ and GHG Analysis Technical Report provided in Appendix C of this EIR. These applicable goals and policies are summarized as follows:

Smart Growth: Land Use and Community Design. Hemet's sustainable land use and community design goals and policies are primarily located within the Land Use Element, the Community Design Element, the Historic Resources Element, the Housing Element, the Art and Culture Element, and the Open Space and Conservation Element. These goals and policies include:

- Establishing land use patterns and development standards that incorporate "smart growth" tenets;
- Creating walkable neighborhoods and connections to open space;
- Strengthening and directing development toward existing communities;

- Revitalizing the downtown core through design, intensity, and pedestrian-scale; and
- Facilitating the revitalization of older, deteriorating neighborhoods through rehabilitation, recycling of underutilized properties, incentives, and redevelopment.

Transportation and Connectivity. Hemet's transportation and connectivity goals and policies are primarily located within the Circulation Element, the Land Use Element, the Community Design Element, and the Recreation and Trails Element. General concepts include:

- Increasing the capacity, safety, and accessibility of streets through the Complete Streets Program;
- Providing the expanded use of Neighborhood Electric Vehicles;
- Accommodating a low-speed travel culture in Hemet to reduce GHG emissions while encouraging a healthier level of community interaction;
- Providing expanded and safe facilities for pedestrians, bicyclists, and recreationalists;
- Creating walkable neighborhoods through appropriately scaled and designed development and associated infrastructure;
- Facilitating access to and use of public transportation systems; and
- Establishing development standards that encourage the siting of employment and commercial centers along transportation corridors and activity centers.

Water Conservation. Hemet's goals and policies regarding the supply, distribution, and conservation of water are located within the Open Space and Conservation Element and the Community Services and Infrastructure Element. General concepts include:

- Implementing a variety of water conservation measures.

Energy, Air Quality, and Resource Conservation. Hemet's energy and resource conservation goals and policies are primarily located within the Open Space and Conservation Element, Community Services and Infrastructure Element, and the Community Design Element. General concepts include:

- Implementing energy conservation measures;
- Facilitating renewable energy development and use;
- Encouraging building orientations and landscaping that enhance natural lighting and sun exposure;
- Implementing CALGreen building standards and facilitating LEED certifications to help reduce the negative effects of new buildings on the environment; and
- Addressing sources of air pollution to reduce unhealthy conditions for residents and damage to agriculture, the natural environment, and human-made materials.

Waste Reduction. 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 the California statewide waste reduction mandates; and
- Promoting the use of recycling and recycled materials in development projects.

4.2.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to air quality are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to air quality would occur if the project would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the proposed project t would have a significant impact on air quality.

The SCAQMD has established Air Quality Significance Thresholds, as revised in April 2019, that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality under existing and cumulative conditions. The quantitative air quality analysis provided herein applies the SCAQMD thresholds identified in Table 4.2-4 to determine the potential for the proposed project to result in a significant impact under CEQA.

Table 4.2-4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	*Construction (Pounds per Day)*	*Operation (Pounds per Day)*
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥ 10 in 1 million Chronic and acute hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2019.
Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant. GHG emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in Table 4.2-4 as they are addressed within the GHG section of the EIR.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

[b] TACs include carcinogens and noncarcinogens.

The evaluation of whether the proposed project would conflict with or obstruct implementation of the applicable air quality plan is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses if the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP. The second criterion is if the proposed project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To evaluate the potential for the proposed project to violate any air quality standard or contribute substantially to an existing or projected air quality violation, this analysis applies the SCAQMD's construction and operational criteria pollutants mass daily thresholds, as shown in Table 4.2-4. A project would result in a substantial contribution to an existing air quality violation of the NAAQS or CAAQS for O_3, which is a nonattainment pollutant, if the proposed project's construction or operational emissions would exceed the SCAQMD NOx thresholds. These emissions-based thresholds for O_3 precursors are intended to serve as a surrogate for an "ozone significance threshold." This approach is used because O_3 is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (VOC and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

The assessment of the proposed project's potential to expose sensitive receptors to substantial pollutant concentrations includes a localized significance threshold (LST) analysis, as recommended by the SCAQMD, to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of the proposed project from construction. For project sites of 5 acres or less, the SCAQMD LST Methodology (2009) includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO_2, CO, PM_{10}, and $PM_{2.5}$) without performing project-specific dispersion modeling. Although the proposed development area of the site is greater than 5 acres (estimated to be 8.7 acres), the proposed project would disturb less than 5 acres in 1 day, as discussed in detail in the following text, so it is appropriate to use the lookup tables for the LST evaluation.

The LST significance thresholds for NO_2 and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for PM_{10} represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for $PM_{2.5}$ is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the $PM_{2.5}$ ambient air quality standards. The allowable emission rates depend on the following parameters:

- Source-receptor area (SRA) in which the project is located
- Size of the project site
- Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals)

The project site is located in SRA 28 (Hemet/San Jacinto Valley). The SCAQMD provides guidance for applying the California Emissions Estimator Model (CalEEMod) to the LSTs. LST pollutant screening level concentration data is currently published for 1-, 2-, and 5-acre sites for varying distances. The maximum number of acres disturbed on the peak day was estimated using the "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (SCAQMD 2011), which provides estimated acres per 8-hour day for crawler tractors, graders, rubber-tired dozers, and scrapers. Based on the SCAQMD guidance, and assuming an excavator can

grade 0.5 acres per 8-hour day (similar to graders, dozers, and tractors), it was estimated that the maximum acres on the project site that would be disturbed by off-road equipment would be 3 acres per day (one excavator, one grader, three tractors operating and one dozer during the grading phase). Because the total disturbed acreage would be 4.76 acres over 2.5 months, the estimate of 3 acres per day of disturbance is conservative. The SCAQMD lookup table does not include 3 acres; thus, the lookup table values for 2-acre and 5-acre sites within SRA 28 were interpolated.

The nearest sensitive-receptor land use (a residence) is located approximately 15 feet south of the proposed project property boundary. As such, the LST receptor distance was assumed to be 82 feet (25 meters), which is the shortest distance provided by the SCAQMD lookup tables. The LST values from the SCAQMD lookup tables for SRA 28 (Hemet/San Jacinto Valley) for an interpolated 3-acre project site and a receptor distance of 25 meters are shown in Table 4.2-5.

Table 4.2-5. Construction Localized Significance Thresholds for Source Receptor 28 (Temecula Valley)

Pollutant	Threshold (pounds per day)
NO_2	228.67
CO	1,630.00
PM_{10}	9.33
$PM_{2.5}$	6.00

Source: SCAQMD 2009.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.
LSTs were determined based on the values for an interpolated 3-acre site at a distance of 25 meters from the nearest sensitive receptor.

To evaluate of CO hotspots, a screening evaluation of the potential for CO hotspots was conducted. The potential for CO hotspots is evaluated based on the results of the TIA (Appendix K) and the California Department of Transportation Institute of Transportation (Caltrans) Studies Transportation Project-Level Carbon Monoxide Protocol (CO Protocol; Caltrans 1997) was followed. For projects located within an area designated as attainment or unclassified under the CAAQS or NAAQS, the CO Protocol identifies screening criteria for consideration. The first screening criteria focuses on projects that are likely to worsen air quality, which would occur if: a) the project significantly increases the percentage of vehicles operating in cold start mode (greater than 2%), b) the project significantly increases traffic volumes (greater than 5%), and/or c) the project worsens traffic flow. In addition to consideration of whether the project would worsen air quality, CO hotspots are typically evaluated when (1) the level of service (LOS) of an intersection or roadway decreases to LOS E or worse; (2) signalization and/or channelization is added to an intersection; and (3) sensitive receptors such as residences, schools, and hospitals are located in the vicinity of the affected intersection or roadway segment.

The construction and operation HRAs apply the SCAQMD risk thresholds presented in Table 4.2-4, which are a maximum incremental cancer risk greater than or equal to 10 in 1 million and a chronic hazard index greater than or equal to 1.0 (project increment). The CO hotspot assessment and construction HRA are evaluated under the potential for the project to expose sensitive receptors to substantial pollutant concentrations, along with the LST analysis.

The potential for the project to result in other emissions, specifically an odor impact, is based on the project's land use type and anticipated construction activity, and the potential for the project to create an odor nuisance pursuant to SCAQMD Rule 402.

4.2.4 Impacts Analysis

Would the project conflict with or obstruct implementation of the applicable air quality plan?

As previously discussed, the project site is located within the SCAB under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD has established criteria for determining consistency with the AQMP, currently the 2016 AQMP, in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993). The criteria are as follows:

- **Consistency Criterion No. 1:** The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency Criterion No. 1

The proposed project's potential impacts under Consistency Criterion No. 1 are addressed via CEQA Guidelines Appendix G Threshold 2 (which considers the project's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation). As discussed under Threshold 2, and shown in Tables 4.2-6 and 4.2-7 below, the proposed project's construction activities and operations would be below the SCAQMD significance thresholds. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. As such, the proposed project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook.

Consistency Criterion No. 2

While striving to achieve the NAAQS for O_3 and $PM_{2.5}$ and the CAAQS for O_3, PM_{10}, and $PM_{2.5}$ through a variety of air quality control measures, the 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook).

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the SCAG for its RTP/SCS (SCAG 2016), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2017a). The SCAG 2016 RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans. The project site is currently occupied by McCrometer, which is an industrial use. The zoning of the project site is Limited Manufacturing (M-1) and the General Plan land use designation is Business Park (BP). The proposed project would be consistent with the current zoning and land use designation. Accordingly, the proposed project would meet Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook. Therefore, implementation of the proposed project would not result in a conflict with, or obstruct implementation of, the applicable air quality plan (i.e., the 2016 AQMP). Accordingly, the proposed project would meet Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook.

Summary

The proposed project would not exceed the SCAQMD's criteria pollutant mass daily thresholds and, therefore, would be consistent with Consistency Criterion No. 1. Implementation of the proposed project also would not exceed the demographic growth forecasts in the SCAG 2016 RTP/SCS; therefore, the proposed project would be consistent with the SCAQMD 2016 AQMP as it is based on future emission estimates from the SCAG 2016 RTP/SCS. Thus, the proposed project would not conflict with Consistency Criterion No. 2. Therefore, impacts related to the proposed project's potential to conflict with or obstruct implementation of the applicable air quality plan would be **less than significant**.

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

As indicated in Table 4.2-1, the SCAB is in non-attainment of federal and state O_3 standards, state PM_{10} standards, federal and state $PM_{2.5}$ standards, and federal lead standards.

Construction Emissions

Emissions from the construction phase of the project were estimated using CalEEMod Version 2016.3.2. Construction scenario assumptions, including phasing, equipment mix, and vehicle trips, were based on information provided by the project applicant and CalEEMod default values when project specifics were not known.

For purposes of estimating project emissions, and based on information provided by the project applicant, it is assumed that construction of the project would commence in April 2021[1] and would last approximately 7 months, ending in October 2021. Construction would occur 5 days per week for all construction phases. No mid-project analysis was conducted because no construction and operational overlap is proposed. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Demolition: 1 month (April 2021)
- Grading: 2 months (April 2021–June 2021)
- Building Construction: 4.5 months (June 2021–October 2021)
- Paving: 1 month (July 2021–August 2021)
- Architectural Coating: 1 month (October 2021)

Construction-worker and vendor trip estimates by construction phase were based on CalEEMod default values. Grading would include 300 cubic yards of cut and 7,000 cubic yards of soil import. Assuming a haul truck capacity of 16 cubic yards per truck, earth-moving activities would result in approximately 456 round trips (912 one-way truck trips) during the grading phase.

The construction equipment mix and vehicle trips, including haul trucks for concrete and asphalt disposal, used for estimating the project-generated construction emissions are shown in Table 4.2-6.

[1] The analysis assumes a construction start date of April 2021, which represents the earliest date construction may commence. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Table 4.2-6. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	*Average Daily Vendor Truck Trips*	*Total Haul Truck Trips*	*Equipment Type*	*Quantity*	*Usage Hours*
Demolition	16	0	132	Concrete/Industrial Saws	1	8
				Excavators	3	8
				Rubber Tired Dozers	2	8
Grading	16	0	912	Excavators	1	8
				Graders	1	8
				Rubber-Tired Dozers	1	8
				Tractors/Loaders/Dozers	3	8
Building Construction	88	34	0	Cranes	1	7
				Forklifts	3	8
				Generator Sets	1	8
				Tractors/Loaders/Backhoes	3	7
				Welders	1	8
Paving	20	0	0	Cement and Mortar Mixer	2	6
				Tractors/Loaders/Backhoes	1	8
				Pavers	1	8
				Paving Equipment	2	6
				Rollers	2	6
Architectural Coating	18	0	0	Air Compressors	1	6

Notes: See Appendix C for details.

Construction of the proposed project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during construction (year 2021). Table 4.2-7 presents the estimated maximum daily construction emissions generated during construction of the proposed project. The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Table 4.2-7. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Unmitigated

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
2021	12.65	61.55	39.3	0.09	11.08	6.28
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

See Appendix C for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with SCAQMD Rule 1113 (Architectural Coatings) and implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads two times per day (see **PDF-AQ-1** in Section 3.3.4, Project Design Features and Compliance Measures, of this EIR).

Maximum daily emissions of NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions would occur during the grading phase in 2021 as a result of off-road equipment operation and on-road vendor trucks and haul trucks. As shown in Table 4.2-7, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x CO, SO_x, PM_{10}, or $PM_{2.5}$. Construction impacts would be **less than significant**.

Operational Emissions

Operation of the proposed project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicle trips from customers, employees, and delivery trips; fueling operations; area sources, including the use of consumer products, architectural coatings for repainting, and landscape maintenance equipment; and energy sources, including combustion of fuels used for space and water heating and cooking appliances. Pollutant emissions associated with long-term operations of the proposed project were quantified using CalEEMod. Table 4.2-8 presents the maximum daily area, energy, and mobile source emissions associated with operation (year 2022) of the proposed project. Operational year 2022 was assumed upon completion of construction. The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Mobile sources for the project would primarily be motor vehicles (automobiles, light-duty trucks, and heavy-duty delivery trucks) traveling to and from the project site. Motor vehicles may be fueled with gasoline, diesel, or alternative fuels. Based on the Transportation Impact Analysis (TIA) prepared for the project by Dudek (Appendix K), the proposed development is anticipated to generate the following overall vehicle trips:

- Gas station with convenience store (7-Eleven store): 2,464 daily weekday vehicle trips
- Drive-thru fast-food restaurant: 1,337 daily weekday vehicle trips
- Car wash with self-serve vacuum stations: 2,000 daily weekday vehicle trips

CalEEMod was used to estimate operational emissions from mobile source as a result of the vehicle trips including passenger vehicles and trucks. CalEEMod defaults were modeled for trips lengths while project specific trip rates including distribution of trip purpose (primary, diverted, or pass-by) were developed based on available TIA data. The TIA's percentage of pass-by trips for the convenience market with gas pumps and the fast food restaurant with drive-thru were specifically utilized as CalEEMod inputs and CalEEMod defaults for primary and diverted trips were proportionally adjusted to account for the total trips for the project.

Routine delivery trucks would be required for the operation of the gas station convenience store and the fast-food restaurant. Delivery trucks were estimated based on ITE (ITE 2020) truck trip percentage of total vehicle trips as follows:

- ITE 934 Fast Food Restaurant with Drive-Thru: Trucks = 3% of Total Trips
- ITE 945 Gasoline/Service Station with Convenience Market: Trucks = 1% of Total Trips

Fast food restaurant and car wash drive-thru and delivery truck idling and transport refrigeration unit (TRU) emissions from the mobile sources during operation of the project were estimated using a spreadsheet-based model and emission factors from CARB EMFAC2017. CalEEMod modeled mobile emissions were added to the estimated drive-thru and delivery idling emissions to predict the overall mobile emissions generated for the operation of the project.

Vehicle emissions occur, operation (running) and idling, when the vehicles are stationary and at low speed in both the fast-food restaurant and the car wash drive-thru cues. To estimate the emissions of both drive-thru operations (restaurant and car wash), emissions factors for trucks and passenger vehicles were determined using EMFAC2017 emission rates for RUNEX (g/mile) at 5 mph, the lowest speed available in EMFAC2017. Heavy heavy-duty (HHDT) and medium heavy-duty (MHD) class of vehicles were not included as they are not capable drive-thru operations. For this analysis, Riverside County was selected for the region and calendar year 2022 was selected in EMFAC to represent the project operational start year. The RUNEX emissions were applied with an estimated five-minute drive-thru duration and 5 mph speed rate to estimate emissions for VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$. These emissions represent the drive-thru mobile source emissions and were added to the CalEEMod mobile source emissions. Details of the calculations are including in Appendix C.

A composite, or weighted-average, emissions factor was developed for project vehicle types if more than one vehicle category in EMFAC is anticipated to be representative of the project vehicle. The composite emission factors are weighted by vehicle miles traveled (VMT), population, or trips depending on the emissions process, which is the physical mechanism that results in the emissions of a pollutant. All delivery trucks were assumed to be a mix of diesel-fueled heavy-heavy-duty and medium-heavy-duty trucks.

Project delivery truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, for modeling purposes, it was conservatively assumed that the delivery trucks would idle for 15 minutes at the loading dock and prior to exiting the project site. Transport refrigeration units (TRUs) are designed to maintain the temperature inside delivery truck trailers. Electric plug-ins are available at the loading dock; therefore, each TRU was assumed to operate for 30 minutes per visit. TRUs were estimated to be 10% and 100% of the total trucks for the gas station with convenience store and fast-food restaurant, respectively. Estimated delivery truck idling emissions are added to the CalEEMod and drive-thru mobile source emissions.

VOC and TACs, including benzene emissions, from the proposed gas station loading, breathing, refueling, hose permeation, and spillage were quantified in a spreadsheet model using the emission factors from SCAQMD's Risk Assessment Procedures (SCAQMD 2017b) and based on the gas station's estimated annual throughput of 11 million gallons per year. Details of the calculations are including in Appendix C.

Table 4.2-8. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Area	22.70	<0.01	0.03	0.00	<0.01	<0.01
Energy	0.03	0.26	0.22	<0.01	0.02	0.02
Mobile	12.03	33.50	77.01	0.23	16.04	4.41
Total	**34.76**	**33.76**	**77.04**	**0.23**	**16.05**	**4.43**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value is less than 0.01.
See Appendix C for complete results.
Totals may not sum due to rounding.

As shown in Table 4.2-8, the combined daily area, energy, and mobile source emissions would not exceed the SCAQMD operational thresholds for any criteria pollutant. The proposed project would result in a less than significant increase in emissions of nonattainment pollutants. Operational impacts would be **less than significant**.

Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds (LST) Analysis

An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the proposed project. As indicated in the discussion of the thresholds of significance, the SCAQMD recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (2009).

Construction activities associated with the proposed project would result in temporary sources of on-site fugitive dust and construction equipment emissions. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for SRA 28 are presented in Table 4.2-9 and compared to the maximum daily on-site construction emissions generated during construction of the proposed project.

Table 4.2-9. Localized Significance Thresholds Analysis for Project Construction - Unmitigated

Maximum On-Site Emissions	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day			
Construction Emissions	58.76	37.89	6.13	4.11
SCAQMD LST	*228.67*	*1,630.00*	*9.33*	*6.00*
LST Exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2009.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
Localized significance thresholds are shown for an interpolated 3-acre project sites corresponding to a distance to a sensitive receptor of 25 meters.
These estimates reflect implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads two times per day (see **PDF-AQ-1** in Section 3.3.4, Project Design Features and Compliance Measures, of this EIR).

As shown in Table 4.2-9, construction activities would generate emissions less than the site-specific LST for NO_2, CO, PM_{10} and $PM_{2.5}$; therefore, localized construction impacts during construction of the proposed project would be **less than significant**.

Valley Fever

As discussed above, valley fever is not highly endemic to the County; and, within the County, the incidence rate in the project site is below the County average and the statewide average. Construction of the proposed project would comply with **PDF-AQ-1** (Dust Control Strategies) and SCAQMD Rule 403 (Fugitive Dust), which requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. The nearest sensitive-receptor land use (existing residence) is located approximately 15 feet south of the proposed project boundary. Based on the low incidence rate of coccidioidomycosis on the project site and in the County, and the proposed project's implementation of dust control strategies, it is not anticipated that earth-moving activities during project construction would result in exposure of nearby sensitive receptors to valley fever. Therefore, impacts would be **less than significant**.

Health Impacts of Carbon Monoxide

To verify that the proposed project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted based on the TIA prepared by Dudek (Appendix K). Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots." CO transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the proposed project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. The traffic impact study for the proposed project evaluated whether there would be a decrease in the LOS (i.e., increased congestion) at the intersections affected by the proposed project. The potential for CO hotspots was evaluated based on the results of the traffic impact study. The California Department of Transportation Institute of Transportation Studies Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (Caltrans 2010) was followed for this analysis. CO hotspots are typically evaluated when (1) the LOS of an intersection decreases to LOS E or worse; (2) signalization and/or channelization is added to an intersection; and (3) sensitive receptors such as residences, schools, and hospitals are located in the vicinity of the affected intersection or roadway segment.

The proposed project's TIA evaluated 12 intersections including:

1. Sanderson Avenue/Acacia Avenue
2. Sanderson Avenue/Tanya Avenue – Johnston Avenue
3. Sanderson Avenue/Stetson Avenue
4. Sanderson Avenue/Page Plaza Place
5. Sanderson Avenue/Thornton Avenue
6. Sanderson Avenue/Mustang Way
7. Cawston Avenue/Stetson Avenue
8. Kirby Street - Seven Hills Drive/Stetson Avenue
9. Lyon Avenue/Stetson Avenue
10. Palm Avenue/Stetson Avenue
11. Sanderson Avenue/project driveway
12. Stetson Avenue/project driveway

As determined by the traffic impact study (see Section 4.9, Transportation, and Appendix K), the addition of traffic to study area intersections would not result in deficient intersection LOS operations. Accordingly, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. In addition, due to continued improvement in vehicular emissions at a rate faster than

the rate of vehicle growth and/or congestion, the potential for CO hotspots is steadily decreasing. Based on these considerations, impacts would be **less than significant**.

Health Impacts of Toxic Air Contaminants

Construction Health Risk

A construction HRA was performed to estimate the Maximum Individual Cancer Risk and the Chronic Hazard Index for residential receptors as a result of project construction. Results of the construction HRA are presented in Table 4.2-10.

Table 4.2-10. Construction Health Risk Assessment Results – Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	12.93	10	**Potentially Significant**
Chronic Hazard Index – Residential	Index Value	0.024	1.0	Less than Significant

Source: SCAQMD 2019.
Note: CEQA = California Environmental Quality Act.

As shown in Table 4.2-10, project construction activities would result in a Residential Maximum Individual Cancer Risk of 12.93 in 1 million, which exceeds the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.024, which is below the 1.0 significance threshold. The project construction TAC health risk impacts would be **potentially significant** (**Impact AQ-1**).

Operational Health Risk

An HRA was performed as a part of Appendix C to estimate the Maximum Individual Cancer Risk, the Chronic Hazard Index, and the Acute Hazard Index for residential receptors as a result of the proposed project operation, including delivery truck traveling (on site and off site), delivery truck idling, TRU emissions, and the gasoline dispensing facility. TACs, including benzene emissions, from the proposed gas station loading, breathing, refueling, hose permeation, and spillage were quantified in a spreadsheet model using the emission factors from SCAQMD's Risk Assessment Procedures (SCAQMD 2017b) and based on the gas station's estimated annual throughput of 11 million gallons per year. Details of the calculations are including in Appendix C. Results of the operational HRA are presented in Table 4.2-11.

Table 4.2-11. Operational Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	7.44	10	Less than Significant
Chronic Hazard Index – Residential	Index Value	0.026	1.0	Less than Significant
Acute Hazard Index – Residential	Index Value	0.034	1.0	Less than Significant

Source: SCAQMD 2019.
Notes: CEQA = California Environmental Quality Act.

As shown in Table 4.2-11, project operational activities would result in a Residential Maximum Individual Cancer Risk of 7.44 in 1 million, which would be less than the significance threshold of 10 in 1 million. Proposed project operation would also result in a Residential Chronic Hazard Index and Acute Hazard Index of 0.026 and 0.034, respectively, which are below the 1.0 significance threshold.

Since the cancer risk from project operation at the maximally exposed individual resident exceeds 1 in a million, the proposed project's cancer burden is evaluated. The maximum cancer burden estimated for a 70-year cancer risk duration for project operation was estimated at 8.76 in a million with HARP2 using the Population-Wide option in the model, which is specified for use in cancer burden estimates. The zone of impact was estimated to be 0.54 square kilometers. The total population in this area was estimated to be approximately 8,251 persons, based on the average densities of the Census Tracts that would be within the zone of impact (Census Tract 433.06 and 433.16) (U.S. Census Bureau 2010). Multiplying the maximum estimated 70-year cancer risk by the proposed project population gives a cancer burden of 0.072. Accordingly, this would be less than the SCAQMD cancer burden threshold of 0.5. Thus, the proposed project's operation TAC health risk impacts would be **less than significant**.

Health Effects of Other Criteria Air Pollutants

Construction and operation of the proposed project would result in emissions that would not exceed the SCAQMD thresholds. VOCs would be associated with motor vehicles, construction equipment, and architectural coatings; however, project-generated VOC emissions would not result in the exceedances of the SCAQMD thresholds as shown in Table 4.2-7. Generally, the VOCs in architectural coatings are of relatively low toxicity. Additionally, SCAQMD Rule 1113 restricts the VOC content of coatings for both construction and operational applications. VOCs and NOx are precursors to O_3, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NOx to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Because operation of the proposed project would not exceed SCAQMD thresholds, health impacts would be less than significant.

Construction and operation of the proposed project would also not exceed thresholds for PM_{10} or $PM_{2.5}$, would not contribute to exceedances of the NAAQS and CAAQS for particulate matter, and would not obstruct the SCAB from coming into attainment for these pollutants. Additionally, the proposed project would implement dust control strategies and be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be less than significant.

Operation of the proposed project would generate NO_2 and NO_x. Health impacts that result from NO_2 and NO_x include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, project construction would be relatively short term, and off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. In addition, existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Operation of the proposed project would not require use of any stationary sources (e.g., diesel generators and boilers) that would create substantial, localized NO_x impacts. Considering this, impacts related to NO_x would be less than significant.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots were discussed previously and are determined to be a less-than-significant impact. Thus, the proposed project's CO emissions would not contribute to significant health effects associated with this pollutant. In summary, construction and operation of the proposed project would not result in exceedances of the SCAQMD significance thresholds for criteria pollutants and potential health impacts associated with criteria air pollutants would be **less than significant**.

Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the proposed project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be **less than significant**.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). Operation of the proposed project would have the potential to create odors related to vehicle fueling at the proposed gas station. These odors would be temporary and dissipated quickly by regional air movement and localized winds, and no buildup of odors is expected to occur. Furthermore, the closest residential receptors are located 200 feet from the proposed gas station. This distance to the closest residential receptors is consistent with CARB's recommendations for siting new sensitive land uses as described in Table 1-1 in CARB's Proposed Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). More specifically, CARB states for gasoline dispensing facilities that a 50-foot separation is recommended for typical gas dispensing facilities. Also, the gasoline dispensing facility would be equipped with phase I and phase II controls to be in compliance with CARB and SCAQMD requirements for vapor recovery to collect gasoline vapors during fuel delivery or fuel storage and vehicle fueling, which would also have a co-benefit for controlling odors. Therefore, proposed project operations would result in an odor impact that is **less than significant**.

4.2.5 Cumulative Impacts

Regarding the potential for the proposed project to conflict with or obstruct implementation of the applicable air quality plan, as discussed above, the proposed project would be consistent with the applicable SCAQMD AQMP. The proposed project would result in a less than significant cumulative contribution towards conflicts with the AQMP.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. In considering cumulative impacts from the proposed project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. As discussed above, the SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$ and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. Based on

these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality for these criteria pollutants. Regarding the potential for the proposed project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, as discussed above, construction and operational emissions would not exceed the NAAQS/CAAQS and SCAQMD regional thresholds. Thus, the proposed project would not result in a cumulatively considerable contribution to adverse regional air quality from criteria pollutants emissions.

Regarding the potential for the proposed project to expose sensitive receptors to substantial pollutant concentrations, as discussed above, the proposed project could expose sensitive receptors to health risks during construction. Due to the localized nature of these impacts and lack of directly adjacent cumulative project construction, this would not result in a cumulative impact. Impacts would be **less than cumulatively considerable**.

4.2.6 Project Impacts Prior To Mitigation

Impact AQ-1 Construction activities associated with the proposed project would result in a Residential Maximum Individual Cancer Risk of 12.93 in 1 million, which exceeds the significance threshold of 10 in 1 million for TACs, rustling in a potentially significant impact.

4.2.7 Mitigation Measures

To reduce the potential for construction exhaust PM_{10}, the proposed project would implement the following mitigation:

MM-AQ-1 Prior to the issuance of the conditional use permit for the project, the City shall verify the following condition is included in the conditional use permit:

Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines, except where the project applicant establishes to the satisfaction of the City of Hemet (City) that Tier 4 Interim equipment is not available.

An exemption from this requirement may be granted by the City if (1) the City documents equipment with Tier 4 Final engines are not reasonably available, and (2) the required corresponding reductions in criteria air pollutant emissions can be achieved for the project from other combinations of construction equipment. Before an exemption may be granted, the construction contractor shall: (1) demonstrate that at least two construction fleet owners/operators in City of Hemet/Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within City of Hemet/Riverside County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using California Emissions Estimator Model (CalEEMod) or other industry standard emission estimation method and documentation provided to the City to confirm that necessary project-generated emissions reductions are achieved.

4.2.8 Level of Significance After Mitigation

With implementation of **MM-AQ-1**, project construction-generated DPM missions would be reduced to the maximum extent feasible. The mitigated construction HRA results (assuming Tier 4 construction equipment) are shown in Table 4.2-12. As shown in this table, implementation of Tier 4 construction equipment would reduce construction-generated health risks to levels below SCAQMD thresholds. Thus, Impact AQ-1 would be **less than significant with mitigation**.

Table 4.2-12. Construction Health Risk Assessment Results – Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential	Per Million	1.22	10	Less than significant
Chronic Hazard Index – Residential	Index Value	0.00004	1.0	Less than Significant

Source: SCAQMD 2019.

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4.3 Biological Resources

This section describes the existing biological resource conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. The analysis is based on the review of existing biological resources; technical data; applicable laws, regulations, and guidelines; and the biological technical report prepared by Dudek. The Biological Resources Letter Report and Multiple Species Habitat Conservation Plan Consistency Analysis prepared for the Stetson Corner project is included in this Environmental Impact Report (EIR) as Appendix D.

4.3.1 Existing Conditions

Project Site

The 8.7-acre project site and 0.5-acre off-site area are located southeast of the intersection of Stetson Avenue and Sanderson Avenue, within the City of Hemet in Riverside County (Figure 3-1, Project Location). The project site is characterized as a mix of developed and undeveloped land. The majority of the project site is used for an existing manufacturing business, McCrometer, as well as its associated parking, comprised of a paved lot and a compacted dirt lot to the west. The eastern side of the project site is comprised of an undeveloped, vacant lot that contains signs of periodic disking. An off-site road improvement area was also included in the biological survey. Elevations on site range from approximately 1,520 to 1,530 feet above mean sea level. The project site is surrounded by existing development, including single-family residential uses to the north, south, and east, and commercial uses to the west.

Three soil types are mapped on the study area: Chino silt loam, San Emigdio fine sandy loam, and Traver loamy fine sand. The Chino series consists of moderately alkaline, poorly to somewhat poorly drained soils formed in alluvium from granitic rock. Within the study area, this soils series makes up the western side and has been severely degraded by urban development, as well as compacted to form a gravel parking lot. The San Emigdio series consists of moderately alkaline, very deep, well-drained soils that form in dominantly sedimentary alluvium. These soils form the majority of the study area along the eastern side. The majority of study area where this soil series is mapped has been developed; however, the far eastern side contains an undeveloped lot that may support remnants of this soil series. The Traver series consists of moderately alkaline, moderately well to somewhat poorly drained soils formed from alluvium from granitic bedrock. This soil series has been identified in the MSHCP as supporting vernal pools and vernal pool-associated species. Within the study area, this soil series makes up the southwestern corner and does not overlap the project site (Appendix D).

Methodology

To assess biological resources, prior to undertaking field reconnaissance, special-status biological resources potentially present on the project site were identified by Dudek through a literature search using the following sources: U.S. Fish and Wildlife Service's (USFWS's) Critical Habitat and Occurrence Data (USFWS 2020); California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CDFW 2020); the California Native Plant Society's (CNPS's) online Inventory of Rare, Threatened, and Endangered Plants (CNPS 2020); and the Calflora database, which compiles observation and plant data from both private and public institutions, including the Consortium of California herbaria (Calflora 2020). A previous biological report for Assessor's Parcel Number 460-150-015 was also reviewed (Natural Resources Assessment Inc. 2017).

Dudek Biologist Anna Cassady then conducted a general biological survey of the study area, totaling 57.6 acres (project site and 500-foot buffer) on June 12, 2020. The survey was conducted from 8:15 a.m. to 9:35 a.m. The potential for special-status plant and wildlife species to occur within the study area was evaluated based on the vegetation communities, soils present, and documented occurrences within 5 miles of the study area. Vegetation communities and land covers on site were mapped directly in the field. In addition, Dudek conducted an investigation of presence and distribution of jurisdictional waters of the United States regulated by the U.S. Army Corps of Engineers, jurisdictional waters of the state regulated by the Regional Water Quality Control Board, and jurisdictional streambed and associated riparian habitat regulated by CDFW.

In compliance with the MSHCP, a habitat assessment was conducted to identify suitable habitat for burrowing owl (*Athene cunicularia*) in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (RCA 2006). In addition, a habitat assessment was conducted to identify suitable habitat for Narrow Endemic Plant Species Survey Area 3 (NEPSSA) species. These species include San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*), California Orcutt grass (*Orcuttia californica*), and Munz's onion (*Allium munzii*). Refer to Appendix D for additional methodology details.

Botany

One vegetation community and three land cover types were identified on the project site: non-native grasslands, disturbed habitat, flood control channel, and urban/developed. Figure 4.3-1, Biological Resources, illustrates the distribution of vegetation communities and land covers, and Table 4.3-1 provides a summary of each land cover's extent within the study area. A total of 28 species of native or naturalized plants, 21 native (75%) and 7 non-native (25%), were recorded within the study area. This low plant diversity reflects the study area's disturbed and developed condition and its proximity to adjacent developed areas. Plant species observed within the study area are provided in Appendix D.

Table 4.3-1. Vegetation Communities and Land Covers within the Study Area

Vegetation Community/Land Cover	Acreage
Non-Native Grassland	4.9
Disturbed Habitat	1.1
Flood Control Channel	1.7
Urban/Developed	50.0
Total*	**57.6**

Source: Appendix D
Notes:

* Totals may not add due to rounding.

Non-Native Grasslands

Non-native grasslands are typically dominated by annual grasses and herbs of various assortments that are in upland habitats. Specifically, red brome (*Bromus madritensis* ssp. *rubens*) or ripgut brome (*B. diandrus*) are abundant with other non-native and native species.

Within the study area, non-native grassland is located on the eastern side of the project site and the undeveloped lot northwest of the project site. The eastern side of the project site had been recently disked at the time of the site visit so not all species were identifiable. This vegetation community was dominated by red brome, ripgut brome,

and patches of flatspine bur ragweed (*Ambrosia acanthicarpa*). This community also included three individual coast live oak (*Quercus agrifolia*) trees and an individual pine (*Pinus* sp.) on the northern end of the non-native grassland community. These individual trees were limited in stature and did not constitute their own vegetation community. The complete list of plant species observed on the project site is included in Appendix D.

Disturbed Habitat

Although not recognized by the *Vegetation Alliances of Western Riverside County,* the classification of disturbed habitat is based on the predominance of bare ground and compacted soils with a sparse covering of non-native plant species, and other disturbance-tolerant plant species. Oberbauer et al. (2008) describes disturbed habitat as areas that have been physically disturbed by previous human activity and are no longer recognizable as a native or naturalized vegetation association, but that continue to retain a soil substrate.

Within the study area, disturbed habitat is located on the western side of the project site. In present condition, this area is primarily unvegetated, comprised of compacted soils, and routinely used as overflow parking for McCrometer. An individual tamarisk (*Tamarix ramosissima*) is located at the southern end of this land cover.

Flood Control Channel

Flood control channels refer to stream channels that are managed by municipal entities. These channels are often comprised of waterways that have been modified from their natural conditions in order to allow waters to flow through the urban landscape in a manner that reduces the potential for flooding.

Within the study area, the Stetson Avenue Channel, managed by the Riverside County Flood Control District, is located north of the project site on the north side of Stetson Avenue. This feature is comprised of an unvegetated, concrete, trapezoidal channel.

Urban/Developed

Urban/developed refers to areas that have been constructed on or disturbed so severely that native vegetation is no longer supported. Developed land includes areas with permanent or semi-permanent structures, pavement or hardscape, landscaped areas, and areas with a large amount of debris or other materials.

The portions of the study area mapped as urban/developed include the majority of the project site attributed to the existing manufacturing business (McCrometer), as well as roads, residential development, and commercial development surrounding the project site. The parking lot of McCrometer supports a single coast live oak individual. Additionally, the restriping of Stetson Avenue will occur within this urban/developed land cover.

Zoology

A total of six bird species were detected within the study area, which included house finch (*Haemorhous mexicanus*), red-tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), northern mocking bird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), and northern rough-winged swallow (*Stelgidopteryx serripennis)*. No active bird nests were observed within the study area during the reconnaissance survey; however, the vegetated portions of the study area could support nesting birds. No amphibian species were observed, and none are expected to occur due to the lack of aquatic habitat. No reptile species were observed during the survey; however, common species such as western fence lizard (*Sceloporus occidentalis*) could occur. No mammal species were observed during the survey and are not likely to occur due to the developed nature of the project site and surrounding land uses. The low wildlife diversity reflects the relatively developed and disturbed nature of the study area and the lack of contiguous habitat. Wildlife species observed within the study area are provided in Appendix D.

Sensitive Biological Resources

Special-Status Plant Species

No plant species listed or proposed for listing as rare, threatened, or endangered by either CDFW or the USFWS were detected within the study area at the time of the reconnaissance survey; however, the survey was not conducted during the blooming period for all species, as described under Section 2.2.1, Survey Limitations, of Appendix D. No plant species considered sensitive by the CNPS were observed. The study area is not within critical habitat for any special-status plant species (Appendix D).

Based on the results of the literature review and database searches, 42 special-status plant species have been documented in the U.S. Geological Survey 7.5-minute Winchester quadrangle and the eight surrounding quadrangles (CDFW 2020). All of these species were evaluated for potential to occur within the study area. Criteria used include soils, current disturbance levels, vegetation communities present, elevation ranges, and previous known locations based on the California Natural Diversity Database, CNPS, and Calflora records. Due to the developed and disturbed nature of the project site and its location within an urbanized landscape, no federally or state-listed endangered or threatened species have a potential to occur within the project site. All non-listed special-status species were determined to either have low potential or were not expected to occur within the project site. A list and determination of potential to occur for these special-status plant species can be found in Appendix D.

Special-Status Wildlife Species

No wildlife species listed or proposed for listing as rare, threatened, or endangered by either CDFW or the USFWS were detected within the study area. The study area is not within critical habitat for any special-status wildlife species (USFWS 2020).

Based on the results of the literature review and database searches, 46 special-status wildlife species have been documented in the U.S. Geological Survey 7.5-minute Winchester quadrangle and the eight surrounding quadrangles (CDFW 2020). For each species, a determination was made regarding potential use of the study area by the species based on information gathered during the field reconnaissance, known habitat preferences, and knowledge of the species' relative distributions in the area.

One federally endangered species, Stephens' kangaroo rat (*Dipodomys stephensi*), has a low potential to occur within the study area. The study area contains disturbed habitat with non-native grasses and small rodent burrows that could marginally support this species; however, the project site is limited in extent and contains development on all sides, limiting its suitability and long-term functional value. No other wildlife species listed as endangered federally or by the state have the potential to occur in the study area. Stephens' kangaroo rat is fully covered by both the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan (Appendix D).

Due to the limited extent and developed and disturbed nature of the project site, all non-listed special-status species were determined to either have low potential or were not expected to occur within the project site. A list and determination of potential to occur for these species can be found in Appendix D.

Burrowing Owl Habitat Assessment

The proposed project is located within the MSHCP Burrowing Owl Survey Area. In accordance with the MSHCP, the required habitat assessment was conducted for this species.

The burrowing owl is a California Species of Special Concern and a conditionally covered species under the MSHCP. With a relatively wide-ranging distribution throughout the west, burrowing owl is considered to be a habitat generalist (Appendix D). In California, burrowing owl is a yearlong resident of open, dry grassland and desert habitats, and in grass, forb, and open shrub stages of pinyon–juniper and ponderosa pine habitats (Appendix D). Preferred habitat is generally typified by short, sparse vegetation with few shrubs; level to gently sloping topography; and well-drained soils (Appendix D).

The presence of burrows is the most essential component of burrowing owl habitat, as they are required for nesting, roosting, cover, and caching prey. In California, western burrowing owl most commonly lives in burrows created by California ground squirrel (*Spermophilus [Otospermophilus] beecheyi*). Burrowing owl may occur in human-altered landscapes such as agricultural areas, ruderal grassy fields, vacant lots, and pastures if the vegetation structure is suitable (i.e., open and sparse), usable burrows are available, and foraging habitat is close (Appendix D). Debris piles, riprap, culverts, and pipes can also be used for nesting and roosting.

There are numerous documented occurrences of burrowing owl located approximately 1 and 2 miles west of the project site. These occurrences were documented in 2006 (CDFW 2020) and appear to be associated with the airport.

The western side of the project site is comprised of unvegetated, disturbed habitat that functions as overflow parking for the existing McCrometer facility within the central portion of the project site. The disturbed habitat does not contain burrows and is comprised of compacted soils that are not suitable for burrowing owl. The eastern side of the project site contains non-native grasses that have been disturbed through periodic disking. At the time of the site visit, the eastern side of the project site had been recently disked and contained loose, sandy soils. No California ground squirrel burrows or other burrows 4 inches or greater in diameter were observed within the study area. Additionally, no artificial structures that could be used as burrow surrogates were observed. The project site could provide potential low-quality foraging habitat for burrowing owl; however, nesting habitat was not observed. Currently, potential for this species to occur is low; however, project site conditions could change prior to construction and suitability of the project site for this species could improve.

Nesting Birds

The project site has undergone substantial disturbance in the form of development and periodic disking; however, the remaining vegetation on the eastern side of the project site provides potential nesting habitat for ground-nesting birds such as horned lark (*Eremophila alpestris*) and western meadowlark (*Sturnella neglecta*). Individual pine and coast live oak trees on the project site could support nesting of commonly occurring birds such as Anna's hummingbird (*Calypte anna*) or house finches, as well as raptors such as red-tailed hawk (Appendix D).

Jurisdictional Waters

The project site does not contain any features that could be potential jurisdictional waters. The northern boundary of the study area contains Stetson Avenue Channel, managed by the Riverside County Flood Control District. This feature is an unvegetated, concrete, trapezoidal channel that conveys flow to Hemet Storm Channel and eventually Salt Creek and Canyon Lake. This feature would be considered jurisdictional by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and CDFW. No other potential jurisdictional features were observed within the study area.

Wildlife Movement Corridor

Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as stepping stones for wildlife dispersal. Wildlife movement through the project site is unlikely due to the developed and disturbed nature of the project site and the surrounding land uses. The project site is primarily developed with an existing manufacturing business with only a small segment of undeveloped land to the east. The undeveloped land on the eastern side of the project site is not contiguous with open habitat. Therefore, the study area has limited to no value as a potential wildlife corridor or habitat linkage.

Western Riverside County Multiple Species Habitat Conservation Plan

The project site is located in the MSHCP San Jacinto Valley Area Plan and must comply with relevant sections of the MSHCP. The project site is not within an MSHCP Criteria Cell; therefore, no reserve assembly requirements would apply to the project site.

4.3.2 Relevant Plans, Policies, and Ordinances

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 (16 USC 1531 et seq.), as amended, is administered by the USFWS for most plant and animal species, and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. This legislation is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend, and provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. FESA defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Under FESA, it is unlawful to "take" any listed species, and "take" is defined as, "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

FESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans (HCPs) on private property without any other federal agency involvement.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was originally passed in 1918 as four bilateral treaties, or conventions, for the protection of a shared migratory bird resource. The primary motivation for the international negotiations was to stop the "indiscriminate slaughter" of migratory birds by market hunters and others. The act protects over 800 species of birds (including their parts, eggs, and nests) from killing, hunting, pursuing, capturing, selling, and shipping unless expressly authorized or permitted.

Clean Water Act

The federal Water Pollution Control Act Amendments of 1972 (Clean Water Act; 33 USC 1251 et seq.), as amended by the Water Quality Act of 1987 (PL 1000-4), is the major federal legislation governing water quality. The purpose of the Clean Water Act is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Discharges into waters of the United States are regulated under Section 404. Waters of the United States include (1) all navigable waters (including all waters subject to the ebb and flow of tides); (2) all interstate waters and wetlands; (3) all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, or natural ponds; (4) all impoundments of waters mentioned above; (5) all tributaries to waters mentioned above; (6) the territorial seas; and (7) all wetlands adjacent to waters mentioned above. In California, the State Water Resources Control Board and the nine Regional Water Quality Control Boards (RWQCBs) are responsible for implementing the Clean Water Act. Important applicable sections of the Clean Water Act are discussed below:

- **Section 303** requires states to develop water quality standards for inland surface and ocean waters and submit to the EPA for approval. Under Section 303(d), the state is required to list waters that do not meet water quality standards and to develop action plans, called total maximum daily loads, to improve water quality.
- **Section 304** provides for water quality standards, criteria, and guidelines.
- **Section 401** requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the Clean Water Act. Certification is provided by the respective RWQCB.
- **Section 402** establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. The NPDES program is administered by the RWQCB. Conformance with Section 402 is typically addressed in conjunction with water quality certification under Section 401.
- **Section 404** provides for issuance of dredge/fill permits by the U.S. Army Corps of Engineers. Permits typically include conditions to minimize impacts on water quality. Common conditions include (1) U.S. Army Corps of Engineers review and approval of sediment quality analysis before dredging, (2) a detailed pre- and post-construction monitoring plan that includes disposal site monitoring, and (3) required compensation for loss of waters of the United States.

State

State of California Endangered Species Act

The California Endangered Species Act (CESA) (California Fish and Game Code, Section 2050 et seq.) provides protection and prohibits the take of plant, fish, and wildlife species listed by the State of California. Unlike FESA, state-listed plants have the same degree of protection as wildlife, but insects and other invertebrates may not be listed. Take is defined similarly to FESA and is prohibited for both listed and candidate species. Take authorization may be obtained by the project applicant from the California Department of Fish and Wildlife (CDFW; formerly California Department of Fish and Game [CDFG]) under CESA Section 2081, which allows take of a listed species for educational, scientific, or management purposes. In this case, private developers consult with CDFW to develop a set of measures and standards for managing the listed species, including full mitigation for impacts, funding of implementation, and monitoring of mitigation measures.

Other Sections from the California Fish and Game Code

Sections 3511, 4700, 5050, and 5515 of the Fish and Game Code outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. CDFW cannot issue permits or licenses that authorize the "take" of any fully protected species, except under certain circumstances such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock. Furthermore, it is the responsibility of CDFW to maintain viable populations of all native species. To that end, CDFW has designated certain vertebrate species as Species of Special Concern because declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction.

California Native Plant Protection Act

The Native Plant Protection Act of 1977 directed the CDFG to carry out the legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The Native Plant Protection Act gave the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take. CESA expanded on the original Native Plant Protection Act and enhanced legal protection for plants, but the Native Plant Protection Act remains part of the Fish and Game Code. To align with federal regulations, the CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into the act as threatened species, but did not do so for rare plants. Thus, there are three listing categories for plants in California: rare, threatened, and endangered. Because rare plants are not included in CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and a project applicant.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires identification of a project's potentially significant impacts on biological resources and ways that such impacts can be avoided, minimized, or mitigated. The act also provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts.

CEQA Guidelines Section 15380(b)(1) defines endangered animals or plants as species or subspecies whose "survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors." A rare animal or plant is defined in Section 15380(b)(2) as a species that, although not presently threatened with extinction, exists "in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or … [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered 'threatened' as that term is used in the federal Endangered Species Act." Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing, as defined further in CEQA Guidelines Section 15380(c).

CDFW has developed a list of "Special Species" as "a general term that refers to all of the taxa the California Natural Diversity Database (CNDDB) is interested in tracking, regardless of their legal or protection status." This is a broader list than those species that are protected under FESA, CESA, and other Fish and Game Code provisions, and includes lists developed by other organizations, including for example the Audubon Watch List Species. Guidance documents prepared by other agencies, including the Bureau of Land Management Sensitive Species and USFWS Birds of Special Concern, are also included on this CDFW Special Species list. Additionally, CDFW has concluded that plant species included on California Rare Plant Rank (CRPR) Lists 1 and 2 by the California Native Plant Society (CNPS), and potentially some List 3 plants, are covered by CEQA Guidelines Section 15380.

Section IV, Appendix G (Environmental Checklist Form), of the CEQA Guidelines requires an evaluation of impacts to "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 the U.S. Fish and Wildlife Service."

Local

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multijurisdictional habitat conservation plan focusing on conservation of species and their associated habitats in Western Riverside County. The MSHCP is one of several large, multijurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities, including the City of Hemet, to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal endangered species acts (County of Riverside 2003).

The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of FESA (16 USC 1531 et seq.), as well as a Natural Communities Conservation Plan (NCCP) under the Natural community Conservation Planning Act of 2001 (Fish and Game Code, Section 2800 et seq.). The MSHCP allows the participating jurisdictions to authorize "take" of plant and wildlife species identified within the plan area. The USFWS and CDFW have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies have granted "take authorization" for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP conservation area, in exchange for the assembly and management of a coordinated MSHCP conservation area.

The MSHCP is a "criteria-based plan" and does not rely on a hardline preserve map. Instead, within the MSHCP area, the MSHCP reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (Criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks.

Western Riverside MSHCP Mitigation Fee

In order to implement the goals and objectives of the Western Riverside MSHCP and to mitigate the impacts caused by new development, lands supporting species covered by the MSHCP must be acquired and conserved. A development mitigation fee is necessary in order to supplement the financing of the acquisition of lands supporting species covered by the MSHCP and to pay for new development's fair share of this cost (County of Riverside 2003). The development mitigation fee assists in the maintenance of biological diversity and protects vegetation communities which are known to support threatened, endangered or sensitive populations of plant and wildlife species.

Stephens' Kangaroo Rat Habitat Conservation Plan

The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County (SKR HCP) was prepared by the Riverside County Habitat Conservation Agency, and approved by USFWS in agreement with the California Department of Fish and Game (now CDFW) on May 6, 1996. The agreement creates a network of reserves within western Riverside County occupied by and to be managed for Stephens' kangaroo rat. A total of 30,000 acres included as reserves are occupied by Stephens' kangaroo rat. The SKR HCP authorizes incidental take of

Stephens' kangaroo rat and describes the conservation, mitigation, and monitoring measures that are applied under the Section 10(a) permit issued by USFWS and Management Authorization issued by CDFW. The SKR HCP describes the proposed conservation, mitigation, and monitoring measures to be implemented for the preservation of the federally endangered Stephens' kangaroo rat. The SKR HCP establishes a regional system of Core Reserves throughout western Riverside County for the specific conservation of Stephens' kangaroo rat and the ecosystem upon which it depends. A standard fee, known as the Development Mitigation Fee, is paid to the City prior to construction, to supplement the financing of Core Reserve management for the SKR HCP and to pay for a new development's fair share of this cost.

City of Hemet General Plan

The following are applicable goals, policies, and programs contained within the City's General Plan that are relevant to the proposed project with regard to biological resources:

Open Space and Conservation Element

Goal OS-1: **Preserve and protect critical open space and natural resources.**

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

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

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

Policy OS-1.4: **Resource Protection in Development Design**. Require appropriate resource protection measures to be incorporated within specific plans and subsequent development proposals. Such requirements may include the preparation of a vegetation management program that addresses landscape maintenance, fuel modification zones, management of passive open space areas, provision of corridor connections for wildlife movement, conservation of water courses, rehabilitation of biological resources displaced in the planning process, and use of project design, engineering, and construction practices that minimize impacts on sensitive species, MSHCP conservation areas, and designated critical habitats.

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

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

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

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

Program OS-P-17 MSHCP Compliance. Development in the City shall be required to comply with the applicable terms of the MSHCP including, but not limited to, the payment of mitigation fees, narrow endemic surveys, riparian/riverine policy, and other applicable surveys. Anyone applying for a discretionary permit for property located in an MSHCP-designated Criteria Area/Criteria Cell(s) shall submit a Habitat Evaluation and Acquisition Negotiation Strategy (HANS) Application to the City for transmittal to the Riverside Conservation Agency (RCA).

4.3.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to biological resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to biological resources would occur if the proposed project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, interruption, or other means.
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.4 Impacts Analysis

Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Special-Status Vegetation Communities

Table 4.3-2 shows the impacts to vegetation communities that would occur with implementation of the proposed project. However, none of the impacted vegetation communities are considered special-status. Therefore, no impacts to special-status vegetation communities would occur with implementation of the proposed project because no special-status vegetation communities occur on the project site. Impacts to special-status vegetation communities would be **less than significant**.

Table 4.3-2. Impacts to Vegetation Communities

Vegetation Community/Land Cover	Acreage
On-Site Impacts	
Non-Native Grassland	2.2
Disturbed Habitat	1.0
Flood Control Channel	0.0
Urban/Developed	5.4
*Subtotal**	8.7
Off-Site Impacts	
Urban/Developed	0.5
*Subtotal**	0.5
Total*	**9.2**

Source: Appendix D

Notes:

* Totals may not add due to rounding.

Special-Status Plant Species

There are no special-status plant species that have moderate or high potential to occur within the project impact area; therefore, there are no expected direct impacts to special-status plant species with project implementation. **No impact** to special-status plant species would occur.

Special-Status Animal Species

One federally listed threatened species, Stephens' kangaroo rat, has a low potential to occur within the project site impact area as discussed in Section 4.3.1, Existing Conditions. This species is fully covered by the MSHCP and the SKR HCP. The project would be required to provide payment of the MSHCP Development Mitigation Fee and the SKR HCP Development Mitigation Fee. Payment of these fees has been incorporated as compliance measure **CM-BIO-1** and is included in Table 3-3 in Chapter 3, Project Description. Considering this, impacts to Stephens' kangaroo rat would be **less than significant**. No other non-listed special-status wildlife species have the potential to occur within the project site.

Burrowing Owl

The burrowing owl habitat assessment determined that suitable burrowing owl habitat is not present on the project site due to the absence of suitable burrows and limited foraging habitat; therefore, the project would not result in significant impacts to burrowing owl habitat. However, site conditions could change prior to the initiation of construction and suitability of the project site for this species could improve. This species is known for being transient and relocating to sites where "the vegetation structure is suitable (i.e., open and sparse), usable burrows are available, and foraging habitat is close" as discussed under the existing conditions. The site has potential to change prior to construction that may result in nesting opportunities within the non-native grassland area. This species is also known to occur in the area (CDFW 2020), as discussed under the existing conditions. Based on these site-specific considerations, there is potential for burrowing owl to occupy the site prior to the initiation of construction activities. If burrowing owl should occupy the site prior to initiation of construction activities, direct impacts to burrowing owl would be **potentially significant** (**Impact BIO-1**). Additionally, while unlikely due to the urban/developed nature of the area surrounding the proposed project site, surrounding areas similarly have potential to change conditions considering the potential Stetson Plaza (SP07-004) development of the property to the northeast (see Draft EIR Figure 3-7, Cumulative Projects, and Section 3.4.9, Cumulative Projects). ~~I~~If burrowing owl occupy surrounding habitat within 500 feet of construction activities, indirect impacts would also be **potentially significant** (**Impact BIO-2**).

Nesting Birds

As discussed under Section 4.3.1, existing vegetation on the eastern side of the project site provides potential nesting habitat for ground-nesting birds such as horned lark (*Eremophila alpestris*) and western meadowlark (*Sturnella neglecta*). Additionally, individual pine and coast live oak trees on the eastern side of the project site could support nesting of commonly occurring birds such as Anna's hummingbird (*Calypte anna*) or house finches, as well as raptors such as red-tailed hawk. Project construction could result in direct and indirect impacts to nesting birds, including the loss of nests, eggs, and fledglings if vegetation clearing and ground-disturbing activities occur during the avian nesting season (typically January 1 through August 31). If the nesting bird season cannot be avoided during project construction, impacts to nesting birds would be **potentially significant** (**Impact BIO-3**).

Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The project site does not support riparian/riverine resources, vernal pools or fairy shrimp habitat, narrow endemic plant habitat, or criteria area species habitat. Additionally, none of the vegetation communities on the project site are considered special-status. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural communities and **no impact** would occur.

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

As discussed under 4.3.1 above, the project site does not contain jurisdictional waters; therefore, the proposed project would not result in impacts to jurisdictional waters. The Stetson Avenue Channel to the north of the project may be considered jurisdictional waters. The project would result in no direct impacts to that channel. No vegetation or nesting habitat is provided within the channel, as the channel is concrete lined and well maintained. Potential

indirect impacts to the channel would be limited to water quality and hydrology. The project would comply with hydrology and water quality regulations intended to avoid significant hydrology and water quality impacts, as discussed in Section 5.3, Hydrology and Water Quality, of this EIR. The project would ultimately be required to prepare a Storm Water Pollution Prevention Plan (SWPPP), a final project-specific Storm Water Management Plan, and a final Drainage Report that demonstrates compliance with Order Number R8-2010-003, NPDES Permit Number CA18033, as amended (**CM-HYD-1** and **CM-HYD-2**). These standards include the implementation of best management practices during construction and operations that would avoid indirect hydrology and water quality impacts to this channel. **No impact** would occur.

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed under 4.3.1 above, the project site does not function as a wildlife corridor and does not support any wildlife nursery sites. As a result, implementation of the proposed project would not result in impacts to wildlife corridors or nursery sites. **No impact** would occur.

Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project site contains four coast live oak trees. General Plan Open Space and Conservation Element Program OS-P-5, Replacement Tree Ordinance, calls for the City to prepare an ordinance to establish a specific fund in the Capital Improvement Plan (CIP) budget for urban forestry to fund the planting of new or replacement trees on public and private property. However, no ordinances within the City of Hemet General Plan or elsewhere have been established that explicitly call for tree replacement. Therefore, if the removal of these trees is required, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Ultimately, the project would be required to comply with the City's street tree requirements per the City of Hemet Municipal Code Section 66-95(d), Inspection, maintenance and removal related to street trees (**CM-AES-2**).

The proposed project would comply with General Plan Open Space and Conservation Policy OS-1.1, which requires development proposals to identify significant biological resources and to provide mitigation. Biological resources have been adequately evaluated in Appendix D and herein, and the proposed project would implement mitigation to reduce all impacts to biological resources to less than significant levels as described in Section 4.3.7. This would also represent compliance with General Plan Policy OS-1.4, which requires appropriate resource protection measures to be incorporated to protect biological resources.

The proposed project would also comply with General Plan Policies OS-1.2, OS-1.3, OS-1.7, and Program OS-P-3 because the project site does not contain vernal pools, wetland habitats, or serve as a wildlife movement corridor. Finally, General Plan Policy OS-1.6 and Program OS-P-17 require compliance with the MSHCP, SKR HCP, and any other habitat conservation plans. The proposed project would pay the MSHCP Development Mitigation Fee and the SKR HCP Development Mitigation Fee (**CM-BIO-1**). However, the proposed project would conflict with the MSHCP burrowing owl requirements if burrowing owl should occupy the site prior to initiation of construction activities, and no mitigation were implemented. Conflicts with the MSHCP would result in conflicts with General Plan Policy OS-1.6 and Program OS-P-17, which require compliance with the MSHCP. Therefore, impacts are considered **potentially significant** (**Impact BIO-4**).

Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As discussed in Section 4.3.1, the project site is located in the MSHCP San Jacinto Valley Area Plan and must comply with relevant sections of the MSHCP. The project site is not within an MSHCP Criteria Cell; therefore, no reserve assembly requirements would apply to the project site. A full analysis of the project's consistency with the relevant sections of the MSHCP is provided in Appendix D. As discussed therein, the project site does not support riparian/riverine resources, vernal pools or fairy shrimp habitat, narrow endemic plant habitat, or criteria area species habitat; therefore, there are no requirements under the MSHCP for these resources. The proposed project is also not adjacent to MSHCP Conservation Areas and is not required to apply the Urban/Wildlands Interface Guidelines. The proposed project would pay the MSHCP Development Mitigation Fee and the SKR HCP Development Mitigation Fee, as previously discussed.

The proposed project does not support burrowing owl habitat; however, burrowing owl have the potential to occupy the site in the future prior to the start of construction. If burrowing owl should occupy the site prior to initiation of construction activities and no mitigation measures were implemented, direct impacts to burrowing owl would be potentially significant as previously discussed. Therefore, the proposed project would conflict with the MSHCP burrowing owl requirements and impacts are considered **potentially significant** (**Impact BIO-5**).

4.3.5 Cumulative Impacts

For biological resources, the cumulative impact study area is defined by the regional habitat conservation plan area. The project site is located within the Western Riverside MSHCP. Thus, the cumulative biological study area is the western County of Riverside area included in the Western Riverside MSHCP.

Special-Status Vegetation Communities, Plant Species, and Wildlife Species

As previously discussed, no impacts to special-status vegetation communities would occur with implementation of the proposed project because no special-status vegetation communities occur on the project site. Additionally, there are no special-status plant species that have moderate or high potential to occur within the project impact area. The proposed project **would not result in cumulatively considerable impacts** to special-status vegetation communities or plant species when combined with potential impacts within the Western Riverside MSHCP area because the proposed project would not impact such resources.

One special status animal species, the Stephens' kangaroo rat, has a low potential to occur within the project site impact area. The MSHCP includes a mitigation plan for this species that is funded by the SKR HCP Development Mitigation Fee. Payment of the MSHCP Development Mitigation Fee and the SKR HCP Development Mitigation Fee would ensure impacts to the Stephens' kangaroo rat are less than significant. Other projects in the western Riverside County region would also be required to participate in the SKR HCP Development Mitigation Fee program and comply with the MSHCP. As such, the proposed project **would not result in cumulatively considerable impacts** to SKR when combined with potential impacts within the Western Riverside MSHCP.

While not observed on the site, there is potential for burrowing owl to occupy the site or surrounding area prior to the initiation of construction. Thus, the proposed project grading activities could result in potentially significant direct and indirect impacts to burrowing owl should burrowing owl occupy the project site prior to the initiation of construction activities or if burrowing owl occupy surrounding habitat within 500 feet of construction activities. As such, without appropriate mitigation, if cumulative projects listed in Table 3-4 would also result in potentially

significant impacts to burrowing owl, the proposed project would potentially result in a **cumulatively considerable impact** (**Impact BIO-CU-1**).

Furthermore, nesting birds are protected under federal and state policy, including the MBTA and California Fish and Game Code, respectively. The project grading activities could result in significant impacts to nesting birds. Without the appropriate mitigation, in combination with other cumulative projects, the proposed project would potentially contribute to a **cumulatively considerable impact** to nesting birds (**Impact BIO-CU-2**).

Riparian Habitat or Other Sensitive Natural Communities

As previously discussed, the project site does not support riparian/riverine resources, vernal pools or fairy shrimp habitat, narrow endemic plant habitat, or criteria area species habitat. Additionally, none of the vegetation communities on the project site are considered special-status. As such, the proposed project would result in **no cumulatively considerable impacts** to riparian habitat or other sensitive natural communities.

Jurisdictional Waters and Wetlands

As previously discussed, the project site does not contain jurisdictional waters. In addition, the project and other cumulative projects would be required to comply with hydrology and water quality regulations that would avoid significant hydrology and water quality impacts off site. Therefore, the proposed project would result in **no cumulatively considerable impact** to jurisdictional waters.

Conflict with Local Policies or Ordinances Protecting Biological Resources

As previously discussed, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. However, the proposed project would potentially conflict with the MSHCP burrowing owl requirements should burrowing owl occupy the site prior to initiation of construction activities if no mitigation were implemented. Additionally, this conflict with the MSHCP burrowing owl requirements if not mitigation were implemented would also represent a conflict with the City's General Plan Policy OS-1.6 and Program OS-P-17, which require compliance with the MSHCP. Without the appropriate mitigation, the proposed project in combination with other cumulative projects would potentially contribute to a **cumulatively considerable impact** to burrowing owl due to conflicts with the MSHCP and General Plan (**Impact BIO-CU-3**).

4.3.6 Project Impacts Prior To Mitigation

Impact BIO-1 Construction of the proposed project would potentially have a direct impact on burrowing owl, as there is potential for burrowing owl to occupy the site prior to initiation of construction activities.

Impact BIO-2 Construction of the proposed project would potentially have an indirect impact to burrowing owl as there is potential for burrowing owl to occupy surrounding habitat within 500 feet of construction activities prior to initiation of construction activities.

Impact BIO-3 If vegetation clearing and ground-disturbing activities occur during the avian nesting season (typically January 1 to August 31), the proposed project would potentially have a direct impact to nesting bird species.

Impact BIO-4 As construction of the proposed project would potentially impact burrowing owl considering there is potential for burrowing owl to occupy the site or surrounding 500-foot area prior to initiation of construction activities, the proposed project would potentially conflict with the MSHCP burrowing owl requirements and subsequently with the City's General Plan Policy OS-1.6 and Program OS-P-17, which require MSHCP compliance.

Impact BIO-5 As construction of the proposed project would potentially impact burrowing owl considering there is potential for burrowing owl to occupy the site or surrounding 500-foot area prior to initiation of construction activities, the proposed project would potentially conflict with the MSHCP burrowing owl requirements.

Impact BIO-CU-1 The proposed project would potentially contribute to a cumulatively considerable impact to burrowing owl.

Impact BIO-CU-2 The proposed project would potentially contribute to a cumulatively considerable impact to nesting birds.

Impact BIO-CU-3 The proposed project would potentially contribute to a cumulatively considerable impact to burrowing owl due to conflicts with the MSHCP burrowing owl requirement and subsequently General Plan Policy OS-1.6 and Program OS-P-17.

4.3.7 Mitigation Measures

The following mitigation measures would be implemented to reduce potentially significant impacts to less than significant.

MM-BIO-1 Prior to the issuance of a grading permit, the City shall verify the grading plan states the following language in the notes section:

Prior to initiation of construction activities, a burrowing owl pre-construction survey shall be conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (RCA 2006). In accordance with these instructions, this survey would occur within 30 days prior to ground-disturbance activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading) in order to ensure that no burrowing owls have colonized the project site. A minimum of one survey site visit within the described time frame prior to disturbance is required to confirm presence or absence of owls on the site. Pre-construction surveys shall be conducted by a Qualified Biologist. A Qualified Biologist is defined as a person with a B.S. in Wildlife Biology or related field, with two years of field experience in the Southern California region.

If surveys confirm occupied burrowing owl habitat is located within the impact footprint or within 500 feet of the impact footprint, avoidance measures shall be implemented consistent with the requirements of the Multiple Species Habitat Conservation Plan. If burrowing owl are confirmed present on the project site, 90% of those portions of the site that provide for long-term conservation value for the burrowing owl shall be avoided, and equivalency findings shall be made as described in the Section 6.3.2 of the MSHCP as feasible prior to the issuance of a grading permit. If the 90% avoidance threshold cannot be met, then the applicant must prepare a determination of biological equivalent or superior preservation (DBESP) document that proposes measures, such as buffers

similarly described for areas outside of the MSHCP. The DBESP shall be reviewed and approved by the City of Riverside or County of Riverside, U.S. Fish and Wildlife Service (USFWS), and CDFW as described in Section 6.1.2 of the MSHCP prior to the issuance of a grading permit or, as applicable, any future California Environmental Quality Act document approvals. Additionally, the applicant would be required to prepare a Burrowing Owl Protection and Relocation Plan. This plan would need to be coordinated with, and reviewed and approved by the USFWS and CDFW, including the state banding permit office and federal Migratory Bird Treaty Act office if active relocation is needed, prior to initiating any site-disturbing activities. Once the DBESP is approved and prior to grading or construction permit issuance, the DBESP measures shall be incorporated into the grading and construction plans and conditions of approval, as applicable.

If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl have not colonized the site since it was last disturbed. If burrowing owl are found, the same coordination described above will be necessary.

MM-BIO-2 Prior to the issuance of a grading permit, the City shall verify the grading plan states the following language in the notes section:

To maintain compliance with the California Fish and Game Code, if ground disturbance and/or vegetation clearance activities are scheduled to occur during the avian nesting season (January 1 and August 31), a pre-construction nesting bird survey shall be conducted by a Qualified Biologist within the project footprint and a 500-foot buffer around the project footprint. A Qualified Biologist is defined as a person with a B.S. in Wildlife Biology or related field, with two years of field experience in the Southern California region. Surveys shall be conducted within 3 days prior to initiation of activity and will be conducted between dawn and noon. The pre-construction surveys shall be conducted between January 1 and August 31 during the typical breeding season, or as determined by the Qualified Biologist depending on weather conditions or other factors that may affect the breeding season.

If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a Qualified Biologist. The buffer will be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. If occupied nests are found, then limits of construction to avoid occupied nests shall be established by the Qualified Biologist in the field with flagging, fencing, or other appropriate barriers (e.g., 250 feet around active passerine nests to 500 feet around active non-listed raptor nests), and construction personnel shall be instructed on the sensitivity of nest areas. The Qualified Biologist shall serve as a construction monitor during those periods when construction activities are to occur near active nest areas to avoid inadvertent impacts to these nests. The Qualified Biologist may adjust the 250-foot or 500-foot setback at his or her discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area or otherwise buffered). Once the Qualified Biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, construction may proceed in the setback areas. If nesting raptors or migratory birds are not detected during the pre-construction survey, no further measures shall be required, and construction activities may proceed.

4.3.8 Level of Significance After Mitigation

Implementation of **MM-BIO-1** would reduce **Impacts BIO-1, BIO-2, BIO-4, BIO-5, BIO-CU-1, and BIO-CU-3** by ensuring a burrowing owl pre-construction survey be conducted prior to the initiation of construction activities. The proposed project would also be required to implement avoidance measures consistent with the requirements of the MSHCP if surveys confirm occupied burrowing owl habitat is located within the impact footprint or within 500 feet of the impact footprint. Additionally, the proposed project would pay the MSHCP Development Mitigation Fee. Through this fee and implementation of a burrowing owl pre-construction survey and subsequent avoidance measures if burrowing owl habitat is identified, the proposed project would not result in conflicts with the MSHCP or General Plan and would result in less than significant impacts with regard to burrowing owl. **MM-BIO-1** would reduce **Impacts BIO-1, BIO-2, BIO-4, BIO-5, BIO-CU-1, and BIO-CU-3** to less than significant levels.

MM-BIO-2 would reduce **Impacts BIO-3 and BIO-CU-2** by requiring a pre-construction nesting bird survey to occur if ground disturbance and/or vegetation clearance activities are scheduled to occur during the avian nesting season. If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist. With implementation of a pre-construction nesting bird survey and subsequent avoidance buffers if active nests are identified, **MM-BIO-2** would reduce **Impacts BIO-3 and BIO-CU-2** to less than significant levels.

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SOURCE: Riverside County 2020; Bing Maps

DUDEK

0 150 300 Feet

FIGURE 4.3-1

Biological Resources

Stetson Corner

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4.4 Cultural Resources

This section describes the existing cultural resources conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. The information provided in this section was incorporated from the Cultural Resources Inventory for the Stetson Corner Project prepared by Dudek. A copy of this report is included in this Environmental Impact Report (EIR) as Appendix E.

4.4.1 Existing Conditions

The 8.7-acre project site and 0.5-acre off-site area is located southeast of the intersection of Stetson Avenue and Sanderson Avenue, within the City of Hemet in Riverside County (Figure 3-1, Project Location). The project site is characterized as a mix of developed and undeveloped land. The majority of the project site is used for an existing manufacturing business, McCrometer, as well as its associated parking, comprised of a paved lot and a compacted dirt lot to the west. The eastern side of the project site is comprised of an undeveloped, vacant lot that contains sign of periodic disking.

EIC Records Search

SRSinc conducted a California Historical Resources Information System (CHRIS) records search at the Eastern Information Center (EIC) for the project site and a surrounding one-mile buffer on February 7, 2018 (SRSinc. 2018). This search included a review of their collection of mapped prehistoric, historical, and built-environment resources, Department of Parks and Recreation (DPR) Site Records, technical reports, archival resources, and ethnographic references. Dudek consulted additional sources outside of the CHRIS system, including the NRHP, California Inventory of Historical Resources/CRHR and listed OHP Archaeological Determinations of Eligibility, California Points of Historical Interest, California Historical Landmarks, and Caltrans Bridge Survey information. The 2018 records search did not identify archaeological or historic-era built environment resources within in the project site. However, eight cultural resources, mainly consisting of historic-era residences, have been recorded within one-mile of the project site. Dudek requested a subsequent CHRIS records search at the EIC on February 2, 2020 for the proposed project site and a surrounding one-mile radius (Appendix E). The EIC results were received on October 20, 2020. The EIC records search results are discussed in the next section below.

Records Search Results

Previous Archaeological Studies

A total of 33 previous reports were identified within a one-mile radius, with only four previously recorded reports intersecting the project site (RI-00186, RI-08081, RI-08706). There was no record at the EIC of the SRSinc 2018 report, but for the purposes of this report it is included in the total (Table 4.4-1). Two reports cover the adjacent properties (RI-04809 and RI-07584) (Appendix E).

Table 4.4-1. Previous Studies Conducted Within the Project Search Area

Author(s)	Report No.	Year	Title
Helen Wells	RI-00186	1975	Archaeological Impact Report: Eastern Municipal Water District, Riverside County, California: PL 984 Water Systems Addition

Table 4.4-1. Previous Studies Conducted Within the Project Search Area

Author(s)	Report No.	Year	Title
D.M. Van Horn	RI-00501	1978	Archaeological Survey of 70 Acre Parcel of Land Located In San Jacinto Valley Near Hemet
Roger J. Desautels and Terry Malone	RI-00693	1979	Archaeological Assessment and Survey Report on Tentative Tract 13112, A 120-Acre Parcel of Land Located Near Hemet in the County of Riverside, California
Lesley C. Eckhardt and Richard L. Canico	RI-01140	1978	Draft Environmental Impact Report for Tentative Tract, General Plan Amendment and Zone Change in the Seven Hills Development
Cook, John R.	RI-01631	1982	Letter Report: Results of The Archaeological Survey Of 173.5 Acres In Hemet, California Fir Haworth And Anderson, Inc.
Torres, John, Joan Schneider, and Bruce Love	RI-03268	1991	Cultural Resources Assessment, Tentative Parcel 26877, Hemet, Riverside County, California.
Robinson, Mark and Patrick Sanger	RI-03747	1994	Cultural Resources Survey Report Number 7 - Newport Road Realignment, Riverside County, California
Brown, Joan	RI-03767	1994	Cultural Assessment and Survey of Portions of Hemet and Salt Creek Channels for The Salt Creek Master Drainage Plan
Drover, Christopher	RI-03828	1994	Environmental Impact Evaluation: A Cultural Resources Inventory Assessment of The Proposed Reach 7 Reclaimed Water Transmission Facilities Pipeline Alignment Between Warren Road and State Street, Eastern Municipal Water District
Robinson, Mark C. and Melinda C. Horne	RI-04024	1997	Final Report, Metropolitan Water District Eastside Reservoir Project: Cultural Resources Survey Report Number 12, North Hills Multi-Species Reserve
Smith, Brian F.	RI-04609	2002	A Cultural Resources Study for the Page Ranch Project, City of Hemet, San Jacinto Valley, County of Riverside
Padon, Beth	RI-04809	2004	Letter Report: Paleontological and Archaeological Monitoring of a 40-Acre Parcel within the City of Hemet, Riverside County
Aislin-Kay, Marnie and Michael Dice	RI-05316	2004	Phase I Cultural Resources Inventory for Tract 31801 and Tract 31808, City of Hemet, Riverside County, CA
Goodwin, Riordan	RI-05524	2005	Cultural Resources Assessment, Sanderson Square (APN 456-030-11, - 12, -13, AND -14), City of Hemet, Riverside County, CA
Lange, Frederick	RI-05526	2005	Cultural Resources Assessment, Wentworth Drive Complex, City of Hemet, Riverside County, CA
Aislin-Kay, Marnie and Michael Dice	RI-07389	2007	Phase 1 Cultural Resource Survey, Tract #35392, Tract #35393 and Tract #35394, The Rancho Diamante Project, City of Hemet, Riverside County, California.
Virginia Austerman	RI-07420	2007	Cultural Resources Assessment: Hemet Center for Medical Excellence Project (APN 460-250-021), City of Hemet, Riverside County, California
Sanka, Jennifer M.	RI-07584	2008	Phase I Cultural Resources Assessment and Paleontological Records Review Stetson Crossing Project, Hemet, Riverside County, California
Andrea M. Craft and Theodore G. Cooley	RI-07833	2008	Archaeological Survey Report for Southern California Edison Company Avenger 12kV DSP Project, Riverside County, California (WO #6577-5344, AI#6-5347 and WO#6177-5355, AI#6-5348)
Wayne H. Bonner and Arabesque Said	RI-08081	2009	Letter Report: Cultural Resource Records Search and Site Visit Results for the Royal Street Communications California, LLC

Table 4.4-1. Previous Studies Conducted Within the Project Search Area

Author(s)	Report No.	Year	Title
			Candidate LA3133B (Mary Henley Park), 801 South Kirby Street, Hemet, Riverside County, California
Cary D. Cotterman and Evelyn N. Chandler	RI-08640	2010	Cultural Resources Inventory of a Proposed Pole Replacement Hemet, Riverside County, California (W.O. 4950-0496)
Wayne H. Bonner and Sarah A. Williams	RI-08659	2011	Cultural Resource Records Search and Site Visit Results for T-Mobile USA Candidate IE24332-A
Marnie Aislin-Kay and Wayne H. Bonner	RI-08706	2010	Cultural Resources Record Search and Site Visit Results for T-Mobile USA Candidate IE24204-C
Melinda C. Romano	RI-09530	1996	Cultural Resources Survey Report Number 15 Miscellaneous Parcels Located Outside the Original Reservoir Take-Line
David Brunzell	RI-09532	2014	Cultural Resource Assessment Sun Edison Hemet Project City of Hemet, Riverside County, California
John J. Eddy, M. Colleen Hamilton, Susan K. Goldberg, Dennis McDougall, and Gabrielle Duff	RI-09691	2014	Archaeological Evaluation Report Realign State Route 79 between Domenigoni Parkway and Gilman Springs Road in the Cities of Hemet and San Jacinto and the County of Riverside, Riverside County, California, District 8-RIV-79-KP R25.4/R54.4 (PM R15.78/R33.80), PN 0800000784/EA 08- 49400
Andrew Belcourt	RI-09824	2011	Cultural Resources Assessment Hemet-Ryan Airport Master Plan City of Hemet Riverside County, California
Susan K. Goldberg	RI-10007	2001	Metropolitan Water District of Southern California, Eastside Reservoir Project, Final Report of Archaeological Investigation. Volume I: Project Overview and Summary of Archaeological Investigation.
Dennis Mcdougall, Joan George, and Vanessa Mirro	RI-10191	2017	Historic Property Survey Report for The Salt Creek Trail Project Riverside County, California CML 5956 (241)
NA	RI-10643	2003	Cultural Resources Survey of 43.46 Acres in Hemet, California: APN 456-030-020-2
Daniel G. Foster, Mark V. Thornton, and Maria C. Sosa	RI-10814	2001	Management Plan for CDF's Historic Buildings and Archaeological Sites
Nancy Wiley and Kassie Sugimoto	NA	2018	Report of Findings from a Record Search Conducted for Assessor's Parcel Number 460-150-014 and 460-150-015

Eight cultural resources were identified in the current record search within a one-mile radius of the project site. None are located within or reported to be immediately adjacent to the initial 2018 project site, or the 2020 enlargement. Two discrepancies were found between the 2018 record search and the current effort's record search. Resources P-33-005202 and P-33-013322 were reported within the one-mile buffer of the SRSinc (2018) however they were not included in the current record search. As these resources were identified within the one-mile buffer and not in the project site, they were included in Table 4.4-2 for informational purposes. The archaeological resources include two prehistoric sites, and eight historic resources: one historic district, two structures, three buildings and two sites (Table 4.4-2) (Appendix E).

Table 4.4-2. Cultural Resources Previously Recorded in the Project Site 1-Mile Buffer

Site Number	Trinomial	Period	Type	CRHP/NRHP Status
P-33-005202*	CA-RIV-005202	Historic	Structure	3S. Eligible Structure
P-33-005780	—	Historic	District	Unevaluated
P-33-006309	—	Historic	Building	Unevaluated
P-33-011196	—	Prehistoric	Site	Unevaluated
P-33-013322	CA-RIV-007420	Prehistoric	Site	Unevaluated
P-33-015743	CA-RIV-008196	Historic	Site	6Z. Found not eligible through survey evaluation
P-33-017000	—	Historic	Site	Unevaluated
P-33-017004	—	Historic	Structure	Unevaluated
P-33-019614	—	Historic	Building	Unevaluated
P-33-028850	—	Historic	Building	Unevaluated

* Present in SRSinc (2018) listing and not current record search.

Archival Research

Dudek consulted the GLO Land Patents, which are some of the first historical documents produced as a result of the Land Ordinance of 1785, documenting the transfer of public lands to private individuals (BLM 2020). Records showed the presence of GLO maps from 1867 and 1880 (T5S, R1W) which document the project site in section 20. They show no structures are present on any of the GLO records. The actual land patents for section 20 were unavailable from the Bureau of Land Management. Rancho San Jacinto Viejo was shown on the descriptions of the land patents (1880) and Plat maps (1867) as just outside of the project site (Appendix E).

The Historic topographic maps included images from the years; 1943, 1954, 1962, 1970, 1975, 1979, 1986, 2012, 2015, and 2018. The adjacent roads, W. Stetson Ave and Sanderson Ave are present on the earliest topographic map in 1943, as well as two structures on the McCrometer lot, and a homesite on the adjacent lot to the east (Appendix E).

A review of historic maps and aerials going back to 1943 indicates that the project site has been occupied by multiple developments and structures (HistoricAerials.com 2020). The historic aerials included images from 1967, 1978, 1996, 2002, 2005, 2009, 2010, 2012, 2014 and 2016. The lot on the east side of the McCrometer facility showed clear agricultural tilling through its central and southern area until the demolition of the homesite between 2012 and 2014 (Appendix E).

The 1967 and 1978 aerial images show the establishment of the center McCrometer structures with three work buildings and two office buildings. The two office buildings were replaced by a single large office building between 1978 and 1996. One additional work building was added between 1978 and 1996. There appear to be renovations of the work buildings in the 1996, 2002, and 2005 aerials, including new roofs, extensions of buildings, and footprint alteration. With these changes to the majority of the structures on site, the oldest original building would date to post-1978, and therefore not meet the 50-year age criteria to be considered a historic resource under state or local criteria, as discussed below and in Appendix E.

The western lot contained a home site fronting on Sanderson Ave in the 1967 aerial with three small structures and an open field to the rear. At the back of the lot were three parallel East/West oriented barn like structures. The 1978 aerial reveals that these three structures are gone. This leaves the three well-defined outbuildings on site

until 1996, when the home site and at least three of the four total buildings on the west lot are removed and a parking lot road appears to be added. Associated mass grading of the south western quadrant of the project site is visible during this time. The final structure is clearly gone by the 2005 aerial, when the site appears largely as it stands today. These aerials show that the entire project site has had intensive surface disturbance through all areas except the north western area (Appendix E).

Native American Coordination

The City is responsible for government-to-government consultation with Native American Tribes pursuant to California Assembly Bill (AB) 52. Dudek contacted the Native American Heritage Commission (NAHC) to perform a Sacred Lands File (SLF) search for identification of significant resources within the project site. The NAHC SLF search returned positive results (Appendix E). Dudek sent, via certified mail, outreach letters to all tribal contacts identified in the NAHC listing on June 30, 2020 (Appendix E). The positive response letter indicated Pechanga as a primary source of information for the positive listing. E-mail (July 7, 2020) and phone attempts for further information gathering have not yielded direct communication with Pechanga on this matter to date.

Cabazon Band of Mission Indians responded on July 7, 2020 to indicate that they had no record of Native American resources in the project site (Appendix E).

Soboba Band of Luiseño Indians responded via email on August 15, 2020, to indicate that the proposed project was in proximity to known sites and requested to be included in consultation processes, to be informed of project updates, to act as a primary point of contact for tribal issues, to have a Soboba monitor present during construction, and requested that proper procedures be taken and the requests of the tribe be honored (Appendix E).

Agua Caliente Band of Cahuilla Indians responded via email on September 9, 2020, acknowledging the project to be within the tribe's Traditional Use Area. They requested copies of the record search and any reports generated for this project (Appendix E).

To date, no other responses have been received for the SLF. If received, they will be forwarded to the City. Tribal Communication documentation is included as Confidential Appendix C to Appendix E.

The AB 52 consultation process is ongoing. The Agua Caliente Band of Cahuilla Indians indicated the site is not located within the Tribe's Traditional Use Area and concluded consultation at first, but later identified the site as within their Traditional Use Area and requested additional information and mitigation. The Rincon Band of Luiseño Indians has also identified the project site as within their area of historic interest and consultation is ongoing. Tribal consultation with the Soboba Band of Luiseño Indians was also requested and consultation is ongoing. No other requests for AB 52 consultations have been received by the City. Refer to Section 4.10, Tribal Cultural Resources, of this EIR for more details.

Cultural Resources Survey

Dudek archaeologist Jessica Colston conducted an intensive pedestrian survey on March 20, 2020 using standard archaeological procedures and techniques. A description of survey methods is included in Appendix E. No cultural resources were identified during the Dudek pedestrian survey. The entire project site has been disturbed through previous development, road construction, and surface grading. The McCrometer warehouses, workshops and office buildings currently occupy the majority of the site, with asphalt parking lots/driveway

and landscaping occupying the remainder. The eastern and western lots contained disturbed surface soils. Inspection of rodent burrows and spoils in the vegetation planters identified only similar surface sediments comprised primarily of silty sand alluvium. The western lot contained imported gravels and was clearly mass graded at some point, and has been used as extra parking. The eastern lot appeared to have recent earth disturbing activities, likely involved in the removal of the residential home between 2012 and 2014.

The office building was constructed post-1978 and therefore does not qualify as an historical resource, and the project proposes no material alteration to this building.

All areas of the project site appear to have been subject to substantial previous disturbance through grading, previous construction, road development, utility installation, and other activities. As SRSinc (2018) did not perform a pedestrian survey during preparation of their Cultural Resources Inventory Report for the project site in 2018, there was no recent record to compare. The project area is also occupied by existing roads and sidewalks.

4.4.2 Relevant Plans, Policies, and Ordinances

Federal

National Historic Preservation Act

The National Historic Preservation Act (16 USC 470 et seq.) establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (e.g., historic properties) prior to undertakings.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of projects on historic properties (resources included in or eligible for the NRHP). It also gives the Advisory Council on Historic Preservation and the state historic preservation offices an opportunity to consult. Federal agencies issuing permits for the proposed project would be required to comply with National Historic Preservation Act requirements.

State

California Health and Safety Code, Section 7050.5 – Human Remains

Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered. The code states the following:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the [County of San Diego Coroner's office] in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the PRC [California Public Resources Code].

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC, section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP), enumerated below. According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Resources less than 50 years old are not considered for listing in the CRHR unless it can be demonstrated that sufficient time has passed to understand the historical importance of the resource (see 14 CCR 4852[d][2]). Generally, 50 years is considered an appropriate metric for considering a resource to be historically significance, as to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource (see 14 CCR 4852[d][2]).

Similar to the National Register of Historic Places, eligibility for the CRHR requires an establishment of physical integrity. Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance (see 14 CCR 4852[c]). The CRHR utilizes the seven aspects of integrity recognized by NRHP criteria and recommended in the National Register Bulletin: How to Apply the National Register Criteria for Evaluation (Andrus and Shrimpton 2002):

1. **Integrity of Location** [refers to] the place where the historic property was constructed or the place where the historic event occurred.
2. **Integrity of Design** [refers to] the combination of elements that create the form, plan, space, structure, and style of the property.
3. **Integrity of Setting** [refers to] the physical environment of a historic property. Setting includes elements such as topographic features, open space, viewshed, landscape, vegetation, and artificial features.
4. **Integrity of Materials** [refers to] the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
5. **Integrity of Workmanship** [refers to] the physical evidence of the labor and skill of a particular culture or people during any given time period in history.

6. **Integrity of Feeling** [refers to] a property's expression of the aesthetic or historic sense of a particular period of time.
7. **Integrity of Association** [refers to] the direct link between an important historic event or person and a historic property.

The CRHR's list of special considerations is less stringent than that of the National Register of Historic Places, providing allowances for relocated buildings, structures, or objectives as reduced requirements for physical integrity.

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The State Historic Preservation Officer (SHPO) maintains the CRHR.

Native American Historic Cultural Sites (California Public Resources Code 5097 et seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy Native American historic or cultural site that is listed or may be eligible for listing in the CRHR.

Health and Safety Code Section 8010-8011

This code is intended to provide consistent state policy to ensure that all California Indian human remains and cultural material are treated with dignity and respect. The code extends policy coverage to non-federally recognized tribes and federally recognized groups.

Assembly Bill 2461

The section provides procedures for private landowners to follow upon discovering Native American human remains. Landowners are encouraged to consider culturally appropriate measures if they discover Native American human remains as set forth in California PRC 5097.98.

Senate Bill 18

SB 18, approved in 2004, amends the California Civil Code and the California Government Code, requiring cities and counties to contact and consult with California Native American tribes prior to adopting or amending any general plan or specific plan, or designating land as open space in order to preserve or mitigate impacts to specified Native American places, features and objects that are located within the city's or county's jurisdiction. SB 18 also requires cities and counties to hold in strict confidence any information about the specific identity, location, character or use of these resources. In 2005, OPR published Tribal Consultation Guidelines to guide cities and counties on the process of engaging in consultation in accordance with SB 18. The Native American Heritage Commission (NAHC) maintains a list of California Native American Tribes with whom cities and counties must consult pursuant to SB 18. The project does not propose any changes that would trigger a SB 18 consultation.

Assembly Bill 52

AB 52 was approved in 2014 and adds new requirements regarding consultation with California Native American Tribes and consideration of tribal cultural resources. The law went into effect on July 1, 2015, and after that date, if requested by a California Native American Tribe, lead agencies must consult prior to the release of a Negative Declaration, Mitigated Negative Declaration or Draft EIR. The project is subject to AB 52 consultation.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC section 21083.2(g) defines "unique archaeological resource."
- PRC section 21084.1 and CEQA Guidelines section 15064.5(a) defines "historical resources." In addition, CEQA Guidelines section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource;" it also defines the circumstances when a project would materially impair the significance of an historical resource.
- PRC section 21074(a) defines "tribal cultural resources."
- PRC section 5097.98 and CEQA Guidelines section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC sections 21083.2(b)-(c) and CEQA Guidelines section 15126.4: Provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context, and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC, Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (PRC, Section 21084.1; CEQA Guidelines, Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (PRC, Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; PRC Section 5020.1[q]). In turn, the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA (CEQA Guidelines Section 15064.5[b][2]).

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (PRC, Section 21083.2[a]; CEQA Guidelines, Section 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as tribal cultural resource (PRC, Sections 21074[c], 21083.2[h]), further consideration of significant impacts is required.

CEQA Guidelines section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered.

Local

City of Hemet General Plan

The City of Hemet has goals and policies in place to protect the rich cultural and historical resources. The 2030 General Plan (Chapter 9, Historic Resources).

Goal HR-1 **Identify, maintain, protect, and enhance elements of Hemet's cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage.**

Policy HR-1.1 **Preservation.** Encourage the preservation and re-use of historic structures, landscape features, roads, landmark trees, and trails as well as public access to significant scenic vistas, viewpoints, and view corridors.

Policy HR-1.2 **Appreciation.** Promote an understanding and appreciation of Hemet's history and built environment.

Policy HR-1.3 **Incentives.** Provide incentives wherever possible to protect, preserve, and maintain the City's heritage by offering alternatives to demolition and encouraging restoration and rehabilitation. Where feasible, allocate resources and/or tax credits to prioritize the retrofitting of irreplaceable historic structures.

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

Policy HR-1.5 **Neighborhood Character.** Encourage retention of the character of existing historic structures and design elements that define the built environment of the City's older neighborhoods.

Policy HR-1.6 **Use/Adaptive Re-use.** Encourage retention of structures in their original use or reconversion to their original use where feasible. Encourage sensitive, adaptive re-use where the original use is no longer feasible.

Policy HR-1.7 **Historic Design.** Encourage the incorporation of historic design features, as well as safety, when street or other public improvements are proposed in older neighborhoods and districts.

Policy HR-1.8 **Historic Building Code.** Utilize use of the California State Historic Building Code to facilitate the proper restoration and rehabilitation of historic structures.

Policy HR-1.9 **Public Buildings and Sites.** Maintain and improve City owned or City-funded historic buildings and sites in an architecturally and environmentally sensitive manner.

Goal HR-2 **Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.**

Policy HR-2.1 **Consultation.** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review

process. Require a Native American Statement as part of the environmental review process of development Projects with identified cultural resources.

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

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

Policy HR-2.4 **Preferred Repository.** To the extent practicable and appropriate, newly uncovered non-Native American archeological and paleontological resources shall be transferred to the Western Science Center of Diamond Valley for cataloguing, study and, if appropriate, display.

Goal HR-3 **Foster increased community awareness and appreciation of Hemet's unique heritage.**

Policy HR-3.1 **Program Coordination.** Coordinate with community organizations, local Indian tribes, property owners, educational institutions, and other governmental agencies to facilitate Hemet's historic preservation program.

Policy HR-3.2 **Activities/Events.** Encourage and promote activities and events designed to educate the community about the history of the Hemet area and the recognition of local historical and cultural resources.

4.4.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
3. Disturb any human remains, including those interred outside of dedicated cemeteries.

4.4.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast-food restaurant, and gas station. The existing buildings on the project site are not designated historic resources pursuant to CEQA Guidelines Section 15064.5. The McCrometer office building was constructed post-1978 and is less than 50 years old. Buildings less than 50 years old are generally not considered historic by the CRHR and the buildings exhibit no exceptional qualities to otherwise qualify (see 14 CCR 4852[d][2]). Therefore, the buildings do not qualify as an historical resource. In addition, the project would not involve demolition or removal of the existing McCrometer buildings. Therefore, **no impact** would occur.

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Based on SRSinc 2018 records search and Dudek's Phase I cultural resources inventory (Appendix E) of the project site, there is moderate potential for the inadvertent discovery of cultural resources during ground-breaking activities. The record search and subsequent 2018 SRSinc report for the project site indicate that no cultural resources had been recorded within the project site. Dudek's pedestrian survey did not identify cultural resources within the project site. Given the level of disturbance within the project site, it is unlikely that intact archaeological resources are present within subsurface contexts. However, the northwestern portion of the site has been capped with a parking lot between 1967 and 1978, which was previously a historic homestead. It is possible for capped deposits to exist in this area. This area constitutes moderate potential for buried deposits. Based on the level of prior disturbance and absence of cultural resources and intact native sediments, there is a low-moderate potential for inadvertent discoveries of cultural resources during project implementation. As such, impacts to previously unknown archaeological resources would be **potentially significant** if discovered during construction activities (**Impact CR-1**).

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No evidence of human remains, including those interred outside of formal cemeteries, was discovered during the records search, literature review, or field survey. Further, the project site has been previously disturbed and developed as discussed above. Therefore, the likelihood of the proposed project disturbing human remains is considered low. Nonetheless, in the event of discovery of any human remains during construction of the proposed project, impacts would be **potentially significant** (**Impact CR-2**).

4.4.5 Cumulative Impacts

A cumulative impact, in terms of cultural resources, refers to the mounting aggregate effect upon cultural resources due to modern or recent historic land use, such as residential development, and natural processes, such as erosion, that result from acts of man. The issue that must be explored in a cumulative impact analysis is the aggregate loss of information as well as the loss of recognized cultural landmarks and vestiges of our community cultural history. For the purpose of this analysis, the cumulative cultural resource study area is the 1-mile radius record search area. Sites in this area are considered to have potentially similar cultural and historical significance considering the locality and similar past cultural conditions, and impacts to such similar resources in the area could result in significant cumulative impacts. The known resources in this area are disclosed in Table 4.4-2. This area is known to include two prehistoric sites, and eight historic resources: one historic district, two structures, three buildings and two sites. See Table 4.4-2 and Appendix E for additional details.

Historical Resources

The proposed project would result in no impacts to historical resources because the project site does not contain any designated historic resources pursuant to CEQA Guidelines Section 15064.5 nor do any of the existing buildings on site qualify as historical resources because they are less than 50 years old. In addition, the project would not involve demolition or removal of any existing buildings. Therefore, the proposed project could not combine with other cumulative projects to result in cumulative impacts to historical resources. The project would result in n**o cumulatively considerable impact** to historical resources.

Archaeological Resources

Cumulative projects located in the region would have the potential to result in a cumulative impact associated with the loss of archaeological resources through development activities that could cause a substantial adverse change in the significance of an archaeological resource. Any cumulative projects that involve ground-disturbing activities, including the development of land uses as designated under surrounding jurisdictions general plans, would have the potential to result in significant impacts to archaeological resources. These projects would be regulated by applicable federal, state, and local regulations; however, the loss of archaeological resources on a regional level may not be adequately mitigated through the data recovery and collection methods specified in these regulations, as their value may also lie in cultural mores and religious beliefs of applicable groups. Therefore, the cumulative destruction of significant archaeological resources from planned construction and development projects within the region would be considered cumulatively significant.

As discussed in Section 4.4.4 under Threshold 2, given the level of disturbance within the project site, it is unlikely that cultural resources are present within subsurface contexts. However, the northwestern portion of the site has been capped with a parking lot between 1967 and 1978 and it is possible for capped deposits to exist in this area. Thus, while not anticipated, the proposed project, in combination with the identified cumulative projects in the area, **may result in a cumulatively considerable impact** associated with archaeological resources (**Impact CR-CU-1**).

Human Remains

Cumulative projects located in region would have the potential to result in impacts associated with human remains due to grading, excavation or other ground-disturbing activities. Projects that may result in significant impacts due to ground-disturbing activities include the development of land uses as designated under surrounding jurisdictions general plans. On a regional level, the disturbance of human remains that are also considered archaeological resources may not be adequately mitigated through methods specified in regulations because their value may also lie in cultural mores and religious beliefs of applicable groups. Therefore, the cumulative disturbance of human remains by construction and development within the region would be considered a cumulatively significant impact.

As discussed in Section 4.4.4 under Threshold 3, no evidence of human remains, including those interred outside of formal cemeteries, was discovered during the records search, literature review, or field survey. Further, the site has been previously disturbed and developed. Therefore, the likelihood of the proposed project disturbing human remains is considered low. However, while not anticipated, the proposed project could potentially disturb previously undiscovered human remains, including those located outside of formal cemeteries, from ground-disturbing activities associated with development of the site. In combination with cumulative projects in the area that would involve ground-disturbing activities, the proposed project **would have a cumulatively considerable impact** in the event of such disturbance (**Impact CR-CU-2**).

4.4.6 Project Impacts Prior To Mitigation

Impact CR-1 In the event that any previously undetected cultural resources are encountered, impacts associated with archaeological resources would be potentially significant.

Impact CR-2 In the event of accidental discovery of any human remains during construction of the proposed project, impacts associated with the disturbance of human remains would be potentially significant.

Impact CR-CU-1 In the event that any previously undetected cultural resources are encountered, the proposed project in combination with the identified cumulative projects would have the potential to result in a significant cumulative impact associated with archaeological resources.

Impact CR-CU-2 The proposed project would have the potential for accidental discovery of human remains. In combination with cumulative projects that have the same potential to disturb human remains during ground-disturbing activities, a potentially significant cumulative impact associated with human remains would occur.

4.4.7 Mitigation Measures

The following mitigation measure would be implemented to reduce potentially significant impacts to less than significant.

MM-CR-1: Prior to ground disturbing activity, the applicant shall retain a registered professional archaeologist (RPA). Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.

MM-CR-2: A Cultural Resource Management Plan (CRMP) 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. Significance of resources shall be determined in accordance with the2021 CEQA Guidelines and California Public Resources Code (14 CCR 15064.5[f], California PRC Section 21082). The CRMP will be subject to the approval of the City. 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.

MM-CR-3: Prior to the issuance of a grading permit, and prior to the commencement of ground disturbing activity, the applicant shall secure an agreement with the Soboba Band of Luiseno Indians for Tribal Monitoring and the Treatment and Disposition of all tribally associated artifacts discovered within the project boundaries. Native American Monitor(s) from the Soboba Band of Luiseno Indians shall conduct monitoring of all initial ground disturbing activities associated with the project. The Native American Monitor(s) shall have the authority to temporarily redirect

earthmoving activities in the event that suspected archaeological resources are unearthed during project construction.

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

a. One or more of the following treatments, in order of preference, shall be employed. Evidence of such shall be provided to the City:
   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place is defined as avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
   ii. Onsite reburial of the discovered items. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of the Soboba Band of Luiseno Indians. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Soboba Band of Luiseno Indians prior to certification of the environmental document.

MM-CR-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 7050.5requires 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.

~~MM-CR-1 Prior to ground disturbing activity within the northwest quadrant of the site where the asphalt parking lot exists, the applicant shall retain a registered professional archaeologist (RPA) to act as Principal Investigator for the project. Archaeological monitoring of all mass grading and trenching activities within the northwest quadrant of the site where the asphalt parking lot exists shall be done with archaeological personnel who meet the Secretary of the Interior's Professional Qualifications Standards (PQS, 36 CFR Part 61) for archaeology. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The Project Archaeologist,~~

in consultation with the Consulting Tribe(s), the contractor, and City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur within the northwest quadrant of the project site where the asphalt parking lot exists. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

a. The Project Archeologist and the Consulting Tribes(s) (as defined above) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct 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. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the WEAP prior to beginning work and the Project Archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

b. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. Preferred treatment of inadvertent discoveries consists of basic recordation and non-destructive analysis. Depending upon the significance of the find under CEQA (14 CCR 15064.5[f], California PRC Section 21082), the archaeologist may simply record the find and allow work to continue in accordance with the aforementioned CRMP.

MM CR-2 Prior to the issuance of any demolition or grading permit, the City shall verify the grading plan notes identify the following requirements:

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.~~

4.4.8 Level of Significance After Mitigation

Implementation of **MM-CR-1** would reduce **Impact CR-1** and **Impact CR-CU-1** to a level below significance by setting forth procedures for handling an accidental discovery of prehistoric archaeological resources during site preparation, should they be encountered. Implementation of **MM-CR-2** would reduce **Impact CR-2** and **Impact CR-CU-2** to a level less than significant by setting forth procedures for handling human remains as consistent with California Health and Safety Code Section 7050.5. After mitigation, the proposed project would result in a less than significant impact to cultural resources.

4.5 Geology and Soils

This section describes the existing geological conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. The analysis is based on the review of existing conditions; applicable laws, regulations, and guidelines; and on the conclusions provided in the Limited Geotechnical Evaluation for the proposed project, prepared by Ninyo & Moore, and in the Geotechnical Investigation by Sladden Engineering prepared for the site previously. The Limited Geotechnical Evaluation is included in this Environmental Impact Report (EIR) as Appendix F and the Geotechnical Investigation is included as Appendix G. The Ninyo & Moore Limited Geotechnical Evaluation (Appendix F) was based on a geologic field reconnaissance, review of published and non-published reports, aerial photographs, in-house data, and the assessment of the potential geologic hazards in the project area. The Geotechnical Investigation report by Sladden Engineering (Appendix G) included subsurface exploration with six exploratory borings and geotechnical laboratory testing. The results of the Sladden Engineering report are also incorporated by reference into the Ninyo & Moore Limited Geotechnical Evaluation.

4.5.1 Existing Conditions

Site Overview

Based on historic topographic and aerial photographs, the existing improvements, including the McCrometer facility, were constructed in the 1970's. Prior to that time, the site was used for agricultural purposes. The western portion of the project site consists of a dated decomposed-granite (DG) lot that serves as an overflow parking and storage area. The eastern portion of the project site consists of an unimproved gated field. Based on the review of historic topographical and aerial photographs, two residential buildings and associated outbuildings were present in the northern portion of the field area until approximately 2013. The project site is relatively level with a very gentle gradient down towards the west. Elevations across the site range from approximately 2,525 feet above mean sea level (MSL) in the western portion of the project site to approximately 2,530 feet MSL in the eastern portion (Appendix F).

Regional Geologic Setting

The project site is situated in the Peninsular Ranges Geomorphic Province. The province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California. The province varies in width from approximately 30 to 100 miles. In general, the province consists of rugged mountains underlain by Jurassic metavolcanic and metasedimentary rocks, and Cretaceous igneous rocks of the Southern California batholith.

The Peninsular Ranges Province is traversed by a group of sub-parallel faults and fault zones trending roughly northwest. Several of these faults are considered active. The San Jacinto and San Andreas faults are active fault systems located northeast of the project area and the Elsinore and Newport-Inglewood-Rose Canyon faults are active faults located west of the project site (Figure 4.5-1, Fault Locations). Major tectonic activity associated with these and other faults within the regional tectonic framework consists primarily of right-lateral, strike-slip movement (Appendix F).

Site Geology

Soils on the project site consist of fill and alluvium. Fill soils underlie much of the project site due to previous land use and burial of utility lines. The fill material extends to depths of up to 5 feet and consists of dark yellowish brown, loose, silty sand, sandy silt, and clayey silt. Scattered amounts of gravel were also encountered in the fill materials (Appendices F and G).

Surficial alluvium including silt, sand and gravel of valley areas (Qa) is mapped at the site (Figure 4.5-2, Geology) and is anticipated to underlie the fill soils. The alluvium encountered below the fill consists of dark yellowish brown, loose to medium dense, sand, silty sand, clayey sand and gravelly sand, and stiff to very stiff, clayey silt. The alluvium extends to the total depths explored of approximately 51.5 feet (Appendices F and G).

Paleontological Resources

Undeveloped land in the Hemet area has a fairly high potential to contain prehistoric resources that warrant protection. The Western Science Center at Diamond Valley contains nearly 1 million fossils and artifacts uncovered from more than 337 local prehistoric sites, with predominance from the Diamond Valley Lake site. The project site is located in an area identified as having high (High B) paleontological sensitivity (Riverside County 2015). High B is a sensitivity equivalent to High A, which is based on geologic formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. However, High B sensitivity is also based on the occurrence of fossils at a specified depth below the surface. This category indicates fossils that are likely to be encountered at or below 4 feet of depth and may be impacted during construction activities (Riverside County 2015).

Generally, the northern and eastern portions of the City are located primarily on surface exposures of Holocene (< 11,700 years ago) alluvial valley deposits. However, these young alluvial sediments overlie older Pleistocene (~ 2.58 million years ago–11,700 years ago) sediments present in the subsurface. These older Pleistocene sediments are also present in the ground surface in the southern (generally south of Johnston Avenue) and western (generally west of Warren Road) portions of the City (City of Hemet 2012a). Considering the project location, the site is potentially underlain by older Pleistocene sediments. As indicated in the General Plan Final EIR (City of Hemet 2012a), “fossils recovered from these Pleistocene sediments represent extinct taxa including mammoths, mastodons, ground sloths, dire wolves, short-faced bears, sabertoothed cats, large and small horses, large and small camels, and bison.”

Groundwater

Groundwater was not encountered during the borings completed at the site, which extended to depths up to approximately 51.5 feet. Sources provided by the State of California Department of Water Resources (CDWR) Water Data Library and the California State Water Resources Control Board (SWRCB) were reviewed for information pertaining to groundwater data in the vicinity of the project. According to the reviewed groundwater data, the groundwater depth in a well located approximately 0.2 miles northwest of the project site is approximately 175 feet. In addition, the on-site abandoned well in the eastern area has had groundwater levels reported between 151.04 and 208.8 feet below ground surface. Existing utility trench lines may act as conduits for perched conditions and seepage should be anticipated. Fluctuations in the level of groundwater may occur due to variations in ground surface topography, subsurface stratification, rainfall, irrigation practices, groundwater pumping, and other factors which may not have been evident at the time of our field evaluation (Appendix F).

Faulting and Seismicity

The project site is not located within a State of California Earthquake Fault Zone (formerly known as Alquist-Priolo Special Study Zones). However, the site is located in a seismically active area, as is the majority of Southern California, and the potential for strong ground motion in the project areas is considered significant during the design life of the proposed improvements. The approximate locations of major faults in the region and their geographic relationship to the site are shown on Figure 4.5-1. The closest active fault is the Anza segment of the San Jacinto Fault, located approximately 3.3 miles northeast of the site. Refer to Appendix F for a list of all known principal active faults mapped within approximately 40 miles of the project site.

Surface Ground Rupture

There are no active faults known to cross the project site. Therefore, the probability of an earthquake surface ground rupture at the site is considered to be low. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible (Appendix F).

Ground Motion

The 2019 California Building Code (CBC) specifies that the potential for liquefaction and soil strength loss be evaluated, where applicable, for the Maximum Considered Earthquake Geometric Mean (MCE_G) peak ground acceleration with adjustment for site class effects in accordance with the American Society of Civil Engineers (ASCE) 7-16 Standard. The MCE_G peak ground acceleration is based on the geometric mean peak ground acceleration with a 2% probability of exceedance in 50 years. The MCE_G peak ground acceleration with adjustment for site class effects (PGA_M) was calculated as 0.78g using the Office of Statewide Health Planning and Development (OSHPD) seismic design tool that yielded a mapped MCE_G peak ground acceleration of 0.71g for the site and a site coefficient (F_{PGA}) of 1.1 for Site Class D (Appendix F).

Liquefaction and Seismically Induced Settlement

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction. The site is located in an area designated by the City of Hemet General Plan (City of Hemet 2012b) as having a moderate potential for liquefaction. As discussed above, groundwater is anticipated at depth greater than 100 feet. As such, liquefaction is not expected to occur at the site based on the absence of shallow groundwater. Site soils are generally sandy and in a loose to medium dense condition. Relatively dry soils (e.g., soils above the groundwater table) with low density or softer consistency tend to undergo a degree of compaction during a seismic event. Volumetric changes in dry soils can occur from earthquake shaking that induces a significant shear strain in a soil mass. Thus, there is potential for dynamic settlement to occur at the site (Appendices F and G).

Tsunamis and Seiches

Tsunamis are long wavelength seismic sea waves (long compared to the ocean depth) generated by sudden movements of the ocean bottom during submarine earthquakes, landslides, or volcanic activity. Based on the inland location and elevation of the project site, the site is not at a risk of inundation by a tsunami (Appendix F).

Seiches are oscillations of enclosed or partially enclosed bodies of water often generated by seismic activity. Based on the elevation of the site and the absence of nearby bodies of water, the potential for seiches to inundate the site is considered low (Appendix F).

Landslides and Slope Stability

Per the geologic reports, the project site is located on relatively level terrain and no landslides or related features, including topographic breaks and hummocky hills, are known to underlie or be adjacent to the project site. Therefore, the potential for landslides at the project site is considered low. Furthermore, global slope stability is not anticipated to be a design consideration at the project site due to the relatively level ground surface across much of the project site as well as the generally competent nature of the subsurface materials (Appendix F).

Regional Land Subsidence

Land subsidence is characterized as a shrinking of the ground surface relative to surrounding areas, and can generally occur where deep alluvial deposits are present in valley areas. Subsidence in alluvial valley areas is typically associated with groundwater withdrawal or other fluid withdrawal from the subsurface such as oil and/or natural gas. Extraction of these geologic fluids can cause subsidence, which can result in the development of surface ground cracks and fissures, particularly near valley margins. Cracks and earth fissures can cause damage to improvements including roads, utilities, foundations, structures, and pipelines. The site is not located within a U.S. Geological Survey (USGS) mapped area of observed subsidence (Appendix F).

Expansive Soils

Expansive soils generally result from specific clay minerals that have the capacity to shrink or swell in response to changes in moisture content. Shrinking or swelling of foundation soils can lead to damage to slabs, foundations, and other engineered structures, including tilting and cracking. Expansive soils are classified as ranging from very low to very high according to expansion index criteria established by Table 18-1-B of the Uniform Building Code (Appendix F). Based on laboratory testing, the project site soils have a low potential for expansion (i.e., expansion index of 50 or less) (Appendices F and G).

Corrosive Soils

California amended American Association of State Highway and Transportation Officials (AASHTO) corrosion criteria defines corrosive soils as those possessing an electrical resistivity of 1,100 ohm-cm or less, a chloride content of 500 ppm or greater, a sulfate content of 0.15% (1,500 ppm) or greater, and/or a pH equal to or less than 5.5. Corrosivity testing indicates an electrical resistivity of 2,000 ohm-cm, a soil pH of 8.5, a chloride content of 50 parts per million (ppm), and a sulfate content of 0.002% (i.e., 20 ppm). Based on a comparison with the California amended AASHTO corrosion criteria, the on-site soils would not be classified as corrosive (Appendices F and G).

Erosion

In general, erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in the project area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, wind velocity, and general land use. Per the geologic maps and soil data review completed as a part of the geological reports, surface soils are generally comprised of silt, sand, and gravel. Based on the gentle gradients across the project site, the potential for water erosion is low (Appendices F and G).

4.5.2 Relevant Plans, Policies, and Ordinances

Federal

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction operations. The Occupational Safety and Health Administration (OSHA) Excavation and Trenching Standard (29 CFR 1926.650) covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area. In California, the California OSHA has responsibility for implementing federal rules relevant to worker safety, including slope protection during construction excavations. California OSHA's requirements are more restrictive and protective than federal OSHA standards.

U.S. Geological Survey Landslide Hazard Program

In fulfillment of the requirements of Public Law 106-113, the U.S. Geological Survey created the Landslide Hazard Program in the mid-1970s. According to the U.S. Geological Survey, the primary objective of the National Landslide Hazards Program is to reduce long-term losses from landslide hazards by improving understanding of the causes of ground failure and suggesting mitigation strategies. The federal government takes the lead role in funding and conducting this research, whereas the reduction of losses due to geologic hazards is primarily a state and local responsibility.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers; these researchers must obtain a permit from the appropriate state or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

State

Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. In accordance with this act, the State Geologist established regulatory zones, called "earthquake fault zones," around the surface traces of active faults, and published maps showing these zones. Earthquake fault zones are designated by the CGS and are delineated along traces of faults where mapping demonstrates surface fault rupture has occurred within the past 11,000 years. Construction within these zones cannot be permitted until a geologic exploration has been conducted to prove that a building planned for human occupancy would not be constructed across an active fault. These types of site evaluations address the precise location and recency of rupture along traces of the faults, and are typically based on observations made in trenches excavated across fault traces.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (California Public Resources Code, Chapter 7.8, Section 2690 et seq.) directs the CGS to protect the public from earthquake-induced liquefaction and landslide hazards (these hazards are distinct from fault surface rupture hazard regulated by the Alquist–Priolo Act). This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones (i.e., zones of required investigation). Before a development permit may be granted for a site within a seismic hazard zone, a geotechnical exploration of the site must be conducted and appropriate mitigation measures incorporated into the design of proposed projects. Evaluation and mitigation of potential risks from seismic hazards within zones of required investigation must be conducted in accordance with the Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted by the State Mining and Geology Board on March 13, 1997, and updated in 2008 (CGS 2008).

As of 2012, Seismic Hazard Zone Maps have been prepared for portions of populated areas of Southern California and the San Francisco Bay Area; however, no seismic hazard zones have yet been delineated for the project site. As a result, the provisions of the Seismic Hazards Mapping Act would not apply to the proposed project.

California Building Code

The California Building Code (CBC) (24 CCR Part 2) is administered by the California Building Standards Commission, which is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. The CBC is based on the International Building Code, published by the International Code Conference. The CBC contains California amendments based on the American Society of Civil Engineers Minimum Design Standards 7-05, which provides requirements for general structural design and includes means for determining earthquake loads and other loads (such as wind loads) for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

Paleontological Resources

Paleontological resources are afforded consideration under the California Environmental Quality Act (CEQA). Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) includes the following as part of its Environmental Checklist: “Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?” Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, California Penal Code Section 622.5 sets the penalties for damage to or removal of paleontological resources.

Local

Santa Ana Regional Water Quality Control Board

In 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued municipal separate storm sewer system (MS4) permits (Permit R8-2010-0033 and NPDES No. CAS 618033) to the Riverside County Permittees.

This incorporates programs developed since 1993. These are the fourth MS4 permits issues by each Regional Board and are referred to as the "Fourth-term" MS4 Permits. In this region, the City is a Permittee under the Fourth-term MS4 Permits. Under this Permit, the City is required to enforce and comply with stormwater discharge requirements. The City has to maintain and control discharges to the MS4s and is responsible also for implementing regulations pertaining to management of groundwater investigation and cleanup.

City of Hemet General Plan

The following are applicable goals, policies, and programs contained within the City's General Plan that are relevant to the proposed project with regard to geology and soils (City of Hemet 2012b):

Public Safety

Goal PS-1 Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.

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

Policy PS-1.2 **Risk Reduction.** Reduce the risk associated with structures that would likely be seriously damaged during a major earthquake, such as those located in high-risk seismic areas, critical or emergency facilities, and buildings that do not meet current seismic codes through on-site building placement, seismic retrofitting, development outside of geologically hazardous zones, and other means.

Policy PS-1.4 **Subsidence.** Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in all producing groundwater basins, irrespective of past subsidence.

Policy PS-1.6 **Alquist-Priolo.** Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.

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

Program PS-P-3 **Seismic Safety Studies**. During review of development and redevelopment proposals, require state-licensed surveys of soil and geologic conditions, as appropriate. Examples of when these surveys are required are: (1) for projects within earthquake fault regulatory zones delineated by the state for liquefaction, fault ruptures, and seismically induced landsliding, in accordance with the California Geologic Survey; and (2) before any area with slopes more than 15 percent are developed.

Ensure that site-specific seismic analysis is conducted for critical and emergency facilities and sites that use or store acute hazardous materials.

Historical Resources

Goal HR-2 Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.

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

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

Policy HR-2.4 **Preferred Repository**. To the extent practicable and appropriate, newly uncovered non-Native American archeological and paleontological resources shall be transferred to the Western Science Center of Diamond Valley for cataloguing, study and, if appropriate, display.

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

City of Hemet Municipal Code

Chapter 67 – Grading, Sediment, and Erosion Control

The purpose of Chapter 67 of the Hemet Municipal Code, Grading, Sediment and Erosion Control, is to regulate grading activity within the City of Hemet to safeguard the public welfare, life, and property. This chapter establishes rules and regulations to avoid the discharge of sediments, pollutants, wastes, and hazardous materials into public or private storm drains and surface waters from land clearing, soil hauling, and related activities. This chapter establishes procedures for the issuance and enforcement of grading permits. All grading shall conform to the requirements of the Grading Standards unless otherwise recommended by the geotechnical report and approved by the city engineer. All grading for which a permit is issued pursuant to the provisions of this chapter shall be subject to inspection by the city engineer to ensure the grading has been done in conformance with the approved plans and specifications.

4.5.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to geology and soils are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to geology and soils would occur if the project would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. 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 based on other substantial evidence of as known fault. Refer to Division of Mines and Geology Special Publication 42.
    b. Strong seismic ground shaking.
    c. Seismic-related ground failure, including liquefaction.
    d. Landslides.

2. Result in substantial soil erosion or the loss of topsoil.
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
4. 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.
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.5.4 Impacts Analysis

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a. 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 based on other substantial evidence of as known fault. Refer to Division of Mines and Geology Special Publication 42.

As discussed in Section 4.5.1, Existing Conditions, the project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone and no active faults are known to cross or trend towards the project site. The closest active fault is the Anza segment of the San Jacinto Fault, located approximately 3.3 miles northeast of the site. Therefore, ground surface rupture due to active faulting is not anticipated at the project site. Risks associated with primary surface ground rupture are low (Appendix G). Nonetheless, lurching or cracking of the ground surface as a result of nearby seismic events is possible as the project site is located in the tectonically active Southern California. Future building design in compliance with Chapter 18 of the 2019 CBC would ensure that potential seismic risks would be less than significant. As compliance with the CBC is required, such compliance has been included as **CM-GEO-1** in Table 3-3 of Chapter 3, Project Description. Compliance with the CBC through subsequent design-level evaluation, as also required by General Plan Policy PS-1.1, would ensure that the proposed project would not cause potential substantial adverse effects, including the risk of loss, injury, or death from rupture of a known earthquake fault. Implementation of **CM-GEO-1** would also ensure compliance with General Plan Policy PS-1.2, which requires projects to reduce the risk associated with structures that would likely be seriously damaged during a major earthquake. Additionally, the proposed project would comply with the Alquist-Priolo Earthquake Fault Zoning Act as required by General Plan Policy PS-1.6.

General Plan Program PS-P-2 requires development of hazard mitigation approaches for areas with identified geological, seismic-related, or other natural hazards to minimize potential future damage and requires structural and nonstructural assessment of a project. Program PS-P-3 requires state-licensed surveys of soil and geologic conditions for projects within earthquake fault regulatory zones delineated by the state for liquefaction, fault ruptures, and seismically induced landsliding. While the project site is not located in an earthquake fault zone, such soil and geologic surveys would be conducted through the subsequent design-level evaluation in accordance with **CM-GEO-1.** Additionally, mitigation would not be required through compliance with the CBC and structural and nonstructural assessments would occur in accordance with **CM-GEO-1.** Therefore, the proposed project would comply with the City's General Plan goals, policies, and programs related to geologic hazards and specifically with regard to earthquake faults. Impacts related to earthquake faults would be **less than significant**.

b. Strong seismic ground shaking?

As discussed in Section 4.5.1, the proposed project has the potential for strong ground motions due to earthquakes on nearby active faults. As discussed above, future building design in compliance with Chapter 18 of the 2019 CBC would ensure potential seismic risks related to ground shaking would be less than significant. Appendix G includes a discussion seismic design parameters to comply with the CBC. As discussed in Appendix F, seismic analysis and project design performed in accordance with the CBC and the ASCE 7-16 Standard would ensure that no significant impacts result due to ground shaking. Structural elements can be designed by the project structural engineer to resist or accommodate anticipated ground motions and to conform to the current seismic design standards. As required by compliance measure **CM-GEO-1** included in Table 3-3 of Chapter 3, compliance with the CBC through subsequent design-level evaluation would ensure that the proposed project is designed to resist or accommodate anticipated ground motions. Additionally, as described above, implementation of **CM-GEO-1** that requires compliance with recommendations of a design-level geotechnical report would ensure the proposed project complies with all General Plan goals, policies, and programs related to geologic hazards, including seismic ground shaking. Therefore, the proposed project would not result in substantial adverse effects from strong seismic ground shaking. Impacts related to seismic ground shaking would be **less than significant**.

c. Seismic-related ground failure, including liquefaction?

As discussed in Section 4.5.1, the project site is not situated within a mapped liquefaction zone and groundwater is anticipated at depths greater than 100 feet, such that the risks associated with liquefaction would be low. Refer to Appendix G. Soils on the project site are generally sandy and in a loose to medium dense condition. Relatively dry soils (e.g., soils above the groundwater table) with low density or softer consistency tend to undergo a degree of compaction during a seismic event. Volumetric changes in dry soils occurs from earthquake shaking that induces a significant sheer strain in a soil mass. As such, there is potential for dynamic compaction to occur during a seismic-related event. As discussed above, future building design in compliance with Chapter 18 of the 2019 CBC would ensure potential seismic risks would be less than significant. Such compliance measures may include removal and compaction of the upper site soils, or use of engineered foundation design (i.e., grade beams or mat foundations) to accommodate the expected effects of anticipated settlements. As required by compliance measure **CM-GEO-1** included in Table 3-3 of Chapter 3, compliance with the CBC through subsequent design-level evaluation would ensure that the proposed project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Additionally, as described above, implementation of **CM-GEO-1** would ensure the proposed project complies with all General Plan goals, policies, and programs related to geologic hazards, including seismic-related ground failure. Impacts related to seismic ground failure would be **less than significant**.

d. Landslides

Based on the Appendix F review of published geologic literature, aerial photographs, and site reconnaissance, the project site is located on relatively flat terrain and no landslides or related features are known to underlie or be adjacent to the project site. According to Appendices F and G, risks associated with slope instability would be negligible. As such, the proposed project is not anticipated to cause potential substantial adverse effects due to landslides. Impacts related to landslides would be **less than significant**.

Would the project result in substantial soil erosion or the loss of topsoil?

Construction for the proposed project is anticipated to create the potential for soil erosion during excavation, grading, and trenching activities. As indicated in **CM-HYD-1**, the project would be required to complete a Stormwater Pollution Prevention Plan (SWPPP) during the final engineering stage that demonstrates compliance with the RWQCB Order Number R8-2010-003, NPDES Permit Number CA18033, as amended (RWQCB 2010). With the implementation of common prudent practices required via the SWPPP during construction, water and wind related soil erosion can be reduced within the construction site boundaries. Such procedures may include appropriate surface drainage measures for erosion due to water, the use of erosion prevention mats or geofabrics, silt fencing, sandbags and plastic sheeting, and temporary drainage devices. To reduce wind-related erosion, wetting of soils surfaces and/or covering exposed ground areas and soil stockpiles could also be considered during construction operations, as appropriate. In addition, the use of tackifiers may be considered to reduce the potential for water-and wind-related soil erosion. Compliance with regulations and the associated SWPPP ensure soil erosion and the loss of topsoil would be less than significant during construction. Refer to Section 5.3, Hydrology and Water Quality, for additional details.

Long-term erosion potential would be avoided through site design and maintenance practices in accordance with regulations. Drainage studies (Appendices M.1 and M2.) were completed to address runoff during operations and includes drainage site design measures. In addition, a water quality management plan (Appendices L.1 and L.2) was prepared to address water quality, including potential for water pollutants from soil erosion. While much of the project site is anticipated to be covered by buildings and/or pavements, standard design procedures can be performed to reduce soil erosion in landscaped/bare areas such as appropriate surface drainage to provide for positive surface runoff. Project design would address reducing concentrated runoff conditions that could cause erosion and affect the stability of project improvements. The use of erosion control fabrics and drainage devices during operation would be designed and maintained to reduce erosion processes. The project would also include proper measures to control sediments from entering runoff. Ultimately, compliance with regulations and the associated drainage studies and water quality management plans ensure soil erosion and the loss of topsoil would be less than significant during operations. Refer to Section 5.3 for additional details.

In conclusion, with proper design measures included in the drainage studies (Appendices L.1, L.2, M.1, and M.2) and implementation of the BMPs included in the SWPPP in accordance with regulations, impacts related to soil erosion during construction and operations would be **less than significant**.

Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Based on the Appendix F review of background data and preliminary construction plans, soils on the project site are not susceptible to on- or off-site landslides, lateral spreading, or liquefaction as a result of the proposed project. As such, the proposed project is not anticipated to have significant impacts to on-site or off-site landslides, lateral spreading, subsidence, or liquefaction. Furthermore, based on Appendix F and Appendix G, soil settlement as a result of anticipated foundation loads is estimated to be less than one inch. In addition, as required for the issuance of a grading permit, a geotechnical engineer would be required to complete a design-level geotechnical report for the project that demonstrates that conformity with the requirements of the 2019 CBC, which includes requirements to address potential soil settlement and ensure soil stability via engineering design measures (see **CM-GEO-1** in Table 3-3 of Chapter 3). Such measures may include use of engineered foundation design to accommodate the anticipated settlements of site buildings. Compliance with the CBC would ensure that the proposed project would not result in on- or off-site landslide, lateral spreading, subsidence,

liquefaction or collapse. Additionally, as described above, implementation of **CM-GEO-1** would ensure the proposed project complies with all General Plan goals, policies, and programs related to geologic hazards, including project site location on an unstable geologic unit or soil. Impacts related to unstable geologic units and soils would be **less than significant**.

Would the project 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?

Based on Appendix F and Appendix G's review of regional geologic maps, as well as site reconnaissance, soils on the project site are generally sandy in nature and are anticipated to have very low to low potential for expansion. Laboratory testing performed on on-site soils via the geotechnical investigation (Appendix F) also indicate a low potential for expansion (i.e., expansion index of 50 or less). Ultimately the project would be required to comply with Chapter 18 of the 2019 CBC, which includes assessing and addressing expansive soils during the future building design phase. To reduce potential risks from expansive soils, techniques for expansive soils include over excavation and replacement with non-expansive soils, moisture control, soil mixing, lime treatment, and/or development of specific structural design for expansive soil conditions. As required by compliance measure **CM-GEO-1** included in Table 3-3 of Chapter 3, compliance with the CBC through subsequent design-level evaluation, reporting, and adherence to design-level geotechnical report recommendations as required for grading permit issuance would ensure that the proposed project would not result in risks from expansive soils. Additionally, as described above, implementation of **CM-GEO-1** would ensure the proposed project complies with all General Plan goals, policies, and programs related to geologic hazards, including expansive soils. Therefore, impacts related to expansive soils would be **less than significant**.

Would the project 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?

The proposed project does not include the use of septic tanks or alternative wastewater disposal systems. **No impact** related to soils incapable of supporting these uses would occur.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Most paleontological resources are not exposed at the surface, and fossils are usually found during earthmoving activities when sedimentary geologic units are exposed. The project site is almost entirely developed, whereas the likelihood of encountering subsurface paleontological resources is greatest on sites that have been minimally excavated in the past. As discussed in Section 4.5.1, older Pleistocene sediments are present in both the subsurface and the ground surface the southern portion of the City (generally south of Johnston Avenue). The project site is located south of Johnston Avenue, so it is conservatively assumed the project site is underlain by Pleistocene sediments. Pleistocene sediments have a high potential to contain paleontological resources and the project site is identified as being located in an area of high (High B) sensitivity according to the Riverside County General Plan (Riverside County 2015). As described in Section 4.5.1, High B sensitivity indicates fossils that are likely to be encountered at or below 4 feet of depth and may be impacted during construction activities (Riverside County 2015). The proposed project would result in excavation on previously undisturbed areas of the project site. Additionally, excavation would be relatively deep in the western portion of the project site where underground storage tanks (USTs) would be installed for fuel at the gas station. Due to the depth of excavation during grading activities and generally high sensitivity of the area for paleontological resources, there is potential to encounter previously undiscovered paleontological resources. Thus, there is potential to impact unknown subsurface paleontological resources. This would represent project inconsistency with General Plan Goal HR-2, Policies HR-

2.2 to 2.4, and Program HP-P-10 pertaining to paleontological resources if mitigation were not implemented and proper monitoring, evaluation and, if needed, curation was not completed. Thus, impacts to paleontological resources are considered **potentially significant** (**Impact GEO-1**).

4.5.5 Cumulative Impacts

All of Southern California lies within a seismically active region with an extremely diverse range of geologic and soil conditions that can vary substantially within short distances. However, impacts from geologic and soil conditions are also site-specific and would only have potential to combine with impacts of the proposed project if they occurred in the same general location, or on similar soils and topographies. Thus, the geographic extent of the cumulative study area for potential impacts to people and structures related to geologic and seismic hazards is restricted to the project site and the area immediately surrounding the site.

Fault Rupture, Erosion, and Slope Failure

It is unlikely that past, existing, and/or future projects could contribute to the cumulative effects of geology and soils creating the acceleration of erosion, slope failures, fault or ground rupture, and/or earthquake-induced ground failure. These types of conditions would be limited to the areas within and adjacent to the boundaries of individual projects or structural components of the project. In order for impacts to be cumulatively considerable, these conditions would have to occur at the same time and in the same location as the proposed project. Therefore, potential seismic impacts (ground shaking, earthquake-induced ground failure, and fault rupture) as a result of local and regional faults, as well as soils that underlie individual projects, comprise an impact to the geologic environment that would not be cumulatively considerable. Additionally, each individual project would be designed in accordance with seismic design criteria as required by the CBC and with other specific design criteria from state and local building and grading regulations, and would be subject to CEQA, including analysis of and mitigation for geologic and soil impacts on an individual basis. Therefore, the proposed project **would not contribute to potentially cumulatively considerable impacts** related to fault rupture, erosion, and slope failure.

Ground Shaking, Liquefaction, Landslides, and Expansive Soils

The proposed project would be designed in accordance with the seismic design requirements of the CBC, which contains universal standards for seismically sound site preparation and grading practices, foundations design, and guidelines for the appropriate selection and use of construction materials. Individual proposed project impacts related to ground shaking, liquefaction, landslides, and expansive soils have been determined to be less than significant because, among other reasons set forth above, the existing regulatory framework controlling the design and construction of structures in California, and actions required to obtain a grading and/or development permits at the local level, are sufficient to avoid or substantially reduce the potential impacts. Impacts related to cumulative projects identified on the list would be site-specific, and all other projects listed in Table 3-4 would be required to comply with the same or similar set of laws, regulations, and ordinances to avoid or substantially reduce any identified potential impacts. Therefore, because all cumulative projects would be designed in accordance with seismic design criteria as required by the CBC and with other specific design criteria from state and local building and grading regulations, the proposed project **would not result in a cumulatively considerable impact** related to ground shaking, liquefaction, landslides, expansive soils, and adequate soils for septic systems.

Paleontological Resources

Cumulative projects located in the region would have the potential to result in a cumulative impact associated with paleontological resources from extensive grading, excavation, or other ground-disturbing activities. Cumulative projects that require significant excavation, such as regional energy and utility projects or the construction of new roadways, would result in adverse impacts to paleontological resources. Additionally, if a cumulative project that requires excavation or grading is located in an area of high or moderate sensitivity, this would result in an increased potential for an adverse impact to a paleontological resources to occur. Cumulative projects would be regulated by state and local regulations, including CEQA. However, the loss of paleontological resources on a regional level may not be adequately mitigated through methods specified in these regulations. Therefore, the cumulative destruction of significant paleontological resources from planned construction and development within the region would be cumulatively significant. Additionally, past projects involving development and construction have already impacted paleontological resources within the region.

As discussed in Section 4.5.4, ground-disturbing activities associated with the proposed project could have a significant impact on previously undiscovered paleontological resources within older Pleistocene sediments. Without appropriate mitigation, the proposed project in combination with cumulative projects occurring in areas containing geologic formations with high and moderate sensitivity for previously undiscovered paleontological resources, would have the potential to result in cumulative impacts to paleontological resources within older Pleistocene sediments. As such, impacts could be considered **potentially cumulatively considerable** (**Impact CU-GEO-1**)

4.5.6 Project Impacts Prior To Mitigation

Impact GEO-1 Proposed grading activities, including the installation of underground storage tanks, have the potential to impact subsurface paleontological resources.

Impact CU-GEO-1 The proposed project's potential impact combined with other cumulative project impacts to paleontological resources in older Pleistocene sediments would be potentially cumulatively considerable.

4.5.7 Mitigation Measures

MM-GEO-1 Prior to issuance of a grading permit, the applicant shall provide a letter from a qualified paleontologist that demonstrates that the qualified professional paleontologist has been retained to prepare a paleontological monitoring plan, attend the project pre-construction meeting, and to implement the monitoring plan. A Qualified Professional Paleontologist is defined as a person who has a Ph.D. or M.S. or equivalent in paleontology or closely related field (e.g., sedimentary or stratigraphic geology, evolutionary biology); has a demonstrated knowledge of Southern California paleontology and geology; and has documented experience performing professional paleontological procedures and techniques. A Qualified Paleontological Resource Monitor is defined as an individual with at least one year of experience in field identification and collecting of fossil materials. The project Qualified Professional Paleontologist or Monitor shall attend the pre-excavation meetings with representatives of the lead agency, the developer or project proponent, and contractors to explain the importance of fossils, the laws protecting fossils, the need for mitigation, the types of fossils that might be discovered during excavation work, and the

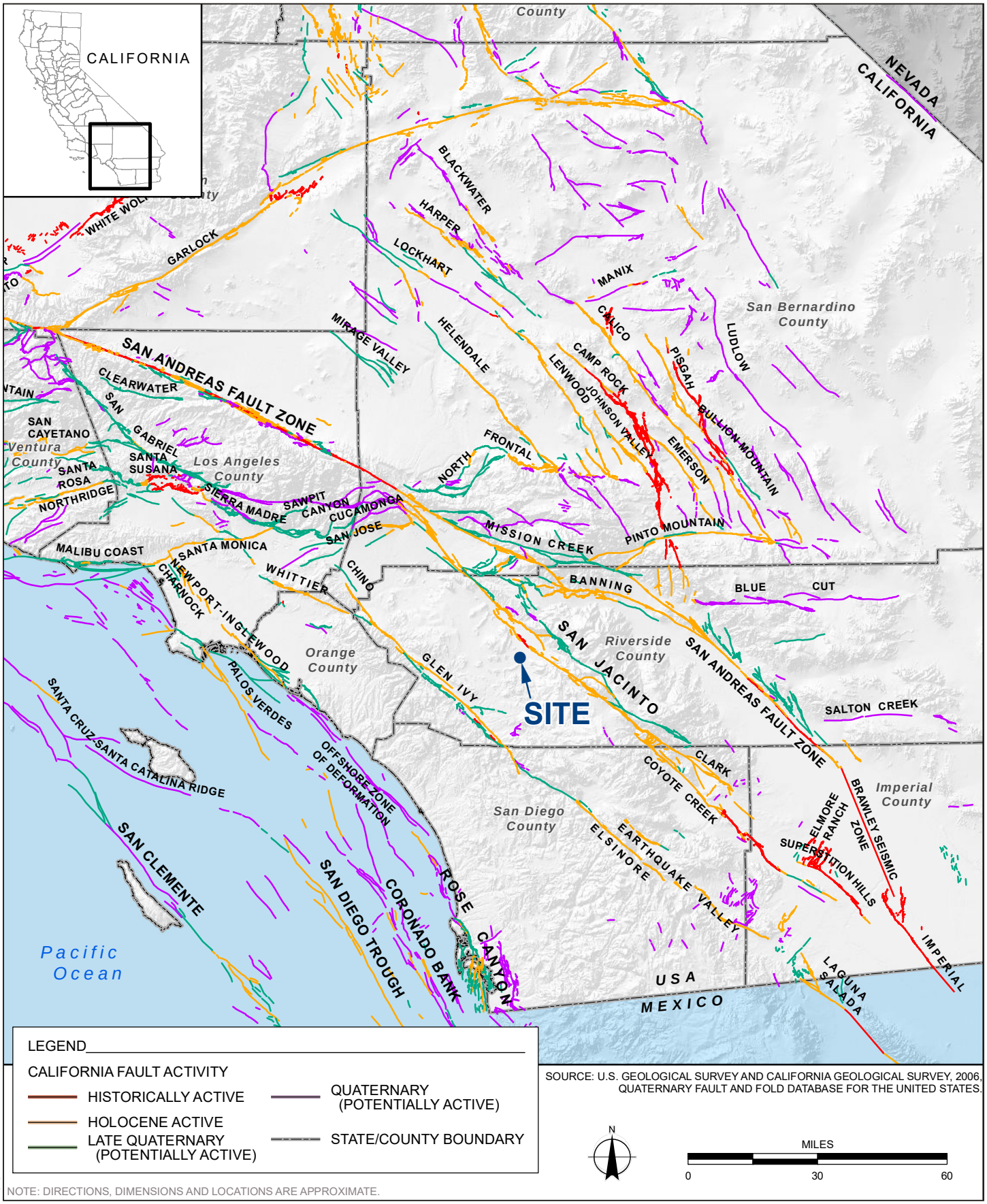
procedures that should be followed if fossils are discovered. The monitoring plan shall include the following performance standards at a minimum:

1) A Paleontological Monitoring Plan shall be prepared and approved by the Qualified Professional Paleontologist retained for the project prior to the pre-construction meeting. The Paleontological Monitoring Plan shall include a literature search, record search, and, as needed, consultation information based on coordination with other paleontologist who have completed monitoring for other projects within the area south of Johnston Avenue in the City of Hemet.
2) A qualified professional paleontologist or a paleontological resource monitor under the direction and supervision of a qualified professional paleontologist, shall be on site during original cutting of Pleistocene-age alluvial deposits. The qualified professional paleontologist or a paleontological resource monitor shall follow the Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010; Available at: http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx).
3) Monitoring of the noted geologic unit may be either increased or decreased after the original cutting depending upon if on-going grading activities would involve cut into native Pleistocene-age alluvium deposits, as determined by the qualified paleontologist. After 50% of excavations are complete in either an area or rock unit and no fossils of any kind have been discovered, the level of monitoring can be reduced or suspended entirely at the project paleontologist's discretion.
4) In the event that well-preserved fossils are discovered, a qualified paleontologist shall have the authority to temporarily halt or redirect construction activities in the discovery area to allow recovery in a timely manner (typically on the order of one hour to two days). All collected fossil remains shall be cleaned, sorted, cataloged and deposited in an appropriate paleontological repository as defined by the Standard Procedures for the Assessment and Mitigation of Advisees Impacts to Paleontological Resources (Society of Vertebrate Paleontology 2010) at the applicant's expense.
5) A Final Monitoring Report (with a map showing fossil site locations) summarizing the results, analyses, and conclusions of the above-described monitoring/recovery program shall be submitted to the City of Hemet within three months of terminating monitoring activities. The final report should emphasize the discovery of any new or rare taxa, or paleoecological or taphonomic significance. A complete set of field notes, geologic maps, stratigraphic sections, and a list of identified specimens must be included in or accompany the final report. This report should be finalized only after all aspects of the mitigation program are completed, including preparation, identification, cataloging, and curatorial inventory. The final report (with any accompanying documents) and repository curation of specimens and samples constitute the goals of a successful paleontological resource mitigation program. Full copies of the final report should be deposited with both the lead agency and the repository institution with the request that all locality data remain confidential and not made available to the general public.

4.5.8 Level of Significance After Mitigation

Based on the above analysis, **Impact GEO-1** would be reduced to less than significant with implementation of **MM-GEO-1**, which would require a qualified paleontologist to be retained to attend project pre-construction meeting and discuss proposed grading plans with the project contractor(s). Subsequently, the qualified paleontologist or qualified paleontological monitor shall monitor all grading activities that involve excavations into previously undisturbed areas of Pleistocene-age alluvial deposits. Further, implementation of **MM-GEO-1** would also reduce **Impact CU-GEO-1** to a less than significant level because project-specific impacts would be reduced to a less than significant level. The proposed project would not result in a significant and unavoidable impact to paleontological resources and therefore no cumulatively considerable contribution to the loss of paleontological resources would occur.

Finally, implementation of **MM-GEO-1** would ensure the proposed project would not conflict with General Plan Goal HR-2, which aims to preserve significant archaeological and paleontological resources in the City. The proposed project would also not result in conflicts with General Plan Policies HR-2.2, HR-2.3, and HR-2.4 which require monitoring for, and evaluation and cataloguing of archaeological and paleontological resources, respectively. **MM-GEO-1** includes provisions for monitoring, evaluating, and cataloguing paleontological resources discovered during project earthwork. Implementation of **MM-GEO-1** would also ensure the proposed project would not conflict with General Plan Program HR-P-10, which further aims to protect paleontological resources through requiring surveys and studies to be included in the environmental review process and requiring the provisions of mitigation where applicable. This has been completed herein in accordance with CEQA. Therefore, the proposed project would also comply with the General Plan goals, policies, and programs related to the paleontological resources and implementation of **MM-GEO-1** would ensure that impacts to paleontological resources would be less than significant.



SOURCE: Ninyo & Moore, 2020

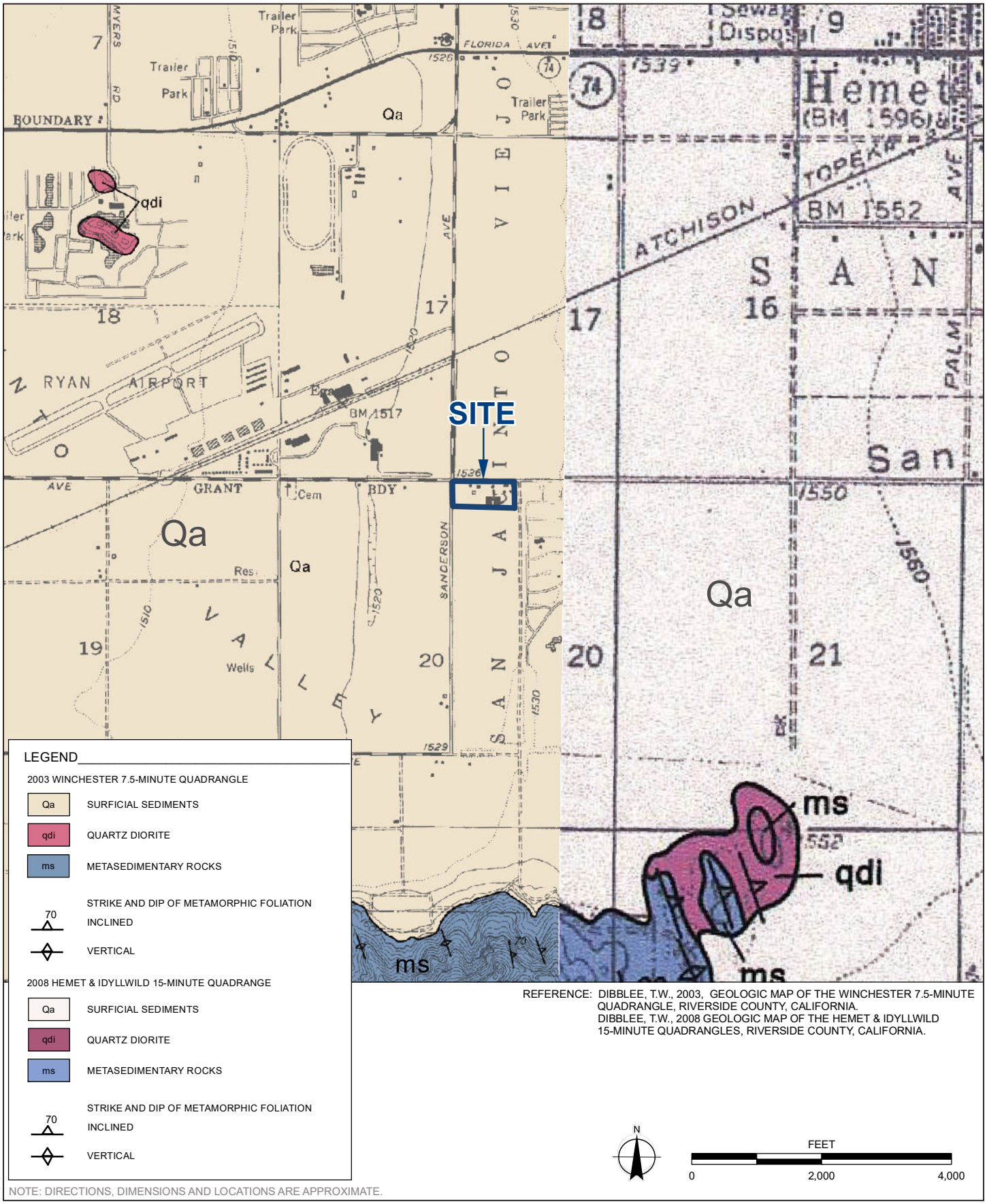
FIGURE 4.5-1

Fault Locations

Stetson Corner

DUDEK

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REFERENCE: DIBBLEE, T.W., 2003, GEOLOGIC MAP OF THE WINCHESTER 7.5-MINUTE QUADRANGLE, RIVERSIDE COUNTY, CALIFORNIA.
DIBBLEE, T.W., 2008 GEOLOGIC MAP OF THE HEMET & IDYLLWILD 15-MINUTE QUADRANGLES, RIVERSIDE COUNTY, CALIFORNIA.

NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE.

SOURCE: Ninyo & Moore, 2020

FIGURE 4.5-2

Geology

Stetson Corner

DUDEK

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4.6 Greenhouse Gas Emissions

This section describes the existing greenhouse gas (GHG) conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. The analysis is based on the review of existing conditions; technical data; applicable laws, regulations, and guidelines; and the air quality and greenhouse gas technical report prepared by Dudek. The *Air Quality and Greenhouse Gas Emissions Analysis Technical Report for the Stetson Corner Project* is included in this Environmental Impact Report (EIR) as Appendix C.

4.6.1 Existing Conditions

Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2017a).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and is the most significant driver of observed climate change (IPCC 2013; EPA 2017a). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2013). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2013).

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere. The main GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). Some GHGs, such as CO_2, CH_4, and N_2O, occur naturally and are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as HFCs, PFCs, and SF_6, which are associated with certain industrial products and processes. Refer to Appendix C for further information on these GHGs identified above.

Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (EPA 2016). The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons of CO_2 equivalent (MT CO_2e).

The current version of CalEEMod (version 2016.3.2) assumes that the GWP for CH4 is 25 (so emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the project.

Greenhouse Gas Inventories and Climate Change Conditions

Sources of Greenhouse Gas Emissions

Anthropogenic GHG emissions worldwide in 2017 (the most recent year for which data is available) totaled approximately 50,860 million metric tons (MMT) of CO_2e, excluding land use change and forestry (PBL 2018). Six countries—China, the United States, the Russian Federation, India, Japan, and Brazil—and the European community accounted for approximately 65% of the total global emissions, or approximately 33,290 MMT CO_2e (PBL 2018).

Per the EPA's Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2018 (EPA 2019), total United States GHG emissions were approximately 6,676.6 MMT CO_2e in 2018. The primary GHG emitted by human activities in the United States was CO_2, which represented approximately 81.3% of total GHG emissions (5,428.1 MMT CO_2e). The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 92.8% of CO_2 emissions in 2018 (5,031.8 MMT CO_2e). Relative to 1990, gross United States GHG emissions in 2018 are higher by 3.7%, down from a high of 15.2% above 1990 levels in 2007. GHG emissions decreased from 2017 to 2018 by 2.9% (188.4 MMT CO_2e) and overall, net emissions in 2018 were 10.2% below 2005 levels (EPA 2019).

According to California's 2000–2018 GHG emissions inventory (2020 edition), California emitted 425 MMT CO_2e in 2018, including emissions resulting from out-of-state electrical generation (CARB 2020). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2018 are presented in Table 4.6-1.

Table 4.6-1. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total*
Transportation	169.5	39.9%
Industrial	89.2	21.0%
Electricity (in state)	38.5	9.1%
Electricity (imports)	24.6	5.8%

Table 4.6-1. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total*
Agriculture	32.6	7.7%
Residential	25.7	6.0%
Commercial	15.6	3.7%
High GWP	20.5	4.8%
Recycling and Waste	9.1	2.1%
Total	**425.3**	**100%**

Source: CARB 2020.
MMT CO_2e = million metric tons of carbon dioxide equivalent per year
* Column may not add due to rounding.

Between 2000 and 2018, per-capita GHG emissions in California have dropped from a peak of 14.0 MT per person in 2001 to 10.7 MT per person in 2018, representing a 24% decrease. In addition, total GHG emissions in 2018 were approximately 0.8 MMT CO_2e less than 2017 emissions (CARB 2020).

The City community-wide GHG emissions inventory is summarized in Table 4.6-2. Residential uses account for the majority of the City's GHG emissions (64%). Approximately 19% of the City's community-wide GHG emissions are attributed to commercial uses.

Table 4.6-2. Greenhouse Gas Emissions Sources in City of Hemet

Source Category	Annual GHG Emissions (MT CO_2e)[a]	Percent of Total[a]
Residential	126,445	64%
Commercial	37,170	19%
Industrial	2,849	1%
Institutional/Open Space	27,658	14%
Municipal	2,617	1%
Total	**196,739**	**100.0%**

Source: City of Hemet 2018.
Notes: GHG = greenhouse gas; MT CO_2e = metric tons of carbon dioxide equivalent.
Emissions reflect the 2010 City of Hemet GHG inventory.
[a] Total may not sum due to rounding.

The site currently consists of industrial uses and vacant land. Considering the existing uses present, the site is currently generating greenhouse gas emissions. As the project does not include any modifications to those existing uses and emissions would be constant from those sources, those emissions are excluded from this analysis.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 Intergovernmental Panel on Climate Change Synthesis Report indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, and rising sea levels (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8°F) of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F) (IPCC 2018). Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed, including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed, including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governments need for information to support action in their communities, the Fourth Assessment (2018) includes reports for nine regions of the state, including the Inland Deserts Region, where the project is located. Key projected climate changes for the Inland Deserts Region include the following (CNRA 2018):

- Extremely high maximum temperatures are expected to occur in the Inland Deserts.
- The fate of the Salton Sea is a critical determinant of future environmental quality.

- Renewable energy development will have big impacts on the economy and infrastructure.
- Continuing current land use/development patterns (i.e., housing development in the region to compensate for lack of development on the coast) will require increased energy for cooling to compensate for a rise in extreme high temperatures.
- Higher temperatures will exacerbate water stress in an already very water-limited region.
- Changing water availability is a key determinant of the future for ecological and agricultural systems.
- Population in the Inland Deserts is highly vulnerable to the effects of climate change.
- Tourism is a major economic driver that is likely to be threatened by a changing climate.

4.6.2 Relevant Plans, Policies, and Ordinances

Federal

Massachusetts v. EPA

In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In December 2009, the administrator signed a final rule with the following two distinct findings regarding GHGs under Section 202(a) of the federal Clean Air Act:

- The Administrator found that elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is the "endangerment finding."
- The Administrator further found the combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling previously discussed, the Bush Administration issued Executive Order (EO) 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency.

The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, the EPA finalized its decision to maintain the current greenhouse (GHG) emissions standards for model years 2022–2025 cars and light trucks (EPA 2017b).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018 (76 FR 57106–57513). The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6%–23% over the 2010 baselines.

On September 27, 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51310), which became effective November 26, 2019. The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission-vehicle (ZEV) mandates in California. On March 31, 2020, the EPA and NHTSA issued the Part Two Rule, which went into effect on June 29, 2020. The Part Two Rule sets CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. This issue is evolving as California and 22 other states, as well as the District of Columbia and four cities, have filed lawsuits against the EPA regarding Parts One and Two of the SAFE Vehicles Rule. The litigation is still pending; in addition, the status of the federal vehicle standards will likely evolve under the Biden administration.

State

State Climate Change Targets

The state has taken a number of actions to address climate change. These include EOs, legislation, and CARB plans and requirements. These are summarized below.

EO S-3-05. EO S-3-05 (June 2005) established the following statewide goals: GHG emissions should be reduced to 2000 levels by 2010, GHG emissions should be reduced to 1990 levels by 2020, and GHG emissions should be reduced to 80% below 1990 levels by 2050.

AB 32. In furtherance of the goals established in EO S-3-05, the legislature enacted AB 32. The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the state's long-range climate objectives.

CARB's 2007 Statewide Limit. In 2007, in accordance with California Health and Safety Code, Section 38550, CARB approved a statewide limit on the GHG emissions level for year 2020 consistent with the determined 1990 baseline (427 million metric tons [MMT] CO_2e).

CARB's Climate Change Scoping Plan. One specific requirement of AB 32 is for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code, Section 38561[a]), and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and

initiate the transformations needed to achieve the state's long-range climate objectives. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards
2. Achieving a statewide renewable energy mix of 33%
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS) (17 CCR 95480 et seq.)
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15% from then levels (2008) by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EOs S-3-05 and B-16-2012. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050 including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the state's 1990 emissions level, using more recent GWPs identified by the IPCC from 427 MMT CO_2e to 431 MMT CO_2e.

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. The governor called on California to pursue a new and ambitious set of strategies, in line with the five climate change pillars from his inaugural address, to reduce GHG emissions and prepare for the unavoidable impacts of climate change. In the summer of 2016, the legislature affirmed the importance of addressing climate change through passage of SB 32 (Chapter 249, Statutes of 2016).

In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update (2030 Scoping Plan) (CARB 2017). The 2030 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The

strategies' known commitments include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the LCFS, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, it recommends continuing the cap-and-trade program and a measure to reduce GHGs from refineries by 20%.

CARB's Regulations for the Mandatory Reporting of Greenhouse Gas Emissions. CARB's Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (17 CCR 95100–95157) incorporated by reference certain requirements that EPA promulgated in its Final Rule on Mandatory Reporting of Greenhouse Gases (Title 40, CFR, Part 98). Specifically, Section 95100(c) of the Mandatory Reporting Regulation incorporated those requirements that EPA promulgated in the Federal Register on October 30, 2009; July 12, 2010; September 22, 2010; October 28, 2010; November 30, 2010; December 17, 2010; and April 25, 2011. In general, entities subject to the Mandatory Reporting Regulation that emit over 10,000 MT CO_2e per year are required to report annual GHGs through the California Electronic GHG Reporting Tool. Certain sectors, such as refineries and cement plants, are required to report regardless of emission levels. Entities that emit more than the 25,000 MT CO_2e per year threshold are required to have their GHG emission report verified by a CARB-accredited third party.

SB 605 and SB 1383. SB 605 (2014) requires CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state, and SB 1383 (2016) requires CARB to approve and implement that strategy by January 1, 2018. SB 1383 also establishes specific targets for the reduction of short-lived climate pollutants (40% below 2013 levels by 2030 for CH_4 and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its Short-Lived Climate Pollutant Reduction Strategy in March 2017. The Short-Lived Climate Pollutant Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, CH_4, and fluorinated gases.

EO B-30-15. EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update the Scoping Plan to express the 2030 target in terms of MMT CO_2e. The EO also called for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets.

Senate Bill (SB) 32 and AB 197. SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to the CARB Board as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the scoping plan.

EO B-55-18. EO B-55-18 (September 2018) establishes a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." This executive order directs CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal."

Building Energy

Title 24, Part 6. Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC) (and revised if necessary) (California Public Resources Code, Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of "reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (California Public Resources Code, Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402[d]) and cost effectiveness (California Public Resources Code, Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2019 Title 24 standards are the currently applicable building energy efficiency standards, and became effective on January 1, 2020. The 2019 Title 24 Building Energy Efficiency Standards will further reduce energy used and associated GHG emissions. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018).

Title 24, Part 11. In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as California's Green Building Standards (CALGreen), and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings and schools and hospitals. The 2019 CALGreen standards are the current applicable standards. For nonresidential projects, some of the key mandatory CALGreen 2019 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle (EV) charging stations, shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

The CALGreen standards also include voluntary efficiency measures that are provided at two tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 80% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs.

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems.

SB 1. SB 1 (August 2006, "Go Solar California" or "Million Solar Roofs") established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption, and placing solar energy systems on 50% of new homes within 13 years of adoption.

AB 1109. Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting, to reduce electricity consumption by 50% for indoor residential lighting and 25% for indoor commercial lighting.

AB 1470 (Solar Water Heating). This bill established the Solar Water Heating and Efficiency Act of 2007. The bill includes findings and declarations of the legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand.

Renewable Energy and Energy Procurement

SB 1078. SB 1078 (September 2002) established the Renewable Portfolio Standard (RPS) program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (EO S-14-08 and S-21-09).

SB 1368. SB 1368 (September 2006) required the CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities.

EO S-14-08. EO S-14-08 (November 2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020.

EO S-21-09 and SB X1-2. EO S-21-09 (September 2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard. However, this regulation was not finalized because of subsequent legislation (SB X1-2, Simitian, Statutes of 2011) signed by Governor Brown in April 2011.

SB X1-2 expanded the RPS by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location. SB X1-2 applies to all electricity retailers in the state including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators.

SB 350. SB 350 (October 2015, Clean Energy and Pollution Reduction Act) further expanded the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (e.g., heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. Regarding mobile sources, as one of its elements, SB 350 establishes a statewide policy for widespread electrification of the transportation sector, recognizing that such electrification is required for achievement of the state's 2030 and 2050 reduction targets (see California Public Utilities Code, Section 740.12).

SB 100. SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Mobile Sources

State Vehicle Standards (AB 1493 and EO B-16-12). AB 1493 (July 2002) was enacted in a response to the transportation sector accounting for more than half of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004.

EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, CPUC, and other relevant agencies to work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

As explained under the "Federal Vehicle Standards" description above, EPA and NHTSA approved the SAFE Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. As the EPA rule is the subject of pending legal challenges and no GHG adjustment factors have been issued for EMFAC by CARB, this analysis continues to utilize the best available information at this time, as set forth in EMFAC.

EO S-1-07. EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining LCFS for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The initial target of the LCFS was to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). In September 2018, CARB approved amendments to the LCFS that require 20% reduction in carbon intensity by year 2030. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered.

SB 375. SB 375 (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires each of the state's 18 regional metropolitan planning organizations to prepare an SCS as part of their RTP that will achieve the GHG reduction targets set by CARB. If a metropolitan planning organization is unable to devise an SCS to achieve the GHG reduction target, the metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to Government Code, Section 65080(b)(2)(K), a SCS does not (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

In September 2010, CARB adopted the first SB 375 targets for the regional metropolitan planning organizations. The targets for SCAG are an 8% reduction in emissions per capita by 2020 and a 13% reduction by 2035. In March 2018, CARB updated the regional GHG emission reduction targets for SCAG to an 8% reduction in emissions per capita by 2020 and a 19% reduction by 2035. Achieving these goals through adoption of a SCS is the responsibility of the metropolitan planning organizations. SCAG adopted its first RTP/SCS in April 2012. The plan quantified a 9% reduction by 2020 and a 16% reduction by 2035 (SCAG 2012). In June 2012, CARB accepted SCAG's quantification of GHG reductions and its determination the SCS, if implemented, would achieve SCAG targets. On April 4, 2016, the SCAG Regional Council adopted the 2016 RTP/SCS, which builds upon the progress made in the 2012 RTP/SCS. The updated RTP/SCS quantified an 8% reduction by 2020 and an 18% reduction by 2030 (SCAG 2016). In June 2016, CARB accepted SCAG's quantification of GHG reductions and its determination the SCS, if implemented, would achieve SCAG targets. Most recently, Connect SoCal was adopted by SCAG's Regional Council on September 3, 2020. In October 2020, CARB issued Executive Order G20-239 with the determination that the SCAG 2020 SCS would, when implemented, meet the applicable 2035 GHG emissions reduction target.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program.

The Advanced Clean Cars Program (January 2012) is a new emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars (CARB 2012). To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold today. To reduce GHG emissions, CARB, in conjunction with the EPA and the NHTSA, adopted new GHG standards for model year 2017 to 2025 vehicles; the new standards are estimated to reduce GHG emissions by 34% in 2025. The Zero-Emissions Vehicle Program will act as the focused technology of the Advanced Clean Cars Program by requiring manufacturers to produce increasing numbers of zero-emissions vehicles and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

EO N-79-20. EO N-79-20 (September 2020) The EO requires CARB develop regulations as follows: a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the state towards the target of 100% of in-state sales by 2035. b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the state towards the target of 100% of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035. c) Strategies, in

coordination with other state agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100% zero-emission from off-road vehicles and equipment operations in the state by 2035. EO N-79-20 calls for the development of a Zero-Emissions Vehicle Market Development Strategy by January 31,2021, to be updated every three years that ensures coordination and implementation of the Order and outlines actions to support new and used zero-emission vehicle markets. In addition, the Order specifies identification of near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options; and calls for development of strategies, recommendations and actions by July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the state transitions to a carbon-neutral economy.

AB 1236. AB 1236 (October 2015) required a city, county, or city and county to approve an application for the installation of electric vehicle charging stations, as defined, through the issuance of specified permits, unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of electric vehicle charging stations is a matter of statewide concern. The bill required electric vehicle charging stations to meet specified standards. The bill required a city, county, or city and county with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for electric vehicle charging stations, as specified. The bill also required a city, county, or city and county with a population of less than 200,000 residents to adopt this ordinance by September 30, 2017.

Solid Waste

AB 939, AB 341, and AB 1826. In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code, Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000.

AB 341 (Chapter 476, Statutes of 2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle conducted several general stakeholder workshops and several focused workshops and in August 2015 published a discussion document titled AB 341 Report to the Legislature, which identifies five priority strategies that CalRecycle believes would assist the state in reaching the 75% goal by 2020, legislative and regulatory recommendations, and an evaluation of program effectiveness (CalRecycle 2012).

AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Water

EO B-29-15. In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

EO B-37-16. Issued May 2016, EO B-37-16 directed the State Water Resources Control Board (SWRCB) to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state. The SWRCB also developed a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The SWRCB and Department of Water Resources will develop new, permanent water use targets that build upon the existing state law requirements that the state achieve 20% reduction in urban water usage by 2020. EO B-37-16 also specifies that the SWRCB permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.

Other State Actions

Senate Bill 97. SB 97 (August 2007) directed the Governor's Office of Planning and Research to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. The CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009a).

With respect to GHG emissions, the CEQA Guidelines state in Section 15064.4(a) that lead agencies should "make a good faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project" The CEQA Guidelines note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance based standards" (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the state's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable. (14 CCR 15064.4[b]).

EO S-13-08. EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009 (CNRA 2009b), and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014 (CNRA 2014). To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water. Issuance of the Safeguarding California: Implementation Action Plans followed in March 2016 (CNRA 2016). In January 2018, the CNRA released the Safeguarding California Plan: 2018 Update, which communicates current and needed actions that state government should take to build climate change resiliency (CNRA 2018).

Local

South Coast Air Quality Management District

Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008). The South Coast Air Quality Management District (SCAQMD) has developed draft numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects; however, these thresholds were not adopted.

City of Hemet General Plan 2030

The Open Space and Conservation Element of the City's General Plan 2030 (City of Hemet 2012) includes the goals and policies that result in co-benefits with reducing GHG emissions. The Air Quality Element of the City's General Plan is discussed in Section 4.2, Air Quality, of this EIR. The Open Space and Conservation Element includes sustainability goals and policies that result in benefits with reducing GHG emissions. The "Sustainability" section outlines the City's approach to reducing GHG emissions in response to the Global Warming Solutions Act of 2006, the Greenhouse Gas Emissions Act of 2007, the Sustainable Communities and Climate Protection Act of 2008, and other federal and state legislation. The City has threaded its sustainability goals and policies throughout the General Plan with a focus on energy and water conservation and reducing GHG emissions. These goals and policies generally fall into the following categories:

- Smart Growth: Land Use and Community Design,
- Transportation and Connectivity,
- Water Conservation,
- Air Quality,
- Energy and Resource Conservation,
- Waste Reduction, and
- Economic Sustainability.

City of Hemet Climate Action Plan

The City of Hemet is a participant in the Western Riverside Council of Government's (WRCOG's) Climate Action Plan (CAP) and adopted the WRCOG subregional CAP on September 11, 2018. As such, the City of Hemet has chosen to adopt the WRCOG CAP as the Hemet CAP, incorporating as appendices the Western Riverside Energy Leader Partnership (WRELP) Community Energy Action Plan and the Municipal Energy Action Plan for the City of Hemet.

The CAP recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents a number of strategies that will make it possible for the City to meet the recommended targets. The City uses WRCOG's subregion emissions reduction target of 15% below 2010 levels by 2020. Based on guidance from CARB and the Governor's Office of Planning and Research, this reduction target level is consistent with AB 32 and serves as a basis for projects to be consistent with meeting statewide reduction targets. The following CAP emission reduction measures potentially apply to the proposed project:

R2-E2: New Commercial Energy Efficiency. Increase energy efficiency in new commercial developments an average of 10% beyond Title 24 Standards (2013 Title 24 Standard per WRCOG CAP).

R2-E4: Commercial Renewable Energy. Derive 10% of electricity use in new commercial developments from renewable energy and install an average of 5 kilowatt (kW) of solar photovoltaic cells per 10,000 square feet of building space.

R2-W2: Water Conservation Strategies. Reduce water consumption in new developments by 20% through low flush toilets, landscape ordinance, incentive programs, on-site storm water capture, and other similar programs.

4.6.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to greenhouse gases/climate change are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to greenhouse gas emissions would occur if the project would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the proposed project, would be considered to result in a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated on a project-level under CEQA.

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009c). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory, titled "Discussion Draft CEQA and Climate Change Advisory," states that,"[N]either the CEQA statute nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for perming an impact analysis. This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable. Even in the absence of clearly defined thresholds for GHG emissions, such emissions must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2018).

Furthermore, the draft advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

In October 2008, the SCAQMD published draft numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008). This draft guidance document, which builds on previous guidance prepared by the CAPCOA, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. In December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

As discussed previously in this EIR, the project includes a 12-bay gas station that is considered a stationary source under applicable, regional air quality rules, thereby placing SCAQMD in the role of a responsible agency under CEQA. SCAQMD would require the proposed project to secure a Permit to Construct and a Permit to Operate under its Rules 201 and 203, respectively. Thus, the SCAQMD interim GHG significance threshold of 10,000 MT CO_2e per-year is applicable to the project.

In addition to the numeric threshold, this analysis assesses compliance with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. As a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions are the City CAP and the 2016 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the state's long-term climate goals.

SCAG has developed Connect SoCal, the 2020-2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. Connect SoCal was adopted by SCAG's Regional Council on September 3, 2020.

The City's CAP, which was an adoption the WRCOG subregional CAP, provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. With respect to evaluation of projects under CEQA, the CAP states, "One of the major benefits to an adopted Hemet CAP is that development projects within the City would not require additional GHG emissions analysis and mitigation under CEQA if they are consistent with the Hemet CAP" (City of Hemet 2018). The purpose of the City's CAP is to guide the development, enhancement, and implementation of actions that would reduce the City's GHG emissions by 15% below existing (2010) levels by 2020. However, the Project buildout would be post-2020; thus, consistency with the City's CAP is included for informational purposes.

4.6.4 Impacts Analysis

Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Construction Emissions

Construction of the proposed project would result in GHG emissions associated with the use of off-road construction equipment, haul trucks, on-road vendor trucks, and worker vehicles. The SCAQMD *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (2008) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions. CalEEMod was used to calculate the annual GHG emissions based on the construction scenario for the proposed project (see Appendix C). Construction is anticipated to commence in April 2021 and reach completion in October 2021, lasting a total of seven months. On-site sources of GHG emissions include diesel-engine generators, off-road equipment and off-site sources, including

haul trucks, vendor trucks, and worker vehicles. Table 4.6-3 presents construction emissions for the project in 2021 from on-site and off-site emission sources.

Table 4.6-3. Estimated Annual Construction Greenhouse Gas Emissions - Unmitigated

Year	CO2	CH4	N2O	CO2e
	Metric Tons per Year			
2021	365.33	0.07	0.00	367.13
			Total	**367.13**
			Amortized 30-Year Construction Emissions	*12.24*

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
Source: Appendix C.
The values shown are the annual emissions and reflect the California Emissions Estimator Model "mitigated" output.
Totals may not add due to rounding.

As shown in Table 4.6-3, the estimated total GHG emissions during construction would be approximately 367 MT CO_2e in 2021. Estimated project-generated construction emissions amortized over 30 years would be approximately 12 MT CO_2e per year. As with project-generated construction criteria air pollutant emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

Operational Emissions

Operation of the proposed project would generate GHG emissions through motor vehicle and delivery truck trips to and from the project site; fuel dispensing operations; landscape maintenance equipment operation; energy use (natural gas and generation of electricity consumed by the project); solid waste disposal; and generation of electricity associated with water supply, treatment, and distribution and wastewater treatment. As the project does not include modifications to the McCrometer industrial uses, no changes in GHG emissions generated from those uses are assumed herein. CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions provided in Appendix C.

The estimated operational (year 2022) project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage and wastewater generation are shown in Table 4.6-4.

Table 4.6-4. Estimated Annual Operational Greenhouse Gas Emissions (2022) - Unmitigated

Emission Source	CO_2	CH_4	N_2O	CO_2e
	metric tons per year			
Area	0.01	<0.01	0.00	0.01
Energy	116.49	<0.01	<0.01	117.11
Mobile	3,173.21	0.22	0.00	3,191.12
Solid waste	13.70	0.81	0.00	33.93
Water supply and wastewater	73.29	0.71	0.02	96.32
			Total	**3,438.49**
			Amortized 30-Year Construction Emissions	*12.24*
			Operation plus Amortized Construction Total	**3,450.73**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
Source: Appendix C.
The values shown are the annual emissions reflect California Emissions Estimator Model "mitigated" output and operational year 2022.
Totals may not add due to rounding.

As shown in Table 4.6-4, estimated annual project-generated GHG emissions would be approximately 3,439 MT CO_2e per year as a result of project operations only. Estimated annual project-generated operational emissions in 2022 plus amortized project construction emissions would be approximately 3,451 MT CO_2e per year. The project-generated operational emissions in 2022 plus amortized project construction emissions are less than the SCAQMD interim GHG significance threshold of 10,000 MT CO_2e per-year.

The proposed project's consistency with statewide GHG reduction strategies is summarized in detail in Table 4.6-5.

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
Building Components/Facility Operations		
Roofs/Ceilings/Insulation	CALGreen Code (Title 24, Part 11) California Energy Code (Title 24, Part 6)	The proposed project must comply with efficiency standards regarding roofing, ceilings, and insulation. For example: Roofs/Ceilings: New construction must reduce roof heat island effects per CALGreen Code Section 106.11.2, which requires use of roofing materials having a minimum aged solar reflectance, thermal emittance complying with Section A5.106.11.2.2 and A5.106.11.2.3 or a minimum aged Solar Reflectance Index as specified in Tables A5.106.11.2.2, or A5.106.11.2.3. Roofing materials must also meet solar reflectance and thermal emittance standards contained in Title 20 Standards. (**CM-GHG-1**) Roof/Ceiling Insulation: There are also requirements for the installation of roofing and ceiling insulation. (See Title 24, Part 6 Compliance Manual at Section 3.2.2.) (**CM-GHG-1**)
Flooring	CALGreen Code	The proposed project must comply with efficiency standards regarding flooring materials. For example, for 80% of floor area receiving "resilient flooring," the flooring must meet applicable installation and material requirements contained in CALGreen Code Section 5.504.4.6. (**CM-GHG-1**)
Window and Doors (Fenestration)	California Energy Code	The proposed project must comply with fenestration efficiency requirements. For example, the choice of windows, glazed doors, and any skylights for the project must conform to energy consumption requirements affecting size, orientation, and types of fenestration products used. (See Title 24, Part 6 Compliance Manual, Section 3.3.) (**CM-GHG-1**)
Building Walls/Insulation	CALGreen Code California Energy Code	The proposed project must comply with efficiency requirements for building walls and insulation. Exterior Walls: Must meet requirements in current edition of California Energy Code and comply with Sections A5.106.7.1 or A5.106.7.2 of CALGreen Code for wall surfaces, as well as Section 5.407.1, which required weather-resistant exterior wall and foundation envelope as required by California Building Code Section 1403.2. Construction must also meet requirements contained in Title 24, Part 6, which vary by material of the exterior walls. (See Title 24, Part 6 Compliance Manual, Part 3.2.3.) (**CM-GHG-1**)

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
		Demising (Interior) Walls: Mandatory insulation requirements for demising walls (which separate conditioned from non-conditions space) differ by the type of wall material used. (*Id*. at 3.2.4.) (**CM-GHG-1**) Door Insulation: There are mandatory requirements for air infiltration rates to improve insulation efficiency; they differ according to the type of door. (*Id*. at 3.2.5.) (**CM-GHG-1**) Flooring Insulation: There are mandatory requirements for insulation that depend on the material and location of the flooring. (*Id*. at 3.2.6.) (**CM-GHG-1**)
Finish Materials	CALGreen Code	The proposed project must comply with pollutant control requirements for finish materials. For example, materials including adhesives, sealants, caulks, paints and coatings, carpet systems, and composite wood products must meet requirements in CALGreen Code to ensure pollutant control. (CALGreen Code Section 5.504.4.) (**CM-GHG-1**)
Wet Appliances (Toilets/Faucets/Urinals, Dishwasher/Clothes Washer, Spa and Pool/Water Heater)	CALGreen Code California Energy Code Appliance Efficiency Regulations (Title 20 Standards)	Wet appliances associated with the project must meet various efficiency requirements. For example: Toilets/Faucets/Urinals: Use associated with the proposed project is subject to new maximum rates for toilets, urinals, and faucets effective January 1, 2016: • Showerheads maximum flow rate 2.5 gpm at 80 psi • Wash fountains 2.2 x (rim space in inches/20) gpm at 60 psi • Metering faucets 0.25 gallons/cycle • Lavatory faucets and aerators 1.2 gpm at 60 psi • Kitchen faucets and aerators 1.8 gpm with optional temporary flow of 2.2 gpm at 60 psi • Public lavatory faucets 0.5 gpm at 60 psi • Trough-type urinals 16 inches length • Wall mounted urinals 0.125 gallons per flush • Other urinals 0.5 gallons per flush (Title 20 Standards, Sections 1605.1(h),(i) 1065.3(h),(i).) (**CM-GHG-1**) Water Heaters: Use associated with the proposed project is subject to appliance efficiency requirements for water heaters. (Title 20 Standards, Sections 1605.1(f), 1605.3(f).) (**CM-GHG-1**) Dishwasher/Clothes Washer: Use associated with the proposed project is subject to appliance efficiency requirements for dishwashers and clothes washers. (Title 20 Standards, Sections 1605.1(o),(p),(q), 1605.3(o),(p),(q).) (**CM-GHG-1**)
Dry Appliances (Refrigerator/Freezer,	Title 20 Standards CALGreen Code	Dry appliances associated with the project must meet various efficiency requirements. For example:

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
Heater/Air Conditioner, Clothes Dryer)		Refrigerator/Freezer: Use associated with the proposed project is subject to appliance efficiency requirements for refrigerators and freezers. (Title 20 Standards, Sections 1605.1(a), 1605.3(a).) Heater/Air Conditioner: Use associated with the proposed project is subject to appliance efficiency requirements for heaters and air conditioners. (Title 20 Standards, Sections 1605.1(b),(c),(d),(e), 1605.3(b),(c),(d),(e) as applicable.) (**CM-GHG-1**)
	CALGreen Code	Installations of HVAC, refrigeration and fire suppression equipment must comply with CALGreen Code Sections 5.508.1.1 and 508.1.2, which prohibits CFCs, halons, and certain HCFCs and HFCs. (**CM-GHG-1**)
Lighting	Title 20 Standards	Lighting associated with the proposed project will be subject to energy efficiency requirements contained in Title 20 Standards. General Lighting: Indoor and outdoor lighting associated with the proposed project must comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1(j),(k),(n), 1605.3(j),(k),(n).) Emergency lighting and self-contained lighting: the proposed project must also comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1(l), 1605.3(l).) Traffic Signal Lighting: For any necessary project improvements involving traffic lighting, traffic signal modules and traffic signal lamps will need to comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1(m), 1605.3(m).) (**CM-GHG-1**)
	California Energy Code	Lighting associated with the proposed project will also be subject to energy efficiency requirements contained in Title 24, Part 6, which contains energy standards for non-residential indoor lighting and outdoor lighting. (See Title 24 Part 6 Compliance Manual, at Sections 5, 6.) Mandatory lighting controls for indoor lighting include, for example, regulations for automatic shut-off, automatic daytime controls, demand responsive controls, and certificates of installation. (Id. at Section 5.) Regulations for outdoor lighting include, for example, creation of lighting zones, lighting power requirements, a hardscape lighting power allowance, requirements for outdoor incandescent and luminaire lighting, and lighting control functionality. (Id. at Section 6.) (**CM-GHG-1**)
	AB 1109	Lighting associated with the proposed project will be subject to energy efficiency requirements adopted pursuant to AB 1109. Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general purpose lighting, to

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
		reduce electricity consumption 50% for indoor residential lighting and 25% for indoor commercial lighting. (**CM-GHG-2**)
Bicycle and Vehicle Parking	CALGreen Code	The proposed project will be required to provide compliant bicycle parking, fuel-efficient vehicle parking, and electric vehicle charging spaces (CALGreen Code Sections 5.106.4, 5.106.5.1, 5.106.5.3) (**CM-GHG-1**)
	California Energy Code	The proposed project is also subject to parking requirements contained in Title 24, Party 6. For example, parking capacity is to meet but not exceed minimum local zoning requirements, and the proposed project should employ approved strategies to reduce parking capacity (Title 24, Part 6, section 106.6) (**CM-GHG-1**)
Landscaping	CALGreen Code	The CALGreen Code requires and has further voluntary provisions for: - A water budget for landscape irrigation use; - For new water service, separate meters or submeters must be installed for indoor and outdoor potable water use for landscaped areas of 1,000-5,000 square feet; - Provide water-efficient landscape design that reduces use of potable water beyond initial requirements for plant installation and establishment (**CM-GHG-1; CM-GHG-3**)
	Model Water Efficient Landscaping Ordinance	The model ordinance promotes efficient landscaping in new developments and establishes an outdoor water budget for new and renovated landscaped areas that are 500 square feet or larger. (23 CCR Division 2, Chapter 2.7) (**CM-GHG-3**)
Refrigerants	CARB Management of High GWP Refrigerants for Stationary Sources	Any refrigerants associated with the project will be subject to CARB standards. CARB's Regulation for the Management of High GWP Refrigerants for Stationary Sources 1) reduces emissions of high-GWP refrigerants from leaky stationary, non-residential refrigeration equipment; 2) reduces emissions resulting from the installation and servicing of stationary refrigeration and air conditioning appliances using high-GWP refrigerants; and 3) requires verification GHG emission reductions. (17 CCR 95380 et seq.) (**CM-GHG-4**)
Consumer Products	CARB High GWP GHGs in Consumer Products	All consumer products associated with the project will be subject to CARB standards. CARB's consumer products regulations set VOC limits for numerous categories of consumer products, and limits the reactivity of the ingredients used in numerous categories of aerosol coating products (17 CCR Division 3, Chapter 1, Subchapter 8.5.) (**CM-GHG-4**)
Construction		
Use of Off-Road Diesel Engines, Vehicles, and Equipment	CARB In-Use Off-Road Diesel Vehicle Regulation	Any relevant vehicle or machine use associated with the project will be subject to CARB standards. The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation: 1) imposes limits on idling, requires a written idling policy, and requires

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
		a disclosure when selling vehicles; 2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; 3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and 4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation. (**CM-GHG-4**)
Greening New Construction	CALGreen Code	All new construction, including the project, must comply with CALGreen Code, as discussed in more detail throughout this table. Adoption of the mandatory CALGreen Code standards for construction has been essential for improving the overall environmental performance of new buildings; it also sets voluntary targets for builders to exceed the mandatory requirements. (**CM-GHG-1**)
Construction Waste	CALGreen Code	The project will be subject to CALGreen Code requirements for construction waste reduction, disposal, and recycling, such as a requirement to recycle and/or salvage for reuse a minimum of 50% of the non-hazardous construction waste in accordance with Section 5.408.1.1, 5.408.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent. (**CM-GHG-1**)
Solid Waste		
Solid Waste Management	Landfill Methane Control Measure	Waste associated with the proposed project will be disposed per state requirements for landfills, material recovery facilities, and transfer stations. Per the statewide GHG emissions inventory, the largest emissions from waste management sectors come from landfills, and are in the form of CH_4. In 2010, CARB adopted a regulation that reduces emissions from methane in landfills, primarily by requiring owners and operators of certain uncontrolled municipal solid waste landfills to install gas collection and control systems, and requires existing and newly installed gas and control systems to operate in an optimal manner. The regulation allows local air districts to voluntarily enter into a memorandum of understanding with CARB to implement and enforce the regulation and to assess fees to cover costs of implementation.
	Mandatory Commercial Recycling (AB 341)	AB 341 will require the project, if it generates four cubic yards or more of commercial solid waste per week, to arrange for recycling services, using one of the following: self-haul; subscribe to a hauler(s); arranging for pickup of recyclable materials; subscribing to a recycling service that

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
		may include mixed waste processing that yields diversion results comparable to source separation. The proposed project will also be subject to local commercial solid waste recycling program required to be implemented by each jurisdiction under AB 341. (**CM-GHG-5**)
	CALGreen Code	The proposed project will be subject to CALGreen Code requirement to provide areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling (CALGreen Code Section 5.410.1) (**CM-GHG-1**)
Energy Use		
Renewable Energy	California RPS (SB X1-2, SB 350, and SB 100)	Energy providers associated with the proposed project will be required to comply with RPS set by SB X1 2, SB 350, and SB 100. SB X1 2 requires investor-owned utilities, publicly owned utilities, and electric service providers to increase purchases of renewable energy such that at least 33% of retail sales are procured from renewable energy resources by December 31, 2020. In the interim, each entity was required to procure an average of 20% of renewable energy for the period of January 1, 2011 through December 31, 2013; and will be required to procure an average of 25% by December 31, 2016, and 33% by 2020. SB 350 requires retail sellers and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030. SB 100 increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California by 2045.
	Million Solar Roofs Program (SB 1)	The project will participate in California's energy market, which is affected by implementation of the Million Solar Roofs Program. As part of Governor Schwarzenegger's Million Solar Roofs Program, California has set a goal to install 3,000 megawatts of new, solar capacity through 2016. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time.
	California Solar Initiative- Thermal Program	The proposed project will participate in California's energy market, which is affected by implementation of the California Solar Initiative -Thermal Program. The program offers cash

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
		rebates of up to $4,366 on solar water heating systems for single-family residential customers. Multifamily and Commercial properties qualify for rebates of up to $800,000 on solar water heating systems and eligible solar pool heating systems qualify for rebates of up to $500,000. Funding for the California Solar Initiative-Thermal program comes from ratepayers of Pacific Gas & Electric, SCE, Southern California Gas Company, and San Diego Gas & Electric. The rebate program is overseen by the CPUC as part of the California Solar Initiative.
	Waste Heat and Carbon Emissions Reduction Act (AB 1613, AB 2791)	The proposed project will participate in California's energy market, which is affected by implementation of the Waste Heat and Carbon Emissions Reduction Act. Originally enacted in 2007 and amended in 2008, this act directed the CEC, CPUC, and CARB to implement a program that would encourage the development of new combined heat and power systems in California with a generating capacity of not more than 20 megawatts, to increase combined heat and power use by 30,000 gigawatt-hour. The CPUC publicly owned electric utilities, and CEC duly established policies and procedures for the purchase of electricity from eligible combined heat and power systems. CEC guidelines require combined heat and power systems to be designed to reduce waste energy; have a minimum efficiency of 60%; have NO_x emissions of no more than 0.07 pounds per megawatt-hour; be sized to meet eligible customer generation thermal load; operate continuously in a manner that meets expected thermal load and optimizes efficient use of waste heat; and be cost effective, technologically feasible, and environmentally beneficial.
Vehicular/Mobile Sources		
General	SB 375 and SCAG RTP/SCS	As set forth below, the proposed project complies with the applicable policies of, and is subject to, the SCAG adopted RTP/SCS, which CARB approved as meeting its regional GHG targets in 2016.
Fuel	Low Carbon Fuel Standard (LCFS)/ EO S-01-07	Amendments to the LCFS were approved by the Office of Administrative Law on May 27, 2020. The amendments became effective on July 1, 2020. The program establishes a strong framework to promote the low carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG goals.
Automotive Refrigerants	CARB Regulation for Small Containers of Automotive Refrigerant	Vehicles associated with the proposed project will be subject to CARB's Regulation for Small Containers of Automotive Refrigerant. (17 CCR 95360 et seq.) The regulation applies to the sale, use, and disposal of small containers of automotive refrigerant with a GWP greater than 150. The regulation achieves emission reductions through implementation of four

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
		requirements: 1) use of a self-sealing valve on the container, 2) improved labeling instructions, 3) a deposit and recycling program for small containers, and 4) an education program that emphasizes best practices for vehicle recharging. This regulation went into effect on January 1, 2010 with a one-year sell-through period for containers manufactured before January 1, 2010. The target recycle rate is initially set at 90%, and rises to 95% beginning January 1, 2012. (**CM-GHG-4**)
Light-Duty Vehicles	AB 1493 (or the Pavley Standard)	Cars that drive to and from the proposed project will be subject to AB 1493, which directed CARB to adopt a regulation requiring the maximum feasible and cost-effective reduction of GHG emissions from new passenger vehicles. Pursuant to AB 1493, CARB adopted regulations that establish a declining fleet average standard for CO_2, CH_4, N_2O, and HFCs (air conditioner refrigerants) in new passenger vehicles and light-duty trucks beginning with the 2009 model year and phased-in through the 2016 model year. These standards are divided into those applicable to lighter and those applicable to heavier portions of the passenger vehicle fleet. The regulations will reduce "upstream" smog-forming emissions from refining, marketing, and distribution of fuel.
	Advanced Clean Car and ZEV Programs	Cars that drive to and from the proposed project will be subject to the Advanced Clean Car and ZEV Programs. In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards called Advanced Clean Cars. By 2025, new automobiles will emit 34% fewer global warming gases and 75% fewer smog-forming emissions. The ZEV program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles in the 2018-2025 model years.
	Tire Inflation Regulation	Cars that drive to and from the proposed project will be subject to the CARB Tire Inflation Regulation, which took effect on September 1, 2010, and applies to vehicles with a gross vehicle weight rating of 10,000 pounds or less. Under this regulation, automotive service providers must, inter alia, check and inflate each vehicle's tires to the recommended tire pressure rating, with air or nitrogen, as appropriate, at the time of performing any automotive maintenance or repair service, and to keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to the CARB, or its authorized representative upon request.

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
	EPA and NHTSA GHG and CAFE Standards	Mobile sources that travel to and from the proposed project would be subject to EPA and NHTSA GHG and CAFE standards for passenger cars, light-duty trucks, and medium-duty passenger vehicles. (75 FR 25324–25728 and 77 FR 62624–63200.)
Medium- and Heavy-Duty Vehicles	CARB In-Use On-Road Heavy-Duty Diesel Vehicles Regulation (Truck and Bus Regulation)	Any heavy-duty trucks associated with the proposed project will be subject to CARB standards. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.
	CARB In-Use Off-Road Diesel Vehicle Regulation	Any relevant vehicle or machine use associated with the proposed project will be subject to CARB standards. The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulations: 1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; 2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; 3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and 4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation. (**CM-GHG-4**)
	Heavy-Duty Vehicle GHG Emission Reduction Regulation	Any relevant vehicle or machine use associated with the proposed project will be subject to CARB standards. The CARB Heavy-Duty Vehicle GHG Emission Reduction Regulation applies to heavy-duty tractors that pull 53-foot or longer box-type trailers. (17 CCR 95300 et seq.) Fuel efficiency is improved through improvements in tractor and trailer aerodynamics and the use of low rolling resistance tires. (**CM-GHG-4**)
	EPA and NHTSA GHG and CAFE Standards	Mobile sources that travel to and from the project would be subject to EPA and NHTSA GHG and CAFE standards for medium- and heavy-duty vehicles. (76 FR 57106–57513.)

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
Water Use		
Water Use Efficiency	Emergency State Water Board Regulations	Water use associated with the proposed project will be subject to emergency regulations. On May 18, 2016, partially in response to EO B-27-16, the State Water Resources Control Board adopted emergency water use regulations (23 CCR 864.5 and amended and re-adopted Sections 863, 864, 865, and 866). The regulation directs the State Water Resources Control Board, Department of Water Resources, and CPUC to implement rates and pricing structures to incentivize water conservation, and calls upon water suppliers, homeowners' associations, California businesses, landlords and tenants, and wholesale water agencies to take stronger conservation measures.
	EO B-37-16	The Water Board must develop a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The Water Board and Department of Water Resources will develop new, permanent water use targets to which the project will be subject. The Water Board will permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.
	EO B-40-17	EO B-40-17 lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. It also rescinds EO B-29-15, but expressly states that EO B-37-16 remains in effect and directs the State Water Resources Control Board to continue development of permanent prohibitions on wasteful water use to which the project will be subject.
	SB X7-7	Water provided to the proposed project will be affected by SB X7-7's requirements for water suppliers. SB X7-7, or the Water Conservation Act of 2009, requires all water suppliers to increase water use efficiency. It also requires, among other things, that the Department of Water Resources, in consultation with other state agencies, develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies.
	CALGreen Code	The proposed project is subject to CALGreen Code's water efficiency standards, including a required 20% mandatory reduction in indoor water use. (CALGreen Code, Division 4.3.) (**CM-GHG-1**)

Table 4.6-5. Applicable Greenhouse Gas-Related Laws and Regulations

Project Component	Applicable Laws/ Regulations	GHG Reduction Measures Required for Project
	California Water Code, Division 6, Part 2.10, Sections 10910–10915	Due to the size of the project, the project does not require a project-specific Water Supply Assessment.
	Cap-and-Trade Program	Electricity usage associated with water and wastewater supply, treatment and distribution would be subject to the Cap-and-Trade Program.
	California RPS (SB X1-2, SB 350, SB 100)	Electricity usage associated with water and wastewater supply, treatment and distribution associated with the proposed project will be required to comply with RPS set by SB X1-2, SB 350, and SB 100.

Notes: AB = Assembly Bill; CARB = California Air Resources Board; CEC = California Energy Commission; CFC = chlorofluorocarbon; CH4 = methane; CO2 = carbon dioxide; CO2e = carbon dioxide equivalent; CPUC = California Public Utilities Commission; EO = Executive Order; EPA = Environmental Protection Agency; GHG = greenhouse gas; GWP = global warming potential; HCFC = hydrochlorofluorocarbon; HFC = hydrofluorocarbon; gpm = gallons per minute; MT = metric tons; N2O = nitrous oxide; NHTSA = National Highway Traffic Safety Administration; PM = particulate matter; RPS = Renewable Portfolio Standard; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; SB = Senate Bill; SCAG = Southern California Association of Governments; VOC = volatile organic compound; ZEV = zero emission vehicle

As discussed in Table 4.6-5, the proposed project would be required to comply with the applicable GHG-reducing strategies of the state.

As previously discussed, the City of Hemet is a participant in the WRCOG's CAP and adopted the WRCOG subregional CAP on September 11, 2018. As such, the City of Hemet has chosen to adopt the WRCOG CAP as the Helmet Climate Action Plan, incorporating as appendices the WRELP's Community Energy Action Plan and the Municipal Energy Action Plan for the City of Hemet. The City's CAP cannot be relied on for the analysis because buildout of the proposed project would be post-2020; thus, consistency with the City's CAP is included for informational purposes. Table 4.6-6 describes the proposed project's consistency with those measures, for informational purposes.

Table 4.6-6. Consistency with City of Hemet's Climate Reduction Measures

Reduction Measures	Project Consistency
R2-E2: New Commercial Energy Efficiency: Increase energy efficiency in new commercial developments an average of 10% beyond Title 24 Standards.	*Consistent.* The Hemet CAP is an adoption of the WRCOG CAP, which incorporated 2013 Title 24, Part 6 standards. The proposed project would be required to meet the 2019 Title 24 standards (**CM-GHG-1**). 2019 Title 24 standards for nonresidential buildings will use about 30% less energy than 2016 standards due mainly to lighting upgrades. 2016 Title 24 standards for nonresidential buildings will use about 5% less energy than those built to the 2013 standards. As such and by meeting the 2019 Title 24 Standards, the proposed project will exceed the requirement of 10% beyond 2013 Title 24 Standards.
R2-E4: Commercial Renewable Energy Derive 10% of electricity use in new commercial developments from renewable energy and install an average of 5 kW of solar photovoltaic cells per 10,000 square feet of building space.	*Consistent.* The electricity for the proposed project would be provided by SCE. Based on the SCE's 2018 Corporate Sustainability Report, the project will exceed the requirement that 10% of electricity used be sourced from renewable energy. The total building space of the proposed project will be less than 10,000 square feet, no solar photovoltaic cells are planned for the proposed project.

Table 4.6-6. Consistency with City of Hemet's Climate Reduction Measures

Reduction Measures	Project Consistency
R2-W2: Water Conservation Strategies: Reduce water consumption in new developments by 20% through low flush toilets, landscape ordinance, incentive programs, on-site storm water capture, and other similar programs	*Consistent.* Through **PDF-GHG-1**, the proposed project would reduce water consumption by 20% through low flush toilets, and on-site stormwater capture.

Source: City of Hemet 2018.

For informational purposes, and as demonstrated in Table 4.6-6, the project is shown to be consistent with the strategies in the CAP.

The City's General Plan includes various goals and policies that promote the use of clean and renewable energy sources, facilitate alternative modes of transportation and reduce VMTs, reduce waste, conserve water, and promote the efficient and sustainable use of energy. The Open Space and Conservation Element includes goals and policies that result in benefits with reducing GHG emissions. Table 4.6-7 summarizes the project's consistency with these policies.

Table 4.6-7. Consistency with City of Hemet's General Plan Policies

General Plan Policies	Project Consistency
OS-2.1 Development Design. Encourage the use of clustered development and other site planning techniques to maximize preservation of open space	*Consistent.* The project is clustering a gas station / convenience store, fast food restaurant and car wash together on existing impacted land currently zoned Limited Manufacturing (M-1) and the General Plan land use designation is Business Park (BP).
OS-5.3 Development Design. Encourage the efficient use of water resources by residential, commercial, and industrial uses by requiring development project approvals to incorporate best management practices into their designs, including the use of new technology in development design.	*Consistent.* The project will meet the appropriate CALGreen standards resulting in efficient use of water resources. Through **PDF-GHG-1** and **CM-GHG-3**, the proposed project would reduce water consumption through low flush toilets, and on-site stormwater capture.
OS-5.5 Water Efficient Landscaping. Require new landscape installations or rehabilitation projects by public agencies, nonresidential developments, multi-family residential developments, and homeowners to use water efficiently, encourage water conservation and prevent water waste.	*Consistent.* The project will meet the appropriate CALGreen standards **(CM-GHG-1)** resulting in efficient use of water resources and include native drought tolerant landscaping.
CD-9.5 Multi-purpose Commercial Uses. Encourage multi-purpose facilities within commercial developments that may be provided for a variety of public and private events	*Consistent.* The project is clustering a gas station / convenience store, fast food restaurant and car wash together on existing impacted land currently zoned Limited Manufacturing (M-1) and the General Plan land use designation is Business Park (BP).
CSI-1.1 Infrastructure Availability. Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided	*Consistent.* The project is an infill project located in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided

Table 4.6-7. Consistency with City of Hemet's General Plan Policies

General Plan Policies	Project Consistency
CSI-5.5 Energy Efficient Design. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into tl1eir designs in accordance with adopted California Green Building Standards Code standards and otl1er adopted development standards.	*Consistent.* The project will meet the appropriate CALGreen standards (**CM-GHG-1**).
H-5.2 Energy Efficient Design. Enforce energy efficiency standards in new construction and increase energy efficiency in older neighborhoods	*Consistent.* The project will meet the appropriate CALGreen standards (**CM-GHG-1**).
OS-2.4 Landscaping Guidelines. Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage	*Consistent.* The proposed project will incorporate native drought resistant vegetation into landscape plans (**CM-GHG-1** and **CM-GHG-3**)
OS-6.1 CALGreen Standards. Encourage the efficient use designs in accordance with adopted California Green Building Standards Code standards and of energy resources by residential commercial and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their other development standards	*Consistent.* The project will meet the appropriate CALGreen standards (**CM-GHG-1**).
OS-7.7 Clean Technologies. Encourage businesses to use clean, innovative technologies and promote the use of alternative dean-fueled vehicles, new transportation technologies, and other alternatives to the combustion engine for City vehicles and individual use	*Consistent.* The project will meet the appropriate CALGreen standards (**CM-GHG-1**).
OS-7.8 Green Building Techniques. Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources	*Consistent.* The project will meet the appropriate CALGreen standards (**CM-GHG-1**).

Source: City of Hemet 2018.

As discussed in Table 4.6-7, the proposed project would be consistent with the City's General Plan Policies.

The CARB Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., LCFS), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 4.6-8 highlights measures that have been, or will be, developed under the Scoping Plan and the project's consistency with Scoping Plan measures. To the extent that these regulations are applicable to the proposed project, its inhabitants, or uses, the proposed project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law (**CM-GHG-4**).

Table 4.6-8. Project Consistency with Applicable Scoping Plan Greenhouse Gas Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Transportation Sector		
Advanced Clean Cars	T-1	*Consistent.* The project's customers and employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	*Consistent*. Motor vehicles driven by the project's customers and employees would use compliant fuels.
Regional Transportation-Related GHG Targets	T-3	*Consistent*. The project location would be convenient for customers and customers to travel to shopping and work.
Heavy-Duty Vehicle GHG Emission Reduction Tractor-Trailer GHG Regulation Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	*Consistent*. The project's delivery trucks would comply with EPA and NHTSA federal Phase 2 Standards that are in effect at the time of vehicle purchase.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Project	T-8	*Consistent*. The project's delivery trucks would comply with EPA and NHTSA federal Phase 2 Standards that are in effect at the time of vehicle purchase.
Electricity and Natural Gas Sector		
Energy Efficiency Measures (Electricity)	E-1	*Consistent*. The project would comply with applicable Title 24, Part 6, of the California Code of Regulations energy efficiency standards for electrical appliances and other devices at the time of building construction. (**CM-GHG-1**)
Energy Efficiency (Natural Gas)	CR-1	*Consistent*. The project would comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for natural gas appliances and other devices at the time of building construction. (**CM-GHG-1**)
Renewable Portfolios Standard (33% by 2020)	E-3	*Consistent*. The electricity used by the project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources.
Water Sector		
Water Use Efficiency	W-1	*Consistent.* In regard to outdoor water, the project would install water-efficient devices and landscaping in accordance with applicable ordinances, including use of drought-tolerant species appropriate to the climate and region. (**CM-GHG-3**)
Water System Energy Efficiency	W-3	*Not applicable.* This is applicable for the transmission and treatment of water, but it is not applicable for the project.

Table 4.6-8. Project Consistency with Applicable Scoping Plan Greenhouse Gas Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Green Buildings		
State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	*Consistent*. The project would be required to be constructed in compliance with state or local green building standards in effect at the time of building construction, which currently includes the 2019 Title 24 and 2019 CALGreen standards. (**CM-GHG-1**)
Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*Consistent*. The project's buildings would meet green building standards that are in effect at the time of design and construction. (**CM-GHG-1**)
Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*Consistent*. The project would be required to be constructed in compliance with local green building standards in effect at the time of building construction, which currently includes the 2019 Title 24 and 2019 CALGreen standards. (**CM-GHG-1**)
Recycling and Waste Management Sector		
Mandatory Commercial Recycling	RW-3	*Consistent*. During both construction and operation of the project, the project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended. (**CM-GHG-1**)
High GWP Gases Sector		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	*Consistent*. The project's customers and employees would be prohibited from performing air conditioning repairs and would be required to use professional servicing.

Source: CARB 2017.
Notes: CARB = California Air Resources Board; GHG = greenhouse gas; SB = Senate Bill; EPA = U.S. Environmental Protection Agency; NHTSA = National Highway Traffic Safety Administration; HVAC = heating, ventilation, and air conditioning; SF_6 = sulfur hexafluoride; GWP = global warming potential.

Based on the analysis in Table 4.6-8, the proposed project would be consistent with the applicable strategies and measures in the Scoping Plan.

SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to SB 375. In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2016 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2016 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. The SCAG 2016 RTP/SCS provides employee estimates for the years 2012 and 2040. To provide an interim year comparison, this analysis interpolates the City's projected employee population in the project's operational year (2022) based on the average growth rate to compare with the estimated increase in employees generated by the project. The SCAG 2016 RTP/SCS estimates that the City's employee population will increase approximately 44% between 2012 and 2040. Regarding households, the SCAG 2016 RTP/SCS estimates that the City's total households will increase approximately 28%

between 2012 and 2040. The project's minimal potential employees would not exceed the interpolated annual growth rate of 1,632 employees a year for the City. Based on these considerations, vehicle trip generation and planned development for the site are concluded to have been anticipated in the SCAG growth projections because the land use designation and zoning would remain the same.

With regard to individual developments, such as the proposed project, the strategies and policies set forth in the 2016 RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency. The project's consistency with these three strategy categories is presented below.

1. Consistency with VMT Reduction Strategies and Policies

The proposed project's consistency with this aspect of the 2016 RTP/SCS is demonstrated via the proposed project's land use characteristics and features that would reduce vehicular trips and VMT, as well as consistency with the regional growth forecast assumed in the 2016 RTP/SCS for the City. Vehicle trip generation and planned development for the project site are concluded to have been anticipated in the SCAG 2016 RTP/SCS growth projections because the proposed project would be consistent with the current zoning and land use designation.

2. Increased Use of Alternative Fueled Vehicles Policy Initiative

The second goal of the 2016 RTP/SCS, with regard to individual development projects such as the proposed project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. This 2016 RTP/SCS policy initiative focuses on accelerating fleet conversion to electric or other near zero-emission technologies. The proposed project would be consistent with these strategies since the project would comply with CBC CALGreen Standards for the inclusion of designated preferred parking for low or alternative fuel use cars as well as EV Ready spaces (**CM-AQ-1**).

3. Energy Efficiency Strategies and Policies

The third important focus within the 2016 RTP/SCS, for individual developments such as the proposed project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. The 2016 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. The proposed project would comply with the current CALGreen and Title 24 standards (**CM-GHG-1**). Additionally, the proposed project includes **PDF-GHG-1**, which would reduce water consumption through low flush toilets and EV charging stations. Based on the analysis above, the proposed project would be consistent with the SCAG 2016 RTP/SCS.

On September 3, 2020, Connect SoCal was adopted by SCAG's Regional Council. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Because the proposed project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the Connect SoCal are outlined in Table 4.6-9, along with the proposed project's consistency with them.

Table 4.6-9. Project Consistency with the SCAG Connect SoCal RTP/SCS

RTP/SCS Measure	Proposed Project Potential to Conflict
Encourage regional economic prosperity and global competitiveness.	*Not applicable.* The proposed project would not inhibit SCAG from encouraging regional economic prosperity and global competitiveness.
Improve mobility, accessibility, reliability, and travel safety for people and goods.	*No conflict.* The proposed project includes circulation and access improvements that would benefit pedestrians, including the addition of meandering sidewalk corridor improvements on Sanderson Avenue. The proposed project would not inhibit SCAG from strengthening the regional transportation network for goods movement.
Enhance the preservation, security, and resilience of the regional transportation system.	*Not applicable.* The proposed project would not inhibit SCAG from enhancing the resilience of the regional transportation system.
Increase person and goods movement and travel choices within the transportation system.	*Not applicable.* The proposed project would not inhibit SCAG from increasing person and goods movement and travel choices within the transportation system.
Reduce greenhouse gas emissions and improve air quality.	*No conflict.* The proposed project would result in criteria air pollutant and GHG emissions during construction and operation. However, the GHG emissions from the proposed project would not exceed the applied numeric thresholds of 10,000 MT CO_2e per-year. In addition, as presented in Section 4.2, Air Quality, the proposed project would not exceed the SCAQMD mass daily significance thresholds during construction or operation.
Support healthy and equitable communities.	*No conflict*. The proposed project is designed to provide a meandering sidewalk along Sanderson Avenue. This sidewalk would be designed to be consistent with the sidewalk on the western side and the City of Hemet Scenic Highway Setback Manual (City of Hemet 1990; Figure 3-5, Landscape Plan, in Chapter 3, Project Description).
Adapt to a changing climate and support an integrated regional development pattern and transportation network.	*Not applicable.* The proposed project would not inhibit SCAG from adapting to a changing climate and supporting an integrated regional development pattern and transportation network.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	*Not applicable.* The proposed project would not inhibit SCAG from leveraging technology for the transportation system.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	*Not applicable.* The proposed project does not include housing and would not inhibit SCAG from encouraging development of diverse housing types.
Promote conservation of natural and agricultural lands and restoration of habitats.	*No conflict.* The proposed project would not impact natural lands during construction or operation. As provided in Section 4.2, the project would not result in any significant and unavoidable impacts to biological resources. And, as discussed in Section 5.1, Agricultural and Forestry Resources, no impacts to agricultural lands would result from the proposed project.

Source: SCAG 2020.

As shown in Table 4.6-9, the project would be consistent with all applicable measures within the SCAG Connect SoCal RTP/SCS.

Conclusion

The City has taken steps to address climate change impacts at a local level. In 2018, the City adopted a CAP. The purpose of the City's CAP is to guide the development, enhancement, and implementation of actions that would reduce the City's GHG emissions by 15% below existing levels below 2010 baseline emission levels by 2020. Actions to be taken to achieve this goal are outlined in the City's CAP. In addition, as summarized in Table 4.6-7, the City's General Plan includes various goals and policies that promote the use of clean and renewable energy sources, facilitate alternative modes of transportation and reduce vehicle miles traveled, reduce waste, conserve water, and promote the efficient and sustainable use of energy. Table 4.6-6 and Table 4.6-7 above describes the proposed project's consistency with the City's CAP and General Plan, respectively.

In addition to the City's own efforts, the regional planning agency – SCAG – has prepared plans that speak to the reduction of GHG emissions. SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The City's Zoning currently identifies the proposed project area as Limited Manufacturing (M-1) and the General Plan land use designation is Business Park (BP). The proposed project would be consistent with the current zoning and land use designation planned for by SCAG, and is consistent with the three pillars of the 2016 RTP/SCS discussed above.

Additionally, SCAG's Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. As shown in Table 4.6-9, the project would be consistent with all applicable measures within the SCAG Connect SoCal RTP/SCS.

As discussed above and illustrated in Tables 4.6-5 and 4.6-8, the proposed project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in EO S-3-05 and SB 32, and is consistent with the Scoping Plan. The project-generated operational emissions in 2022 plus amortized project construction emissions also are less than the SCAQMD interim GHG significance threshold of 10,000 MT CO_2e per-year. As the proposed project would not conflict with any plans adopted with the purpose of reducing GHG emissions and would be less than SCAQMD interim GHG significance threshold, impacts would be **less than significant**.

4.6.5 Cumulative Impacts

GHG emissions, and their impact on global climate change is inherently a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the proposed project, would be considered a cumulatively considerable contribution to global climate change; however, as noted above, all reasonable efforts should be made to minimize a project's contribution to global climate change, and projects should comply with applicable regulations that have been developed and implemented that aim to reduce GHG emissions from individual projects.

As discussed above, the proposed project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in EO S-3-05 and SB 32. The proposed project is consistent with the GHG emission reduction measures in the Scoping Plan, SCAG's RTP/SCS, City's General Plan, and the City's CAP, which all promote economic growth while achieving greater energy efficiency. The proposed project would be consistent with SCAG's RTP/SCS, SB 32, and EO S-3-05. Thus, the proposed project would not conflict with any plans adopted with the purpose of reducing GHG emissions. Therefore, the proposed project would not contribute towards a significant cumulative impact regarding GHG emissions. Impacts would be **less than cumulatively considerable**.

4.6.6 Project Impacts Prior To Mitigation

Greenhouse gas emission impacts associated with the proposed project would be less than significant.

4.6.7 Mitigation Measures

Impacts would be less than significant. Thus, no mitigation measures are required.

4.7 Hazards and Hazardous Materials

This section describes the existing hazardous materials conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures for implementation of the proposed project. The analysis is based on the review of existing conditions; applicable laws, regulations, and guidelines; and on the two Phase I assessments prepared for the proposed project by Sladden Engineering in October 2017. The Phase I assessments were conducted for the western portion of the project site where commercial uses are proposed, and for the eastern portion of the project site where the new parking lot is proposed. Collectively, the two Phase I assessments cover all areas of the project site proposed for project development. The Phase I prepared for the eastern portion of the project site is included in this Environmental Impact Report (EIR) as Appendix H and the Phase I prepared for the western portion of the project site is included in this EIR as Appendix I.

4.7.1 Existing Conditions

Site History

Based on a review of publicly available aerial photographs (Appendices H and I), the existing McCrometer buildings were constructed between 1978 and 1985. Prior to 1978, a few buildings existed on the western portion of the project site that included what appeared to be a farmhouse, a large shop or barn, a house and outbuildings. No buildings have been constructed since 1985. Temporary use canopies and storage containers have been intermittently used on the property.

A review of historic maps and aerials was conducted during preparation of the Cultural Resources Inventory for the proposed project (Appendix E). This review, going back to 1943, indicates that the project site has been occupied by multiple developments and structures. The adjacent roads, W. Stetson Avenue and Sanderson Avenue are present on the earliest topographic map in 1943, as well as two structures on the McCrometer lot, and a homesite on the adjacent lot to the east. The historic aerials indicated that the lot on the east side of the McCrometer showed clear agricultural tilling through its central and southern area until the demolition of the home site between 2012 and 2014 (Appendix E).

Records Review

To identify reported areas of possible environmental impairment on or within a 1.0-mile radius of the project site, the Phase I assessments prepared for the proposed project (Appendices H and I) included information from the following agencies:

- California Department of Health Services (CDHS)
- California Environmental Protection Agency (Cal EPA)
- California Integrated Waste Management Board (CWMB)
- California Water Resources Control Board (WRCB)
- California Office of Health Services (CDHS)
- Regional Water Quality Control Board – Colorado River Region 9
- U.S. Environmental Protection Agency, Region 9 (EPA)
- County of Riverside Department of Public Health
- California Air Resources Board (CARB)

The databases reviewed include:

Federal Records

- National Priority List (NPL)
- Proposed National Priority List (Proposed NPL)
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
- CERCLIS No Further Remedial Action Planned (CERCLIS-NFRAP)
- Corrective Action Report (CORRACTS)
- Resource Conservation and Recovery Information System (RCRIS)
- Emergency Response Notification System (ERNS)
- Biennial Reporting System (BRS)
- Superfund (CERCLA) Consent Decrees (CONSENT)
- Records of Decision (ROD)
- National Priority List Deletions (Delisted NPL)
- Facility Index System/Facility Identification Initiative Program (FINDS)
- Hazardous Materials Information Reporting System (HMIRS)
- Material Licensing Tracking System (MLTS)
- Mines Master Index Files (MINES)
- Federal Superfund Liens (NPL LIENS)
- PCB Activity Database System (PADS)
- RCRA Administrative Action Tracking System (RAATS)
- Resource Conservation and Recovery Act Large Quantity Generator (RCRA-LQG)
- Resource Conservation and Recovery Act Small Quantity Generator (RCRA-LQG)
- Resource Conservation and Recovery Act Conditionally Exempt Small Quantity Generators (RCRA-CESQG)
- Toxic Chemical Releases Inventory System (TRIS)
- Toxic Substances Control Act (TSCA)
- FIFRA / TSCA Tracking System (FITS INSP)
- FIFRA / TSCA Tracking System (FITS)

California Records

- Annual Workplan Sites (AWP)
- Calsites Database (CAL-SITES)
- California Hazardous Material Incident Report System (CHMIRS)
- Cortese Hazardous Waste & Substances Sites List (CORTESE)
- Proposition 65 Records (NOTIFY 65)
- Toxic Pits Cleanup Act Sites (TOXIC PITS)
- Solid Waste Information System (SWIS)
- Waste Management Unit Database (WMUDS/SWAT)

- Leaking Underground Storage Tank Information System (LUST)
- Bond Expenditure Plan (CA BOND EXP. PLAN)
- Active UST Facilities (UST)
- Facility Inventory Database (CA FID UST)
- Hazardous Substances Storage Container Database (HIST UST)
- Aboveground Petroleum Storage Tank Facilities (AST)
- Cleaner Facilities (CLEANERS)
- Waste Discharge System (CA WDS)
- List of Deed Restrictions (DEED)
- Hazardous Waste Information System (HAZNET)
- Recycling Facilities in California Database (SWRCY)

Local Records

- Riverside County Underground Storage Tank Cleanup Sites (LUST)
- Riverside County Underground Storage Tank List

The search distances used for findings within the designated target search radius are provided in Appendices H and I. As indicated therein, nine sites were within approximately one mile of the project site. Table 4.7-1 provides a breakdown of each of these sites.

Table 4.7-1. Hazardous Materials Sites Database Findings

Site Name	Address	Database(s)	Status
Walmart #1853	1231 S Sanderson Avenue	RCRA-SQG,[1] AST	No Violations
Walgreens #1081	1101 S Sanderson Avenue	RCRA-CESQG[1]	No Violations
Middle School Site	Chambers Street/ S Lyon Avenue	ENVIROSTOR	No Further Action
Ryan Aircraft School	(1 MILE SW OF)	ENVIROSTOR	Inactive – Needs Evaluation
Harmony AKA Cawston	Cawston Avenue/ Winds	ENVIROSTOR	No Further Action
Kurt E Mikolaycik	3777 Industrial Avenue	LUST, HIST CORTESE	LUST – Case Closed HIST CORTESE database has not been updated since 2001.
Just 4 Fun 76	1111 S Sanderson Avenue	UST	Active gas station
Earthwize Recycling Facility	1231 S Sanderson Avenue	SWRCY	Active recycling facility
McCrometer	3255 W Stetson Avenue	WDS, FINDS, ECHO,[2] HIST UST, HAZNET, EMI,[3] NPDES,[2] TRIS, RCRA-LQG[1]	WDS – No Violations FINDS, ECHO – No Violations HIST UST – Tank Removed

Table 4.7-1. Hazardous Materials Sites Database Findings

Site Name	Address	Database(s)	Status
			HAZNET – Review of the HAZNET records show disposal and recycling as the facility's means of waste disposal. EMI – The McCrometer facility is registered with the South Coast Air Quality Management District and is listed in the EMI database. NPDES – Active Permit TRIS – Reports emissions and indicates annual fugitive air release of chromium (0.64 pounds), cobalt (27.69 pounds), manganese (23.70 pounds), nickel (100.39 pounds), copper (52.77 pounds), and lead (0.83 pounds). RCRA-LQG – No Violations

Source: Appendices H and I.
Notes:
[1] RCRA-SQG, RCRA-CESQG, and RCRA-LQG are part of RCRIS
[2] ECHO and NPDES are part of the EPA
[3] EMI = Emissions Inventory Data, part of California Air Resources Board and South Coast Air Quality Management District

Site Reconnaissance

The project site was visited by Mr. Matt Cohrt, Principal Geologist of Sladden Engineering, on September 26, 2017 to observe the general site conditions and adjacent land use relative to the Phase I assessments and to photo-document the general findings. The following observations were made:

The western portion of the project site is currently developed and occupied by industrial facility structures and paved parking. Part of the western portion of the project site is also a vacant dirt lot currently used for parking and storage. These facility structures are associated with the manufacturing of flow meters utilized for industrial, oil, gas, agriculture, water and wastewater applications. Facility areas consist of assembly/welding bays, epoxy powder coating rooms, woodworking bays, pressure testing bays, administrative areas and associated facility areas.

Asphalt parking is located in northwestern portion of the project site and the southwestern portion consists of a facility storage yard. The westernmost portion of the project site consists of an unpaved parking area. Secondary containment containers, palletized facility materials and storage lockers are also located near the southwestern portion of the project site. In the westernmost area, facility scrap waste is stowed in bins in the southern portion of this area that consists of carbon steel, carbon steel turning, mixed metal turnings and stainless steel turnings. Containers containing liquid hazardous wastes consisting of coolant and mop water are in the central portion of the property. Overhead power lines are also located along the northern and western boundaries of the project site.

The eastern portion of the project site is currently vacant land. This vacant portion of the project site formerly had a small farm with a house and outbuildings. Trees and shrubs are located along the northern boundary of this portion of the project site along with a wrought iron fence and several gates. A short sidewalk leads from the street sidewalk to the fence. A power pole supporting the property to the east is located in the northeastern most corner of the project site. An abandoned power pole is located approximately 150 feet south of the northern border and

55 feet west of the eastern border of the project site. This power pole appears to have supported an abandoned well near the power pole. The rest of the eastern portion of the project site is fairly flat and covered with native grasses and weeds.

During site reconnaissance, no hazardous environmental concerns were identified on the westernmost portion of the project site. In the eastern portion of the project site, the only key observation made was the abandoned well as described above.

Interviews

During preparation of the Phase I assessments, Sladden Engineering interviewed property owners and local government officials as summarized below.

Interviews with Owners

Sladden Engineering interviewed Ms. Kathie Purkey of the Holland Family Trust, who has owned the eastern vacant parcel for more than 50 years, and Mr. Jason Liebhauser, the facility manager for McCrometer.

Previous development on the Holland Family Trust property (eastern portion of the project site) included two houses and a barn. The property was utilized as a residential property that included a Christmas tree farm that extended partially onto the adjacent McCrometer property. A private septic system was previously on the property but has since been removed. A private domestic water well was previously located on-site but has been abandoned (Appendix H).

In the western portion of the project site, the McCrometer facility manufactures flow meters used for industrial, oil, gas, agriculture, water and wastewater applications, according to Mr. Liebhauser (Appendix I). Both Ms. Purkey and Mr. Liebhauser were unaware of any past environmental issues associated with the project site (Appendices H and I).

Interviews with Local Government Officials

The Santa Ana Regional Water Quality Control Board, Santa Ana Region (RWQCB) is the local environmental oversight agency responsible for site contamination or activities relating to hazardous substances and hazardous waste sites. No violations have been reported, and the RWQCB does not have information regarding the presence or absence of adverse or negative environmental conditions on the undeveloped portions of the project site (Appendices H and I).

Fire Hazards

The project site is located in an unmapped location according to the Sanborn Fire Insurance Maps. Additionally, the project site is not within or adjacent to a wildland fire hazard severity zone according to the Public Safety Element of the City's General Plan 2030 (City of Hemet 2012).

Schools

There are no schools within one-quarter mile of the proposed project. The closest schools to the project site are Harmony Elementary School and West Valley High School, both located approximately 0.5 miles southwest and south of the project site, respectively.

Airports

The project site is located approximately 0.8 miles southeast from the Hemet-Ryan Airport and is located within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). Specifically, the proposed project is within Zone D, the Primary Traffic Patterns and Runway Buffer Area. Zone D restricts non-residential intensity to 300 people per average acre, and 1,200 people per single acre and also prohibits hazards to flights. The Hemet-Ryan ALUCP is part of the greater Riverside County ALUCP. The Riverside County Airport Land Use Commission (ALUC) administers the Airport Land Use Compatibility Plans for airports countywide, including the Hemet-Ryan Airport (Riverside County 2017).

Emergency Response

The City has an Emergency Operations Plan which describes the City's process for responding to emergencies and disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) providing a framework for emergency response (Riverside County 2018). Refer to Section 4.7.2 for additional details.

Existing Site Hazardous Materials Information

The project site is currently zoned Limited Manufacturing (M-1) and has a General Plan land use designation of Business Park (BP), which allows for industrial uses. The site is partially developed with industrial uses. The current uses consist of the manufacturing of flow instruments. Manufacturing and equipment maintenance activities include hazardous materials.

The Geotracker RWQCB database and the Cal EPA database were reviewed in July 2020 for updated site-specific information since 2017. The Geotracker database (RWQCB 2020) 2,000-foot radius search did not note any new information since 2017. The Cal EPA database search (CalEPA 2020) identified that the site is a Hazardous Waste Generator, Chemical Storage Facility, and Industrial Facility Storm Water (i.e., subject to the Industrial General Permit Order 2014-0057-DWQ). The facility is noted to involve 21 different chemicals (see Table 4.7-2). Site operations are subject to a Hazardous Materials Release Response Plan (HMRRP), and the facility is also required to submit an annual Level 2 Exceedance Response Action (ERA) Technical Report that documents best management practices related to stormwater.

Table 4.7-2. Chemicals On Site

Name	Max Daily Amount/Unit
Waste oil	120-599 Gallons
Waste Aluminum Oxide	0-99 Pounds
Trim sol	12-59 Gallons
Rustlick UltraCut Aero	12-59 Gallons
Propane	120-599 Gallons
Polyurethane Foam Resin	120-599 Gallons
Polymeric Diphenylmethane Diisocyanate	120-599 Gallon
Petroleum products, gases, inorg.	60-119 Gallons
Paints	12-59 Gallons
Oxygen	0-2599 Cubic Feet
Nitrogen	0-2599 Cubic Feet
Mgna Scrub	12-59 Gallons

Table 4.7-2. Chemicals On Site

Name	Max Daily Amount/Unit
Helium	0-2599 Cubic Feet
Epoxy Coating	1200-2999 Gallons
Diesel	60-119 Gallons
Cleaning Solution	60-119 Gallons
Carbon Dioxide / Helium / Argon	2600-12999 Cubic Feet
Argon-Carbon Dioxide Gas Mixture	0-2599 Cubic Feet
Argon	0-2599 Cubic Feet
Aluminum Oxide Blasting Powder	1000-4999 Pounds
Acetylene	0-2599 Cubic Feet

Source: CalEPA 2020

The McCrometer facility was evaluated in 2013 and 2017 by the County, and recently in 2019 for stormwater compliance. No significant spills have been identified at the site or other released of hazardous materials that currently pose as an environmental concern. It is noted that there have been four recorded violations related to late submittal of reports, failure to maintain employee hazardous material trainings for three years, and failure to report a release or potential release of a hazardous material. The failure to report a release or potential release was returned to compliance in October 2017 and no related hazard is noted to remain (Cal EPA 2020). The following is a summary of the Industrial Stormwater Compliance Evaluation completed on July 11, 2019 (CalEPA 2020):

> There are 4 drains along the south side of the site and one drain at the west end. The 4 drains all have HydroKleen inserts with a built-in desilting basin and a metals filter. The fifth inlet has no insert. The land is to be sold soon, but it is now in court. They had a metals absorbant fiber roll surrounding the inlet, but the roll was discheveled and wasn't held down with gravel bags. Regional Board staff stated that inlet protection should be improved. The site kept metal turnings made at the site in bins that were in a contained and in an under-cover area. They keep waste mop water and machining coolant in totes. They evaporate the mop water and they have the remaining sludge hauled offsite by Waste Management.[1]

No violation was identified during the July 2019 evaluation besides the submittal of a late Level 2 ERA Technical Report.

As discussed below, there are federal, state and local regulations that require the proper handling of hazardous materials, which include protocols for handling hazardous materials and addressing unintentional spills of hazardous materials. The Riverside County Environmental Health Hazardous Materials Branch as well as the RWQCB oversee compliance with these regulations.

[1] Spelling errors in original text retained.

4.7.2 Relevant Plans, Policies, and Ordinances

Federal

Comprehensive Environmental Response, Compensation, and Liability Act and Superfund Amendments and Reauthorization Act

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, on December 11, 1980. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act (SARA) amended CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased state involvement in every phase of the Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fund to $8.5 billion.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act, also known as SARA Title III, was enacted in October 1986. This law requires any infrastructure at the state and local levels to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. The Emergency Planning Community Right-to-Know Act Sections 301 through 312 are administered by the U.S. Environmental Protection Agency's (EPA's) Office of Emergency Management. In California, SARA Title III is implemented through the California Accidental Release Prevention (CalARP) Program.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that: (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Chemical Accident Prevention Provision

The provisions listed under Title 40 Part 68 of the Code of Federal Regulations (CFR) set forth the list of regulated substances and thresholds, the petition process for adding or deleting substances to the list of regulated substances, the requirements for owners or operators of stationary sources concerning the prevention of accident releases, and the state accidental release prevention programs approved under Section 112(r) of the Clean Air Act.

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations. The California Highway Patrol and the California Department of Transportation are the state agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. These agencies also govern permitting for hazardous materials transportation. Title 49 of the Code of Federal Regulations reflects laws passed by Congress as of January 2, 2006.

National Emissions Standards for Hazardous Air Pollutants Program

Under federal law, 188 substances are listed as hazardous air pollutants. Major sources of specific hazardous air pollutants are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants program. The EPA is establishing regulatory schemes for specific source categories, and requires implementation of Maximum Achievable Control Technologies for major sources of hazardous air pollutants in each source category. State law has established the framework for California's Toxic Air Contaminant Identification and Control Program, which is generally more stringent than the federal program, and is aimed at hazardous air pollutants that are a problem in California. The state has formally identified more than 200 substances as toxic air contaminants, and is adopting appropriate control measures for each. Once adopted at the state level, each local air district will be required to adopt a measure that is equally or more stringent.

Occupational and Safety Health Act

Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. Its goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. In order to establish standards for workplace health and safety, the Occupational and Safety Health Act also created the National Institute for Occupational Safety and Health as the research institution for the Occupational Safety and Health Administration. The Occupational Safety and Health Administration is a division of the U.S. Department of Labor that oversees the administration of the Occupational and Safety Health Act and enforces standards in all 50 states. Because California has an approved State Plan, only California Occupational Safety and Health Administration (Cal/OSHA) standards apply to the project site.

Resource Conservation and Recovery Act

Federal hazardous waste laws are generally promulgated under the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. These laws provide for the "cradle to grave" regulation of hazardous wastes. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed of. The DTSC is responsible for implementing the RCRA program as well as California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency program, the California Environmental Protection Agency (CalEPA) has in turn delegated enforcement authority to the County of Riverside Department of Environmental Health (DEH) for regulating hazardous waste producers or generators.

Robert T. Stafford Disaster Relief and Emergency Assistance Act

Code of Federal Regulations Sections 206.31–206.48 provide the statutory framework for a presidential declaration of an emergency or a declaration of a major disaster. Such declarations open the way for a wide range

of federal resources to be made available to assist in dealing with an emergency or major disaster. The Stafford Act structure for the declaration process reflects the fact that federal resources under this act supplement state and local resources for disaster relief and recovery. Except in the case of an emergency involving a subject area that is exclusively or preeminently in the federal purview, the governor of an affected state, or acting governor if the governor is not available, must request such a declaration by the president.

Risk Assessment and Regional Screening Levels

The EPA and DTSC use risk assessments to characterize the nature and magnitude of health risks to humans and ecological receptors from chemical contaminants and other stressors that may be present in the environment. In general terms, risk depends on the following three factors: how much of a chemical is present in an environmental medium (air, soil, water), how much contact (exposure) a person or ecological receptor has with the contaminated environmental medium, and the inherent toxicity of the chemical. The EPA developed Regional Screening Levels (RSLs), which provide a unified set of screening level/preliminary remediation goals for all regions of the EPA for screening chemical contaminants at superfund sites. The RSLs replaced the Preliminary Remediation Goals (PRGs) in 2008. The RSLs are calculated using the latest toxicity values, default exposure assumptions and physical and chemical properties. The RSLs are considered by the EPA to be protective for humans (including sensitive groups) over a lifetime. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding RSLs can be assumed to not pose a significant health risk to people who may live (residential RSLs) or work (commercial/industrial RSLs) at the site. The EPA RSL tables were most recently updated in November 2018.

The DTSC Human and Ecological Risk Office (HERO) incorporated the EPA RSLs into the HERO human health risk assessment. The HERO review of the EPA RSLs determined that the revised RSLs included some levels that were substantially higher, and therefore less protective, than the previous PRGs. HERO therefore created Human Health Risk Assessment Note 3, which incorporates HERO recommendations and DTSC-modified screening levels based on review of the EPA RSLs. The DTSC-modified screening levels should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities. HERO Note 3 was most recently updated in April 2019.

Federal Aviation Administration Functions

The Federal Aviation Administration (FAA) has primary responsibility for the safety of civil aviation. The FAA's major functions regarding hazards include the following: (1) developing and operating a common system of air traffic control and navigation for both civil and military aircraft; (2) developing and implementing programs to control aircraft noise and other environmental effects of civil aviation; (3) regulating U.S. commercial space transportation; and (4) conducting reviews to determine that the safety of persons and property on the ground are protected.

International Fire Code

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code (IBC) use a hazard classification system to determine what protective measures are required for fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

State

California Environmental Quality Act

CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.) are primary sources for environmental legislation in California; they require projects with potential adverse environmental effects (or impacts) undergo environmental review. Adverse environmental impacts are typically mitigated as a result of the environmental review process in accordance with existing laws and regulations.

California Emergency Services Act

The California Emergency Services Act was adopted to establish the state's role and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the state. The California Emergency Services Act is intended to protect health and safety by preserving the lives and property of the people of the state. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, RWQCBs, air quality management districts, and county disaster response offices.

Emergency Response to Hazardous Materials Incidents

California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The Emergency Response Plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, the RWQCBs, and the Riverside Fire Department Office of Emergency Management.

State Water Resources Control Board Industrial Stormwater Program

The Industrial General Permit regulates industrial stormwater discharges and authorized non-stormwater discharges from industrial facilities in California. The Industrial General Permit is called a general permit because many industrial facilities are covered by the same permit, but comply with its requirements at their individual industrial facilities. The State Water Resources Control Board (State Water Board) and Regional Water Quality Control Boards (collectively, the Water Boards) implement and enforce the Industrial General Permit. The Santa Ana RWQCB implements and enforces the Industrial General Permit in the project area. Additionally, the County periodically reviews the McCrometer facility for stormwater compliance, most recently in 2019 (CalEPA 2020). The facility is also required to submit an annual Level 2 Exceedance Response Action (ERA) Technical Report that documents best management practices related to stormwater (CalEPA 2020).

Cortese List

The Hazardous Waste and Substance Sites Cortese List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5(a) requires CalEPA to develop at least annually an updated Cortese List. DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List.

Hazardous Materials Release Response Plans and Inventory

Two programs found in California Health and Safety Code Chapter 6.95 are directly applicable to the CEQA issue of risk due to hazardous substances release: the Hazardous Materials Business Plan program and the CalARP program. In the City of Hemet, the County of Riverside Department of Environmental Health is responsible for implementing the Hazardous Materials Business Plan and CalARP programs, which provide threshold quantities for regulated hazardous substances. Typically a Hazardous Materials Handler is identified as any facility storing hazardous materials and or wastes in quantities greater than or equal to 55 gallons of a liquid substance, 500 pounds of a solid substance, and/or 200 cubic feet of compressed gas. When the indicated quantities are exceeded, a Hazardous Materials Business Plan or Risk Management Plan is required pursuant to the regulation. Congress requires the EPA Region 9 to make Risk Management Plan information available to the public through the EPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select EPA environmental data.

Senate Bill 1889 – Accidental Release Prevention Law/CalARP Program

Senate Bill 1889 required California to implement a new federally mandated program governing the accidental airborne release of chemicals promulgated under Section 112 of the Clean Air Act. Effective January 1, 1997, the Accidental Release Prevention Law/CalARP replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities that contain specified hazardous materials (known as regulated substances) that if involved in an accidental release, could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

Title 22 of the California Code of Regulations and Hazardous Waste Control Law, Chapter 6.5

The DTSC regulates the generation, transportation, treatment, storage and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle to grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies, including the DEH. The Cal EPA database search (CalEPA 2020) identified that the project site is a Hazardous Waste Generator due to the existing McCrometer facility, which is regulated by the requirements of Title 22 of the California Code of Regulations and Hazardous Waste Control Law.

Underground Storage Tank Act

The Underground Storage Tank Act monitoring and response program is required under Chapter 6.7 of the California Health and Safety Code and Title 23 of the California Code of Regulations. The program was developed to ensure that facilities meet regulatory requirements for design, monitoring, maintenance, and emergency response in operating or owning underground storage tanks. DEH is the administering agency for this program in the project area.

California Occupational Safety and Health Administration

Cal/OSHA is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are required to be "as effective as" federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and

hazardous substance exposure warnings. The employer is also required, among other things, to have an Illness and Injury Prevention Program.

Additionally, Cal/OSHA Title 8 regulations include regulations pertaining to motor fuel dispensing facilities under Chapter 4, Division of Industrial Safety. Specifically, Section 2540.7, Motor Fuel Dispensing Facilities and Service Stations, contains the electrical safety orders for installation of electrical infrastructure at gas stations.

California Fire Code

The California Fire Code (CFC) is Title 24, Chapter 9, of the California Code of Regulations. It was created by the California Building Standards Commission and is based on the IFC created by the International Code Council, described above. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the CBC use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years. Finally, Chapter 61, Liquefied Petroleum Gases, of the CFC regulates the handling and transportation of liquefied petroleum gas and the installation of liquefied petroleum gas equipment pertinent to systems for such uses, including gas stations.

California Integrated Waste Management Act

This act requires the development and implementation of household hazardous waste disposal plans. The Department of Resources Recycling and Recovery (CalRecycle), formerly the California Integrated Waste Management Board, oversees compliance with this act and enforces operational plans for solid waste facilities.

Local

Riverside County Hazardous Waste Management Plan

The Riverside County Hazardous Waste Management Plan (CHWMP) identifies current and projected future hazardous waste generation and management needs throughout the County of Riverside (County). The CHWMP also provides a framework for the development of facilities to manage hazardous wastes (i.e., facility siting criteria) and includes a Households Hazardous Waste Element that is designed to divert household hazardous wastes from County landfills. The CHWMP addresses only those hazardous waste issues for which local governments have responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The Riverside Fire Department Office of Emergency Management developed a Local Hazard Mitigation Plan (LHMP), which was adopted in February 2019. The LHMP describes the City's profile, potential County and City hazards, and the updated mitigated actions/plans put in place to manage those hazards. The City is included in the LHMP and implements the goals and objectives of the LHMP, as required by the City's General Plan.

City of Hemet Emergency Operations Plan

The City's Emergency Operations Plan (EOP) addresses the City's planned response to emergencies associated with natural disasters and technological incidents. The plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements utilizing the Standardized Emergency Management System. The EOP sets forth the procedures associated with preparedness for, response to, recovery from, and mitigation of a variety of types of emergencies. The EOP is an extension of the State of California Emergency Plan.

City of Hemet General Plan

The following are applicable goals, policies, and programs contained within the City's General Plan that are relevant to the proposed project with regard to hazards and hazardous materials:

Land Use Element

Goal PS-4 **Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.**

Policy PS-4.4 **Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation.

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

Policy PS-4.7 **Avigation Easements.** Avigation easements shall be required for all land uses wholly or partially in Compatibility Zones A, B, and B2 as part of the development review process. Recorded deed notices advising residents and business owners of the proximity of the Hemet-Ryan Airport shall be required for all new development in Compatibility Zones C and D.

Goal PS-5 **Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.**

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

Policy PS-5.2 **Maintain Response Programs.** Maintain effective programs for responding to hazardous materials emergencies.

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

Policy PS-5.5 **Hazardous Materials Locations.** Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses.

Policy PS-5.6 **Development Standards.** Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials.

Goal PS-7 **Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.**

Policy PS-7.1 **Fire Service Response.** Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopment will not result in a reducing fire protection services below acceptable, safe levels with adequate fire flows and response time of five minutes or less for 80 percent of fire and emergency calls on both a citywide and response area basis.

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

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

Riverside County Airport Land Use Compatibility Plan

The Riverside County ALUC administers the Airport Land Use Compatibility Plans for airports countywide, including the Hemet-Ryan Airport. The Riverside County ALUCP is designed to provide guidance for conducting airport land use compatibility planning as required by Article 3.5, Airport Land Use Commissions, Public Utilities Code Sections 21670–21679.5. The Hemet-Ryan Airport Land Use Compatibility Plan designates compatibility zones for properties within various distances of the airport. The zones of the Hemet-Ryan ALUCP were established in accordance with the California Airport Land Use Planning Handbook and are designated to guide development near the Hemet-Ryan ALUCP with airport hazards (i.e., airplane crashes) taken into consideration. The project site is located in Zone D as delineated on the Hemet-Ryan Airport Compatibility Map (Riverside County 2017).

City of Hemet Municipal Code

Chapter 90, Article XXX – Manufacturing Zones, Section 90.1048 – Performance Standards

> All uses established or placed into operation shall comply at all times with the performance standards set out in this section. The director may require submission of evidence of ability to comply with the required conditions.
>
> (1) Noise. No use, except a temporary construction operation, shall be permitted which creates noise of a maximum sound pressure level greater than the value established in the public safety element of the general plan, and adopted building codes, or as may be further determined by project specific mitigation measures. The general plan specifies land

use compatibility standards to ensure that stationary noise sources (e.g., industrial uses) do not adversely affect noise-sensitive land uses and that community noise environments do not negatively affect land uses.

(2) Fire, toxic materials, and explosion hazards. The storage and handling of hazardous materials including flammable liquids, liquid petroleum gases and explosives shall comply with the state rules and regulations and with the ordinances of the city.(3) Air contaminants. No use shall emit any air contaminant except in compliance with the rules and regulations of the south coast air management district and local regulations.

(4) Odor. No use shall be permitted which creates annoying odor in such quantities as to be readily detectable beyond the boundaries of the site.

(5) Radioactivity and electrical disturbances. The use of radioactive materials shall be limited to measuring, gauging and calibration devices such as tracer elements, use in X-ray and like apparatus, and use in connection with the processing and preservation of food. No use shall emit dangerous radioactivity or produce electric or magnetic fields that adversely affect public health, safety, and welfare including interference with normal radio, telephone, or television reception off-site.

(6) Dust, heat, cold, glare and electrical disturbance. No use, except a temporary construction operation, shall be permitted which creates dust, changes in temperature or direct or sky-reflecting glare detectable by the human senses without the aid of instruments beyond the boundaries of the site. No use shall be permitted which creates electrical disturbances that affect the operation of any equipment beyond the boundaries of the site.

(7) Vibration. No use, except a temporary construction operation, shall be permitted which creates vibration sufficient to cause a displacement of 0.003 inch beyond the boundaries of the site.

(8) Wastewater discharge. No liquids of any kind shall be discharged into a public or private sewage or drainage system, water course, body of water, or into ground except in compliance with federal, state, regional, and local laws, rules and regulations.

(9) Sustainable design. All new development proposals shall demonstrate best management practices in project design and implementation to maximum the efficient use of resources and reduce deleterious environmental impacts on the community.

4.7.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hazards and hazardous material would occur if the project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. 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.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4. 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 result, would it create a significant hazard to the public or the environment.
5. Result in a safety hazard or excessive noise for people residing or working in the project area, for projects 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.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.7.4 Impacts Analysis

Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project would involve the construction and operation of a convenience store, drive-thru fast-food restaurant, gas station, parking areas, and off-site restriping mitigation. Construction of the proposed project would involve the transport of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents. However, hazardous materials are highly regulated in California, including the methods by which they are transported, used, and stored. All such uses of these substances would be subject to applicable and required regulatory controls as described in Section 4.7.2. The proposed project would be required to comply with all applicable federal, state, and local standards related to hazardous materials and wastes, such as controls on use, handling, storage, transportation, and disposal. Specifically, handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code. Additionally, construction is temporary and use of these materials would cease upon completion. The use of these materials for their intended purpose would not pose a significant risk to the public or environment.

During operation, the proposed uses would require the ongoing use, storage, and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Common cleaning chemicals, pesticides, and fertilizers would also be used and stored on site for routine housekeeping and landscaping purposes. However, hazardous materials are highly regulated in California, including the methods in which they are transported, used and stored. The gas station would be designed and operated consistent with City, County, state, and federal regulations pertaining to the underground storage and dispensation of flammable materials, including EPA requirements for USTs installed after 1988 to include a leak detection system, provisions established by Section 2540.7, Motor Fuel Dispensing Facilities and Service Stations, of the California OSHA Regulations; Chapter 61, Liquefied Petroleum Gases, of the California Fire Code; and the Resource Conservation and Recovery Act. Adherence to all applicable regulations pertaining to the construction and operation of a gas station with underground fuel storage tanks would ensure that the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of flammable materials. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials would be **less than significant**.

Would the project 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?

As discussed above, construction of the proposed project would involve the transport of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents. However, hazardous materials are highly regulated in California, including the methods by which they are transported, used, and stored. Compliance with applicable regulations would reduce potential for reasonably foreseeable upset and accident of such hazardous substances during construction. Construction is also temporary and use of these materials would cease upon completion. Finally, construction of the proposed project would not involve demolition or removal of the existing McCrometer buildings. Therefore, the proposed project would not create a significant hazard, upset, or accident conditions involving the release of hazardous materials associated with the McCrometer uses, including release of the on-site chemicals listed in Table 4.7-2.

Operation of the proposed project would require the ongoing use, storage, and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Common cleaning chemicals, pesticides, and fertilizers would also be used and stored on site for routine housekeeping and landscaping purposes.

While the project includes the ongoing use and storage of gasoline and diesel fuel, consistent with EPA requirements, all USTs installed after 1988 are required to have a leak detection system consisting of at least one of the following detection methods: secondary containment with interstitial monitoring, ATG systems (including continuous ATG systems), vapor monitoring (including tracer compound analysis), groundwater monitoring, statistical inventory reconciliation, or other method meeting established performance standards. Regardless of the chosen leak detection method ultimately used on the project site, efficacy requirements established by the EPA require that leak detection methods be able to detect certain leak rates, and that they also give the correct answer consistently. In general, methods must detect the specified leak rate with a probability of detection of at least 95%, and a probability of false alarm of no more than 5%. The EPA found that with effective leak detection, operators can respond quickly to signs of leaks and minimize the extent of environmental damage and the threat to human health and safety (EPA 2016).

In addition to the federal leak detection requirements, the USTs and all associated fuel delivery infrastructure (i.e., fuel dispensers) would be required to comply with all applicable federal, state, and local regulations, including those provisions established by Section 2540.7, Motor Fuel Dispensing Facilities and Service Stations, of the California OSHA Regulations; Chapter 61, Liquefied Petroleum Gases, of the California Fire Code; and the Resource Conservation and Recovery Act. Additionally, none of the chemicals, pesticides, or fertilizers would be used in sufficient quantities to pose a threat to humans or the environment if handled and maintained in compliance with all applicable regulations such as the CHWMP. Therefore, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be **less than significant**.

Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As discussed above, the proposed project would involve the use and transport of hazardous materials. However, the closest schools to the project site are Harmony Elementary School and West Valley High School, both located approximately 0.5 miles southwest and south of the project site, respectively. There are no schools proposed within one-quarter mile of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **No impact** would occur.

Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

As discussed under Section 4.7.1, Existing Conditions, the project site is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As shown in Table 4.7-1, nine sites were identified within a one-mile radius. Only one site, the McCrometer facility, is located on the project site. Of the eight other sites located within the target radius, two sites had no recorded violations, two were listed as no further action, one site was listed as inactive, one site was listed as case closed, one site is an active gas station, and one site is an active recycling facility.

The McCrometer facility was listed in the WDS, FINDS, ECHO, HIST UST, HAZNET, EMI, NPDES, TRIS, and RCRA-LQG databases. The WDS database lists facility permitted for water discharges through the RWQCB, similar to the NPDES listing. The McCrometer property is considered a minor threat to water quality based on site operations and accepted low complexity treatment approaches. However, no violations were indicated under WDS.

The FINDS database inventories facilities monitored or regulated by the USEPA. Together with the ECHO database, this covers USEPA monitored or regulated facilities. Under ECO, there were no violations in the last 12-quarter history for the McCrometer property. The McCrometer facility also installed a 3,000-gallon single-walled UST in 1979 for waste oil (and later unleaded fuel) storage. This tank has since been removed.

Review of the HAZNET records show disposal and recycling as the facility's means of waste disposal. The McCrometer facility is also registered with the South Coast Air Quality Management District and is listed in the EMI database. Similarly, the TRIS database reports emissions from this facility and indicates annual fugitive air release of chromium, cobalt, manganese, nickel, copper, and lead.

The proposed project would not interfere with or change the existing McCrometer facility. No existing McCrometer buildings would be removed and the existing manufacturing activities would continue to operate on site. Therefore, the proposed project would not create a significant hazard to the public or the environment from being located on the existing McCrometer site. Impacts would be **less than significant**.

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City's Emergency Operations Plan describes the City's process for responding to emergencies and disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County to submit a Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) providing a framework for emergency response (Riverside County 2018).

Access to the project site would be provided from both Sanderson Avenue and Stetson Avenue. These existing streets are within the City's established street system and the proposed project would include some right-of-way dedication on both Avenues. The proposed project would not alter the existing circulation pattern in the project area, and emergency access and evacuation routes would be unaffected by the proposed project.

The proposed project would provide adequate access for emergency vehicles, including adequate street widths. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant**.

Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

According to the Public Safety Element of the City's General Plan 2030, the proposed project site is not within or adjacent to a wildland fire hazard severity zone. Additionally, the proposed project would be compliant with applicable General Plan objectives and policies related to fire protection and all applicable provisions of the CFC, including Chapter 61, Liquefied Petroleum Gases, which regulates the handling and transportation of liquefied petroleum gas and the installation of liquefied petroleum gas equipment. In addition, the project would provide applicable commercial Development Impact Fees that ensure adequate fire service would be provided (see Section 5.7.2, Fire, of this EIR). Therefore, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is located approximately 0.8 miles southeast from the Hemet-Ryan Airport and is located within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). Specifically, the proposed project is within Zone D, the Primary Traffic Patterns and Runway Buffer Area. Zone D restricts non-residential intensity to 300 people per average acre and 1,200 people per single acre. Zone D also prohibits hazards to flights including physical, visual, and electronic forms of interference with the safety of aircraft operations as well as development that may cause the attraction of birds to increase (Riverside County 2017).

Parcel 1 (0.77 Net Acres) includes the 4,088 square foot convenience store and 12 fuel pumps. Parcel 2 (0.88 net acres) includes the 3,590 square foot car wash tunnel. Parcel 3 (0.63 net acres) includes a 2,660 square-foot drive-thru fast-food restaurant. Based on Policy 2.3 of the Hemet-Ryan ALUCP, calculation on concentration of people in retail sales establishments is evaluated one per every 115 square feet of gross floor area, and 1.5 persons per fuel pump. Parcel 1 accommodates an occupancy of 54 people, which results in an average intensity of 61 people per acre, and single acre intensity of 54. Parcel 2 accommodates an occupancy of 31 people, which results in an average intensity of 24 people per acre, and single acre intensity of 31 people. Parcel 3 accommodates an occupancy of 23 people, which results in an average intensity of 37 people per acre, and single acre intensity of 23 people. Therefore, the proposed project would be within the Zone D non-residential intensity restrictions of 300 people per average acre and 1,200 people per single acre.

The Airport Land Use Commission (ALUC) is required to review all projects within the Airport Influence Area (AIA) where the City's General Plan is not consistent with the ALUCP. The City of Hemet General Plan Amendment 19-001, adopted by the City Council on May 14, 2019 brought the Hemet General Plan into consistency with the ALUCP, allowing development projects to be reviewed by the City. In accordance with this, the City has reviewed the project for consistency with Zone D requirements.

The elevation of the Runway 5-23 terminus at the Hemet-Ryan Airport is approximately 1,508 feet above mean sea level (AMSL). At a distance of approximately 3,880 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1,546.8 feet AMSL. In 2018, the FAA approved a maximum building height of 26 feet (1,556 feet AMSL). The proposed project would maintain a maximum height of 26 feet for all structures, consistent with the previous FAA approval. Therefore, a subsequent FAA review would not be required for the proposed project.

Due to the site's proximity to the Hemet-Ryan Airport, the City has herein completed an airport land use consistency review of the project with Zone D. As described above, the project would not attract more than 300 people per average acre or 1,200 people per single acre to the site, consistent with Zone D restrictions. The proposed project would also not include any water basins that would hold water for an extended period of time considering applicable hydrology requirements, or be of a size that would attract birds in a manner to result in a flight hazard for the nearby airport, consistent with Zone D. The project site is not located within a future noise impact area as delineated in Map HR-3 of the Hemet-Ryan ALUCP (Riverside County 2017; see Section 4.8, Noise). The proposed project would also include exterior building, parking lot, and security lighting and the commercial uses could potentially utilize lighting for advertising purposes such as on signage. However, the City's Municipal Code includes lighting standards for manufacturing zones, signage, and off-street parking areas to reduce lighting impacts associated with light spillage and sky glow. See Section 4.1, Aesthetics. Compliance with these Municipal Code lighting standards, including the shielding and downward orientation of proposed project lighting, would be required and enforced though compliance measures **CM-AES-3**, **CM-AES-4**, and **CM-AES-7**, respectively. Compliance would also ensure that implementation of the proposed project would not introduce new sources of lighting on the project site that would result in a safety hazard for people residing or working in the project area. Therefore, impacts would be **less than significant**.

4.7.5 Cumulative Impacts

The geographic scope of the cumulative impact analysis for hazards and hazardous materials is limited to projects within the City limits (see Figure 3-7, Cumulative Projects, and Table 3-4). Cumulative impacts related to hazards and hazardous materials would result from projects within the City that combine and increase exposure to hazards and hazardous materials.

Hazardous Materials

Hazardous soils, underground storage tanks, and other existing sources of hazardous materials are generally site specific and handled on a project-by-project basis. The cumulative projects identified in Table 3-4 would be expected to have little effect on the exposure to, or the chances of, release of hazardous materials because proposed land uses associated with the cumulative projects do not typically involve large quantities of potentially hazardous materials. Similar to the proposed project, there are four other cumulative projects that would involve the construction and operation of a gas station, the closest of which is located approximately 0.5 miles west of the project site. However, these proposed gas station projects would be required to comply with all applicable federal, state, and local standards regarding the handling, use, transportation, storage, and disposal of hazardous materials, including those pertaining to the underground storage and dispensation of flammable materials, which are intended to minimize the risk to public health and the environment. As such, the proposed project **would not result in a cumulatively considerable impact** related to the transportation, use, or storage of hazardous materials or related to a hazardous materials site.

Hazardous Emissions within 0.25 Miles of an Existing or Proposed School

As previously discussed, the project site is not located within 0.25 miles of an existing or proposed school and therefore would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. As such, the proposed project would not combine with cumulative projects listed in Table 3-4 and **would not contribute to a cumulatively considerable impact** .

Emergency Response/Emergency Evacuation Plans

Cumulative projects within the City would be required to comply with applicable emergency response and evacuation policies outlined in regulations such as the City's Emergency Operations Plan, LHMP, and local fire codes. Due to required compliance with existing regulations, cumulative projects would not result in a significant cumulative impact associated with the implementation of emergency response and evacuation plans. Thus, the proposed project **would not contribute to a cumulatively considerable impact** to emergency response plans or emergency evacuation plans.

Exposure of People or Structures to Wildland Fires

The potential for wildland fires resulting in the loss of life or property is generally unique to each site. All cumulative projects are subject to the fire codes and regulations. Any project in a given area cannot be approved unless it is determined to meet the fire codes (e.g., fire retardant roof materials, increased setbacks, fire sprinklers on structures) and regulations for the fire authority having jurisdiction over the cumulative projects. The project site has been previously developed and is not within or adjacent to a wildland fire hazard severity zone. Additionally, none of the cumulative projects in the direct vicinity of the proposed project are located within wildland fire hazard severity zones. Therefore, through compliance with the City's policies related to fire protection, the proposed project **would not result in a cumulatively considerable impact** related to wildland fires.

Airport Hazards

Airport hazards are also generally site specific and handled on a project-by-project basis. Cumulative projects located within the Hemet-Ryan Airport AIA would also require review by the ALUC, City or FAA as applicable and as such, would be required to comply with the ALUCP and FAA requirements similar to the proposed project. Through the City's review process, it is assumed that cumulative projects would be required to comply with similar conditions as the proposed project and would not result significant impacts to the Hemet-Ryan Airport. Therefore, the proposed project **would not result in a cumulatively considerable impact** related to airport hazards.

4.7.6 Project Impacts Prior To Mitigation

Hazards and hazardous materials impacts associated with the proposed project would be less than significant.

4.7.7 Mitigation Measures

Impacts would be less than significant. Thus, no mitigation measures are required.

4.8 Noise

This section describes the existing noise conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. This analysis is based on review of existing resources; technical data; applicable laws, regulations, and guidelines; and the Noise Technical Memorandum prepared by Dudek in October 2020 and the Noise Impact Study prepared by MD Acoustics in October 2017. The Noise Technical Memorandum is included in this Environmental Impact Report (EIR) as Appendix J and the Noise Impact Study is included as Attachment A of Appendix J.

4.8.1 Existing Conditions

Environmental Setting

The approximately 8.7-acre project site is located in the City of Hemet (City), California. Specifically, the proposed project is located at the southeast corner of Sanderson and Stetson Avenues (Figure 3-1, Project Location). The site is partially developed with industrial manufacturing uses. Single-family residential uses surround the project site to the north, east, and south. Residential uses to the north of the site are located across Stetson Avenue and the Stetson Avenue Channel. To the south, single-family residential uses are separated from the site by an existing 12- to 15-foot stone and concrete masonry wall. Directly to the east and separated from the site by a 6- to 10-foot tall block wall is a recreational vehicle storage lot and single-family residences. The closest single-family residential uses are located to the south and east of the site, approximately 15 feet from the proposed project site boundary. The area to the west of the site consists of commercial uses associated with Page Plaza. The area to the northwest is currently vacant and has been approved for development of the Stetson Plaza/Stetson Crossing shopping center. Beyond this lot is the Hemet-Ryan Airport, located approximately 0.8 miles northwest of the project site. The project site is not located within a future noise impact area as delineated in Map HR-3 of the Hemet-Ryan ALUCP (Riverside County 2017).

Noise in the area is primarily generated by roadway traffic associated with the intersection of Stetson Avenue and Sanderson Avenue. Based on noise measurements, noise levels at the project site and vicinity are approximately 64 dBA L_{eq} between 7:00 a.m. and 7:00 p.m., 63.4 dBA L_{eq} between 7:00 p.m and 10:00 p.m., and 60.4 dBA L_{eq} between 10:00 p.m. and 7:00 a.m.. The equivalent CNEL at the site is 67.9. Refer to Attachment A of Appendix J for details. The explanation of these different noise measurement scales is provided below.

Noise Characteristics and Terminology

Sound

Pressure fluctuations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Noise is generally defined as “unwanted sound” that interferes with normal activities. Excessive levels of noise can cause hearing loss, although the principal human response to environmental noise is annoyance. Noise is expressed by way of a logarithmic scale in decibels (dB) that represent magnitude of these air pressure waves with respect to the threshold of average human hearing. The human ear is more sensitive to middle and higher frequencies (those usually associated with speech) of the audible spectrum, especially when the noise levels are quieter; thus, to accommodate for this phenomenon, a decibel weighting system was developed to mimic this human hearing frequency response. A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only frequencies audible to the human ear. In a manner similar to the scaling of temperature on a thermometer, Table 1 of Appendix J provides examples of common indoor and outdoor sound sources having A-weighted levels that “line-up” with the listed dB values.

Equivalent noise level (L_{eq}) is a noise metric representing the fluctuating sound level in decibels (dB) over a specified period of time. It is a sound-energy average of the fluctuating level and is equal to a constant unchanging sound of that dB level. Where L_{eq} represents an average over a given sample period, L_{max} and L_{min} represent the maximum and minimum sound-energy levels, respectively. Community noise sources vary continuously, being the product of many noise sources at various distances, all of which in aggregate tend to constitute a relatively stable background sound environment. This background, added to perceptibly dominant acoustical contributors (i.e., those that are the loudest and/or closest to the listener position), makes the overall "ambient" sound that a sound level meter can detect with its microphone and quantify as a dB level.

Noise levels are generally higher during the daytime and early evening when traffic (including airplanes), commercial, and industrial activity is the greatest. However, noise sources experienced during nighttime hours when background levels are generally lower can be potentially more conspicuous and irritating to the receiver. In order to evaluate noise in a way that considers periodic fluctuations experienced throughout the day and night, a concept termed "community noise equivalent level" (CNEL) was developed. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted equivalent (L_{eq}) sound level. CNEL accounts for the increased noise sensitivity during the evening hours (7:00 p.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.) by adding 5 dB to the hourly average sound levels occurring during the evening hours and 10 dB to the hourly average sound levels occurring during nighttime hours.

Exterior Noise Distance Attenuation

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a single point source, such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or "line" source, such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding site conditions lack ground effects or obstacles that either scatter or reflect noise.

Surrounding site conditions, meteorological conditions, and the presence of manmade obstacles such as buildings and barriers may also reduce noise at the location of a receiver. For example, vegetation and loose soils ("soft" sites) may either absorb or scatter the sound from point sources, yielding sound attenuation rates in environments with these major ground effects that are as high as 7.5 dBA for each doubling of distance (compared to 6 dBA without major ground effects). Likewise, "soft" sites may attenuate noise from a line source (such a roadway) at a rate of 4.5 dBA for each doubling of distance (compared to 3 dBA for "hard" sites that lack the ground effects). In addition, barriers between a noise source and a receiver can substantially reduce noise levels at the receiver. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction. Taller barriers will provide increased noise reduction.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different descriptors are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second (ips). The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body, and is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to describe RMS amplitude with respect to a reference quantity.

While high levels of vibration may cause risk of or actual damage to buildings, vibration is seldom of sufficient magnitude to cause even minor cosmetic damage to buildings unless the receptors are in proximity to heavy equipment. Most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can interfere with processes or equipment that are highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, which means there are little or no bumps that could cause a slight wheel drop or other force impulse, the vibration from traffic is rarely perceptible.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound and/or vibration could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise.

Sensitive receptors near the project site include adjoining existing single-family residential uses to the south and east of the proposed project site, and north of Stetson Avenue. The closest single-family residential uses are located to the south and east of the site, approximately 15 feet from the proposed project site boundary. These sensitive receptors represent the nearest residential land uses with the potential to be impacted by normal operation of the proposed project features. Additional sensitive receptors are located farther from the project site in the surrounding community and would be less impacted by noise and vibration levels than the above-listed sensitive receptors.

4.8.2 Relevant Plans, Policies, and Ordinances

Federal

Noise Control Act

The Noise Control Act of 1972 was passed to promote healthy environments for Americans free from noise that jeopardizes their health and welfare. The Noise Control Act serves to (1) establish a means for effective coordination of federal research and activities in noise control, (2) authorize the establishment of federal noise emission standards for products distributed in commerce, and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products.

In 1982, the U.S. Environmental Protection Agency phased out its Office of Noise Abatement and Control in an effort to shift the onus of noise control policy from the federal government to state and local governments.

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment Manual, the Federal Transit Administration recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an eight-hour period (FTA 2018) when "detailed" construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

Occupational Safety and Health Administration

With regard to noise exposure and workers, the federal Occupational Safety and Health Administration (OSHA) establishes regulations to safeguard the hearing of workers exposed to occupational noise (29 Code of Federal Regulations, Section 1910.95). OSHA specifies that sustained noise that is louder than 85 dBA (8-hour time-weighted average) can be a threat to workers' hearing and if worker exposure exceeds this amount, the employer must develop and implement a monitoring program (29 Code of Federal Regulations, Section 1910.95[d][1]).

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.) are primary sources for environmental legislation in California; they require projects with potential adverse environmental effects (or impacts) undergo environmental review. Adverse environmental impacts are typically mitigated as a result of the environmental review process in accordance with existing laws and regulations.

California Noise Insulation Standards (California Code of Regulations Title 24)

California noise regulations are contained in Title 24 of the California Code of Regulations, Noise Insulation Standards, which establishes the acceptable interior environmental noise level (45 dBA L_{dn}) for multifamily dwellings (the regulations may be extended by local legislative actions to include single-family dwellings). Section 1207 of Title 24 also requires that an interior acoustical study demonstrating that interior noise levels due to exterior sources will be less than or equal to 45 dBA CNEL be performed for affected multifamily structures that are exposed to exterior noise levels in excess of 60 dBA CNEL.

California Department of Health Services Guidelines

The State Department of Health Services has developed guidelines of community noise acceptability for use by local agencies (OPR 2003). Selected relevant levels are listed as follows:

- Below 60 dBA CNEL – normally acceptable for low-density residential use
- 50 to 70 dBA – conditionally acceptable for low-density residential use
- Below 65 dBA CNEL – normally acceptable for high-density residential use and transient lodging
- 60 to 70 dBA CNEL – conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual, Caltrans recommends a vibration velocity threshold of 0.2 ips PPV for assessing "annoying" vibration impacts to occupants of residential structures (Caltrans 2013a). Although this guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the local jurisdictional level. Similarly, thresholds to assess the risk of building damage due to construction vibration vary with the type of structure and its fragility, but tend to range between 0.3–0.4 ips PPV for typical residential structures (Caltrans 2013a).

Local

City of Hemet General Plan 2030

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Public Safety Element. Table 6.5 from the City's General Plan 2030 outlines the acceptable daytime/nighttime noise performance standards for non-transportation noise sources and is detailed in Table 4.8-1.

Table 4.8-1. Noise Level Performance Standards for Non-transportation Noise Sources

Noise Level Descriptor	Daytime *7:00 a.m. to 10:00 p.m.*	Nighttime *10:00 p.m. to 7:00 a.m.*
Hourly Average Level (L_{eq})	60 dBA	45 dBA
Maximum Equivalent Levels (L_{max})	75 dBA	65 dBA

Source: City of Hemet General Plan 2030, Public Safety Element, Table 6.5 (City of Hemet 2012)
Notes: Each of the noise levels specified shall be lowered by 5 decibels for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). The noise standard is to be applied at the property lines of the affected land use.

Per the City of Hemet General Plan Noise Element (Table II-F-4), the maximum allowable exterior noise level at residences and school classrooms is 65 dBA (CNEL). The maximum interior noise level is 45 dBA (CNEL). As referenced, CNEL is a 24-hour average with penalties added for noise occurring during the evening and at night.

In addition to the noise standards, the City has outlined goals, policies and implementation measures to reduce potential noise impacts and are presented below (City of Hemet 2012):

Goals, Policies, and Implementation Measures

Policies and goals from the Safety and Noise Chapter that would mitigate potential impacts on noise include the following.

Goal PS-11 Manage noise levels through land use planning and development review.

PS-11.1 **Noise Standards**. Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.

PS-11.2 **Design to Minimize Noise**. Encourage the use of siting and building design techniques as a means to minimize noise.

PS-11.3	**Evaluate Noise**. Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short- term noise impacts) as a condition of project approval.
PS-11.4	**Protect Noise-Sensitive Uses**. Protect noise-sensitive uses from new noise sources.
Goal PS-12	Minimize noise conflicts from transportation sources and airports.
PS-12.1	**Traffic Noise**. Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.
PS-12.3	**Airport Noise**. Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4.
Goal PS-13	Minimize noise conflicts with stationary noise generators.
PS-13.1	**Protect Valuable Noise Sources.** Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.
PS-13.2	**New Sensitive Uses**. Restrict the location of sensitive land uses near major noise sources to achieve the standards present in Table 6.4.
PS-13.3	**Prevent Encroachment**. Prevent the encroachment of noise sensitive land uses into areas designated for use by existing or future noise generators.

City of Hemet Noise Ordinance

Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code allows construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction occurring consistent with these provisions is exempt from regulation.

4.8.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to noise are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to noise would occur if the project would:

1. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Result in generation of excessive groundborne vibration or groundborne noise levels.
3. 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, expose people residing or working in the project area to excessive noise levels.

4.8.4 Impacts Analysis

Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed project intends to develop commercial uses including a 12-bay gas station and convenience store, a drive-thru fast-food restaurant, a car wash with 21 self-serve vacuum stations, and parking areas (Figure 3-3, Site Plan). For purposes of this noise analysis, it is assumed the car wash and associated customer vacuum units would only be allowed to operate within daytime hours (7:00 a.m. to 7:00 p.m.), with extended to 9:00 p.m. during the summer (**PDF-NOI-1**). The gas station, convenience store, and fast-food restaurant would operate 24 hours a day and with reduced on-site patronage (compared to daytime levels). As indicated in Section 4.8.1, Existing Conditions, the surrounding area includes a mix of residential and commercial uses that may be sensitive to increased in ambient noise levels. Consistent with General Plan Policy PS11.3, below is an analysis of the construction and operation noise impacts of the project to surrounding areas.

Short-Term Construction

Construction noise is considered a short-term impact and would be considered significant if construction activities are undertaken outside the allowable times as described in the City's Municipal Code (Section 30-32). Existing residences to the south and east may be temporarily affected by short-term noise impacts associated the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. The Environmental Protection Agency (EPA) has compiled data regarding the noise generated characteristics of typical construction activities which is provided in Table 4.8-2.

Table 4.8-2. Typical Construction Noise Levels

Equipment Powered by Internal Combustion Engines	
Type	*Noise Levels (dBA) at 50 Feet*
Earth Moving	
Compactors (Rollers)	73 – 76
Front Loaders	73 – 84
Backhoes	73 – 92
Tractors	75 – 95
Scrapers, Graders	78 – 92
Pavers	85 – 87
Trucks	81 – 94
Materials Handling	
Concrete Mixers	72 – 87
Concrete Pumps	81 – 83
Cranes (Movable)	72 – 86
Cranes (Derrick)	85 – 87
Stationary	
Pumps	68 – 71
Generators	71 – 83

Table 4.8-2. Typical Construction Noise Levels

Equipment Powered by Internal Combustion Engines	
Type	*Noise Levels (dBA) at 50 Feet*
Compressors	75 – 86
Impact Equipment	
Saws	71 – 82
Vibrators	68 – 82

Source: Appendix J

Project generated construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Site grading is expected to produce the highest sustained construction noise levels. Typical noise sources and noise levels associated with the site grading phase of construction are shown in Table 4.8-2. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. A likely worst-case construction noise scenario during grading assumes the use of a grader, a dozer and excavator and three (3) backhoes operating at 50 feet from the nearest sensitive receptor (Appendix J).

Assuming a usage factor of 40% for each piece of equipment, unmitigated noise levels at 50 feet have the potential to reach 88 dBA Leq and 90 dBA (L_{max}) at the nearest sensitive receptors during grading. Noise levels for the other construction phases would be lower and range between 85 to 90 dBA (Appendix J).

The project site has an approximate 12- to 15-foot tall wall along the southern property line and will attenuate noise levels by at least 15 dBA. Noise levels will range therefore between 71 to 75 dBA during construction depending on the construction phase. By comparison, noise data indicates the existing ambient noise levels range between 55.4 to 64.9 dBA $L_{eq(h)}$ near the southern property line of the project site. It is estimated that the noise level behind the 12- to 15-foot tall property line wall would range between 43.4 to 52.9 dBA (Appendix J).

.Noise would be generated from construction related traffic, with the highest traffic generated in the grading phase considering the need for soil import. The project would include approximately 6,700 cubic yards of net soil import over the approximately two-month grading phase (see Section 4.2, Air Quality). Assuming a haul truck can carry 16 cubic yards and construction would occur typically 5 days a week, it is assumed that approximately 456 haul trips (912 on-way trips) would occur. Assuming 8 workers, workers would generate 8 trips per day (16 trips per day) to the site. As such, the project construction would generate a maximum of 928 trips per day. In order to cause a perceptible increase in roadway noise, noise would be required to be increased by 3 dB. To achieve a 3 dB increase, traffic on roadways would need to double. Based on this and the daily traffic volumes (Appendix K), the construction trips generated would not double traffic on the surrounding roadways and would not cause a perceptible increase in roadway noise.

Construction is anticipated to occur during the permissible hours according to the City's Municipal Code, which exempts construction noise on weekdays that occurs between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (**CM-NOI-1**). The City's Municipal Code also permits construction activities between the hours of 7:00 a.m. and 6:00 p.m. on Saturdays but prohibits Sunday construction (Hemet Municipal Code Section 30-32 [33]). Construction noise would have a temporary or periodic increase in the ambient noise level above the existing within

the project vicinity as permitted by the Municipal Code. Although construction noise would be permitted by the City's Municipal Code, Appendix J includes noise reduction measures to further limit construction noise. These construction noise reduction measures have been included as project design features **PDF-NOI-2**, as provided in Table 3-3 of Chapter 3, Project Description. With the adherence to the Municipal Code construction hours of operation limits (**CM-NOI-1**), impacts due to construction noise would be **less than significant.**

Long-Term Operational

Increase of Off-Site Roadway Traffic Noise

The proposed project would result in the contribution of additional vehicle trips on local arterial roadways (i.e., Stetson Avenue and Sanderson Avenue), which could result in increased traffic noise levels at adjacent noise-sensitive land uses. Attachment C of Appendix J contains a spreadsheet with traffic volume data (average daily trips, ADT) for Stetson Avenue and Sanderson Avenue based on the Traffic Impact Assessment prepared for the proposed project (Appendix K) which was used for traffic noise modeling. In particular, the proposed project would generate 3,038 ADT along Stetson Avenue and Sanderson Avenue. Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model (TNM) version 2.5 (FHWA 2006) to quantify estimated traffic noise levels. Information used in the TNM model included the roadway geometry, posted traffic speeds, and traffic volumes for the following scenarios: existing, existing plus project, opening year, and opening year plus project. Noise modeling locations are provided on Figure 4.8-1, Daytime Noise Measurement, and the noise modeling results are shown in Table 4.8-3.

Table 4.8-3. Off-site Roadway Traffic Noise Modeling Results

Modeled Receiver Tag (Location Description)	Existing (2019) Noise Level *(dBA CNEL)*	Existing (2019) Plus Project Noise Level *(dBA CNEL)*	Opening Year (2023) Noise level *(dBA CNEL)*	Opening Year Plus Project Noise level *(dBA CNEL)*	Cumulative (Existing + Ambient) Noise level *(dBA CNEL)*	Cumulative Plus Project Noise Level *(dBA CNEL)*	Maximum Project-Related Noise Level Increase (dB)
M1 (Southwestern project boundary)	68.7	69	68.9	69.1	69.4	69.6	0.3
M2 (Northeastern project boundary)	68.9	69.5	69.1	69.7	69.9	70.4	0.6
M3 (Residence North of Stetson)	57.6	58.1	57.7	58.3	58.5	59	0.5
M4 (Residence North of Stetson)	57.9	58.5	58	58.6	58.9	59.4	0.6
M5 (Residence South of Stetson)	57.3	57.9	57.5	58.1	58.3	58.8	0.6
M6 (Residence South of Stetson)	61	61.3	61.2	61.4	61.7	61.9	0.3

Table 4.8-3. Off-site Roadway Traffic Noise Modeling Results

Modeled Receiver Tag (Location Description)	Existing (2019) Noise Level *(dBA CNEL)*	Existing (2019) Plus Project Noise Level *(dBA CNEL)*	Opening Year (2023) Noise level *(dBA CNEL)*	Opening Year Plus Project Noise level *(dBA CNEL)*	Cumulative (Existing + Ambient) Noise level *(dBA CNEL)*	Cumulative Plus Project Noise Level *(dBA CNEL)*	Maximum Project-Related Noise Level Increase (dB)
M7 (Residence South of Stetson)	52.2	52.5	52.4	52.7	53	53.2	0.3
M8 (Residence South of Stetson)	48.5	48.9	48.6	49.1	49.3	49.7	0.5

Source: Appendix J

The City's Public Safety Element establishes a policy for exterior use areas of sensitive land uses to be protected from high noise levels. The Public Safety Element sets 65 dBA CNEL for the outdoor (i.e., exterior use) areas and 45 dBA CNEL for interior areas (e.g., residential indoor space) as the upper limit for normally acceptable levels. In addition, for the purposes of this noise analysis, traffic-related noise impacts are considered significant when they cause an increase of 3 dB or more from existing noise levels. An increase or decrease in noise level of at least 3 dB is required before any noticeable change in community response would be expected (Caltrans 2013b).

Table 4.8-3 shows that at all listed receptor locations, the addition of proposed project traffic to the roadway network would result in a CNEL increase of less than 3 dB, which is below the discernible level of change for the average healthy human ear. The project would be consistent with General Plan Goal PS-12 that requires minimization of noise conflicts from transportation sources. Thus, a **less-than-significant impact** is expected for proposed project-related off-site traffic noise increases affecting existing residences in the vicinity.

Stationary Operations Noise

The proposed project is expected to feature "stationary" producers of noise associated with on-site operations that are distinct from the transportation noise studied in the preceding section. The proposed project operations would occur during daytime hours; therefore, the project must demonstrate compliance to the City's 60 dBA noise limit at the property line of nearby residential receptors in accordance with Table 4.8-1. The assumed major on-site operating noise sources during daytime hours (7:00 a.m. to 10:00 p.m.) are as follows:

- The 4,088 square foot convenience store (e.g., 7-Eleven) and a 2,660 square foot drive-thru fast-food restaurant would both likely feature a packaged air-conditioner on its roof, which would be similar to a 5-ton (refrigeration) air-cooled condensing unit resembling a Carrier CA16NA 060. and thus having a reference sound power level of 78 dBA (or 76 dBA if equipped with a "sound shield" [Carrier Corporation 2012]). Unit tonnage is based off reference data for buildings of similar usage and square footage (Loren Cook Company 2015).These two rooftop HVAC units would also operate during some or all nighttime hours.
- An approximately 3,590 square-foot car wash with 21 operating self-serve vacuum stations under a 3,096-square-foot canopy. Sound sources include:
    - Each vacuum unit exhibiting 77 dBA sound power level; and,
    - Each of three car wash tunnel exit air dryers (blowers) exhibiting 104 dBA sound power level.

- 11 idling vehicles queued up for the car-wash and 7 idling vehicles in line for the fast food restaurant drive-thru window for no more than five minutes in any hour (8.25% of the time), consistent with state law for trucks and the site plan (see Figure 4.8-1). Conservatively, a pick-up truck is considered idling with L_{max} = 71 dBA at 50 feet. Three additional vehicles are idling in parking stalls near the proposed restaurant, and three are idling at parking stalls associated with the convenience store.
- An Idling recreational vehicle (RV) idling just before and after using the fuel pumps, up to one at a time during daytime and nighttime hours and idling for no more than five minutes in any hour (8.25% of the time), consistent with state law for trucks. Conservatively, a large RV is considered an idling bus with L_{max} = 72 dBA at 50 feet.
- Up to six fuel pumps operate during the day for no more than 20 minutes in any hour (33% of the time), and each generates no more than 80 dBA sound power level.

The aggregate sound emission of these proposed project on-site noise-producing sources was predicted with CadnaA, a commercially available sound propagation modeling software program based on International Organization of Standardization (ISO) 9613-2 standards. Key modeling parameters and assumptions utilized by the software are included in Appendix J.

Table 4.8-4 compares the predicted aggregate proposed project operation noise emission levels (i.e., at the modeled receptor locations appearing in Figure 4.8-1) and the applicable City of Hemet daytime noise thresholds. Even under these conservative sound modeling conditions, such as all 21 vacuum stations in use by prospective customers of the car wash, no exceedances with respect to the municipal standards are expected. The project would be in compliance with Goal PS-13 and associated policy PS-13.3, as the proposed stationary noise sources would not encroach onto noise-sensitive land uses. Finally, noise associated with the proposed parking lot in the eastern portion of the project site would be minimal and primarily consist of cars entering and exiting the lot, and car doors opening and closing. As such, operational noise levels from the proposed eastern parking lot would be negligible. Thus, operational noise impact from stationary sources during daytime hours would be **less than significant**.

Table 4.8-4. Predicted Project Daytime Stationary Operations Noise at Nearest Sensitive Receptors

Receptor	M1 *(Southwestern project boundary)*	M2 *(Northeastern project boundary)*	M3 *(Residence North of Stetson)*	M4 *(Residence North of Stetson)*	M5 *(Residence South of Stetson)*	M6 *(Residence South of Stetson)*	M7 *(Residence South of Stetson)*	M8 *(Residence South of Stetson)*	M9* *(Industrial property to the east of project site)*
Predicted Stationary Ops Noise Level (hourly L_{eq})	53	54	53	50	53	57	58	55	76
hourly L_{eq} Limit (residential/industrial zone)	60	60	60	60	60	60	60	60	n/a
Exceedance?	no	no	no	no	no	no	no	no	n/a

Source: Appendix J
Notes:
* not a noise-sensitive receptor according to City of Hemet General Plan

Table 4.8-5 is similar to Table 4.8-4, but presents the predicted aggregate proposed project nighttime operation noise emission levels (i.e., at the modeled receptor locations appearing in Figure 4.8-1) and the applicable City of Hemet nighttime noise thresholds. The differences between the daytime operation model and the nighttime operation model are as follows:

- The car wash, its idling vehicles, and customer vacuum stations are inoperative;
- Only three fuel pumps are operating;
- Only two idling vehicles at the convenience store and two at the fast-food restaurant parking lots; and,
- Only three vehicles idling at the fast-food restaurant drive-thru queue.

All other model inputs are the same as that of the daytime prediction model. No exceedances with respect to the municipal nighttime standards are expected. The project would be in compliance with Goal PS-13 and associated policy PS-13.3, as the proposed stationary noise sources would not encroach onto noise-sensitive land uses. As required by **PDF-NOI-1**, operation of the car wash and customer vacuum units would occur during daytime hours (7:00 a.m. to 7:00 p.m.), with hours extended to 9:00 p.m. during the summer. Additionally, proposed landscaping would include tighter groupings of trees along the southern boundary of the project site, which would further attenuate noise levels at adjacent residences south of the proposed commercial uses. Finally, no nighttime operational noise is anticipated from the proposed eastern parking lot in the eastern portion of the site. Thus, operational noise impact from stationary sources during nighttime hours would be **less than significant**.

Table 4.8-5. Predicted Project Nighttime Stationary Operations Noise at Nearest Sensitive Receptors

Receptor	M1 *(Southwestern project boundary)*	M2 *(Northeastern project boundary)*	M3 *(Residence North of Stetson)*	M4 *(Residence North of Stetson)*	M5 *(Residence South of Stetson)*	M6 *(Residence South of Stetson)*	M7 *(Residence South of Stetson)*	M8 *(Residence South of Stetson)*	M9* *(Industrial property to the east of project site)*
Predicted Stationary Ops Noise Level (hourly L_{eq})	41	41	40	38	37	45	45	41	59
Hourly L_{eq} Limit (residential/industrial zone)	45	45	45	45	45	45	45	45	n/a
Exceedance?	no	no	no	no	no	no	no	no	n/a

Source: Appendix J
Notes:
* not a noise-sensitive receptor according to City of Hemet General Plan

Table 4.8-1 also indicates the City has maximum sound level (L_{max}) performance standards, which for daytime hours at the affected off-site receptors (i.e., the residences to the north or south of the project site) would be 75 dBA. Compliance with this standard, along with the hourly L_{eq} standard of 60 dBA previously presented and discussed, is expected for the following reasons:

- The modeled sound sources, including the convenience store and restaurant rooftop air-conditioning units, vacuum systems, car wash dryers, and the idling customer vehicles expected on site represent types of mechanical equipment that operate in a relatively "steady-state" manner and consequently produce sound of a generally continuous nature such that the L_{eq} measured over a sample hour would vary little with time and be similar to what may be a slightly higher and momentary L_{max} value. In other words, the sound energy being averaged over time is steady and not represented by one or a few peaks of very loud sound. The expected difference between the L_{eq} and L_{max} values for such noise-producing steady-state equipment would be much less than the 15 dB difference between the 60 dBA magnitude of the City's hourly L_{eq} standard and the 75 dBA L_{max} standard.
- Although previously noted temporal adjustments, such as the 5 minutes per hour for idling vehicles or the 20 minutes per hour for operating fuel pumps, may have been applied in the predictive modeling of hourly L_{eq} values at receptors for direct comparison with the City's hourly L_{eq} standard of 60 dBA, they do not represent more than an 11 dB adjustment to the sound source emission. Put another way, if these adjustment terms were dropped to yield a sound level akin to an L_{max}, the source sound level would only be greater by that amount and less than the 15 dB difference between the 60 dBA and 75 dBA standard magnitude.
- Although L_{max} values for modeled sources may be different from the L_{eq} values as discussed above, the other model parameters are unchanged. For example, an L_{max} sound level still attenuates with distance traveled, and would be occluded (and thus reduced) by intervening barriers and other structures.

In summary, a prediction model of L_{max} sound level for the proposed project would not elevate on-site sound source levels by more than 15 dBA, and the modeled site conditions and their surroundings would remain the same; hence, it is reasonable to conclude that compliance with the City's hourly L_{eq} standard of 60 dBA during daytime hours also means expected compliance with the L_{max} standard of 75 dBA.

The proposed project would not result in generation of a substantial increase in ambient noise levels in the vicinity of the project site in excess of standards established in the City's General Plan or Noise Ordinance. Potential noise impacts during operation activities would be **less than significant** during daytime hours when operational activities are usually expected.

Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Operation of construction equipment can cause groundborne vibrations, which attenuate rapidly, even over short distances. When groundborne vibration encounters a building foundation, a coupling loss occurs depending on the mass and design. Buildings respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 4.8-6 gives approximate vibration levels for particular construction activities anticipated for proposed project construction. This data provides a reasonable estimate for a wide range of soil conditions.

Table 4.8-6. Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Vibratory Roller	0.21	94
Large Bulldozer	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Appendix J

At a distance of 20 feet, a large bulldozer would yield a worst-case 0.114 PPV (in/sec) which may be perceptible for short periods of time during grading along the southern property line of the project site but is below any threshold of damage. General thresholds and guidelines as to the vibration damage potential from vibratory impacts are provided in Table 8 of Appendix J. As an example, for older and newer residential structures, identified as the closest sensitive receptors to the project site, the maximum PPV from continuous/frequent intermittent sources, such as grading activities, would be 0.3 in/sec and 0.5 in/sec, respectively. The construction equipment with the highest approximate vibration level anticipated to be used during project construction would be the vibratory roller. At a distance of 20 feet, a vibratory roller would yield a worst-case 0.27 PPV (in/sec), less than the maximum PPV of 0.3 in/sec for older residential structures (Appendix J). The potential groundborne noise and vibration impacts would be temporary, would be restricted to the less sensitive daytime hours, and would end once construction is complete. Therefore, sleep disturbance would not occur from groundborne vibration associated with project construction as no nighttime construction would occur. Long-term operation of the proposed project is not expected to generate groundborne noise or vibration. Although not required due to compliance with the Municipal Code, the proposed project would incorporate construction noise reduction measures from Appendix J as project design features **PDF-NOI-2**, as provided in Table 3-3 of Chapter 3. Impacts associated with excessive groundborne vibration or groundborne noise levels would be **less than significant**.

For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is located approximately 0.8 miles east from the Hemet-Ryan Airport and is located within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). Specifically, the proposed project is within Zone D, the Primary Traffic Patterns and Runway Buffer Area. Zone D restricts non-residential intensity to 300 people per average acre, and 1,200 people per single acre and also prohibits hazards to flights. The project site is not located within a future noise impact area as delineated in Map HR-3 of the Hemet-Ryan ALUCP (Riverside County 2017).The proposed project is not located within a future noise impact area of the Hemet-Ryan Airport and thus would not result in excessive noise for people residing or working in the project area. Impacts would be **less than significant**.

4.8.5 Cumulative Impacts

Noise levels tend to diminish quickly with distance from a source; therefore, the geographic scope for the analysis of cumulative impacts related to noise was limited to locations within proximity to noise-generating operational components and construction equipment. Implementation of the proposed project would not result in significant noise impacts associated with the combination of construction activities and stationary noise sources. However, noise is a localized occurrence and attenuates rapidly with distance. Therefore, only future development projects in the direct vicinity of the project site could add to construction- or stationary-source noise generated by the proposed project and result in a cumulative noise impact.

Excessive Noise Levels

Construction Noise

A cumulative noise impact would occur if development associated with cumulative projects would expose new land uses to noise levels that exceed proposed noise compatibility guidelines. Cumulative projects within the region would be subject to regulations that require compliance with noise standards, including Title 24, and the City's applicable Noise Ordinance and General Plan policies. Looking at the cumulative projects in the area, the distance to the nearest approved project, the Stetson Crossing project, is approximately 250 feet to the northwest, on the opposite corner of the Sanderson Avenue and Stetson Avenue intersection. This project would consist of the construction and operation of a 190,000 sf shopping center on an approximately 18.16-acre site. Due to the close proximity of this project to the proposed project, noise impacts could be compounded. If construction of both projects happened concurrently, construction noise levels would be higher in the project area than if each project were constructed independent of the other. To be conservative, it is assumed that both projects would be constructed simultaneously. However, as permitted by the City's Municipal Code, construction noise is exempt during weekday and Saturday daytime hours. As required by **CM-NOI-1**, construction would occur during the permissible hours. As such, the proposed project **would not result in a cumulatively considerable impact** from construction activities.

Operational Noise

Operation of both the proposed project and the Stetson Plaza/Stetson Crossing projects simultaneously would also result in long-term increased ambient noise levels in the project area upon completion of both projects. However, cumulative projects would also be subject to regulations that require compliance with noise standards, including Title 24, and the City's applicable Noise Ordinance and General Plan policies, as previously mentioned. Additionally, the Stetson Plaza/Stetson Crossing project, and other cumulative projects, would be required to mitigate any excessive noise levels to show compliance with applicable noise standards. Both projects would result in new stationary noise sources on each project site. However, due to the distance between projects, the proposed project **would not result in a cumulatively considerable impact** from stationary sources during operation.

The proposed project and the Stetson Plaza/Stetson Crossing project would also both result in mobile source noise emissions on the same roadways which could result in a cumulative impact. As shown in Table 4.8-3, off-site roadway noise impacts were calculated for the proposed project to assess cumulative noise impacts. Under the cumulative plus project scenario, the proposed project would not cause an increase of 3 dB or more from existing noise levels. Under all scenarios, include cumulative, the addition of proposed project traffic to the roadway network would result in a CNEL increase of less than 3 dB, which is below the discernible level of change for the average healthy human ear. Therefore, the proposed project **would not result in a cumulatively considerable impact** during operation due to noise levels from off-site roadway traffic.

Excessive Groundborne Vibration or Groundborne Noise

A cumulative groundborne vibration impact would occur if one or more projects in the area would result in combined groundborne vibration that would increase vibration to a level that would result in sleep disturbance or interfere with activities at vibration-sensitive land uses (e.g., precision labs, surgical facilities). Cumulative groundborne vibration or noise impacts could result from construction activities only. Operation of the proposed project would not result in groundborne vibration or groundborne noise. Therefore, the proposed project **would not result in a cumulatively considerable impact** from groundborne vibration or noise impacts during operation.

To be conservative, it was assumed that the proposed project would be constructed concurrently with the Stetson Plaza/Stetson Crossing project, which is the closest cumulative project as previously described. The proposed project's construction activity would include the use of construction equipment that could induce groundborne vibration or noise. However, the Stetson Plaza/Stetson Crossing project would be located approximately 250 feet to the northwest. At this distance, groundborne vibrations or noise from the proposed project would have attenuated to a level that would not compound with potential groundborne vibrations or noise induced by the Stetson Plaza/Stetson Crossing project. Additionally, the potential vibration impacts from the proposed project would be temporary and intermittent and would be restricted to the less sensitive daytime hours. Therefore, **no cumulatively considerable impact** would occur.

Excessive Noise Exposure from Airports

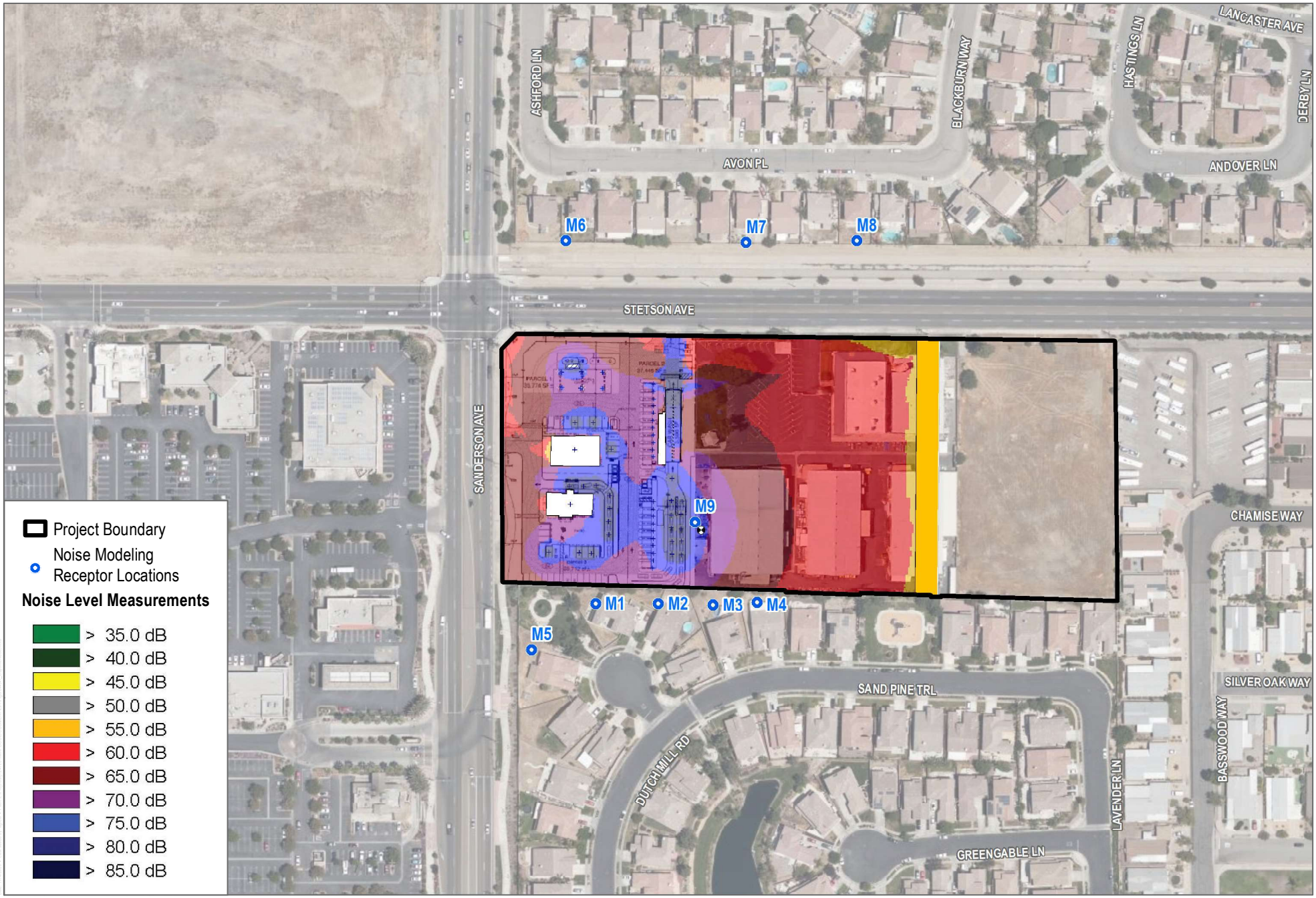
Noise related to airports is generally site specific and not cumulative in nature. The placement of a structure within the noise contours of a public airport or in close proximity to a private airstrip would not affect airport noise related to the placement of another cumulative project. The proposed project is not within a future noise impact area as delineated in the Hemet-Ryan ALUCP (Riverside County 2017). Therefore, the project would result in **no cumulatively considerable impact** related to airports.

4.8.6 Project Impacts Prior To Mitigation

The proposed project would not result in 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 City's General Plan or Noise Ordinance. Additionally, the project would not result in generation of excessive groundborne vibration or groundborne noise levels. Finally, the proposed project would not expose people residing or working in the project area to excessive noise levels due to the project site's proximity to the Hemet-Ryan Airport. Therefore, no mitigation would be required.

4.8.7 Mitigation Measures

The proposed project would not result in any significant noise impacts; therefore, no mitigation would be required.



SOURCE: Riverside County 2020; Bing Maps

DUDEK

0 150 300 Feet

FIGURE 4.8-1

Daytime Noise Measurement

Stetson Corner

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4.9 Transportation

This section describes the existing transportation conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. The analysis provided in this section is based on the Transportation Impact Analysis (TIA), prepared by Dudek in September 2020. The TIA is included in this Environmental Impact Report (EIR) as Appendix K. Pursuant to Senate Bill (SB) 743 guidelines and the 2020 CEQA Guidelines, this section analyzes traffic utilizing vehicle miles traveled (VMT). In addition, a Plan consistency analysis is provided. While this consistency analysis addresses level of service due to the inclusion of level of service goals in the General Plan 2030, a "project's effects on automobile delay shall not constitute a significant environmental impact" per CEQA Guidelines Section 15064.3(a). Level of service information herein is therefore provided for informational purposes only.

4.9.1 Existing Conditions

This section describes existing conditions within the proposed project study area for traffic-related impacts. Details and characteristics are provided for the study area and the existing roadway system, transit, bike and pedestrian facilities, daily roadway segment traffic volumes, peak hour intersection traffic volumes and traffic operations.

Existing Roadway System and Study Area Intersection

Regional access to the City of Hemet is provided via Interstate (I) 215 and I-15 that are located west of Hemet, and SR-60 and I-10 that are located to the north. State Route (SR) 74 (Florida Avenue) also carries a significant amount of regional traffic and generally traverses the City from west to east. The local roadways that provide access to the project site are Sanderson Avenue and Stetson Avenue, described below.

Sanderson Avenue is a north-south Major that is generally built as a 4-lane roadway with a two-way left-turn lane (TWLTL). Within the study area it extends from Domenigoni Parkway in the south to Ramona Expressway (SR-79) and provides connectivity to I-10 to the north. The posted speed limit is 45 miles per hour (MPH). There are paved sidewalks on either sides and parking is generally not permitted along either side of the roadway. Sanderson Avenue is designated as a truck route. The average daily traffic volumes along Sanderson Avenue adjacent to the proposed project have been observed to be 28,484 vehicles (Appendix K).

Stetson Avenue is Major roadway that runs east-west through the City and the unincorporated area of the Riverside County. It is generally built as a 4-lane roadway with a TWLTL from Cawston Avenue to just east of State Street. Per Hemet General Plan Roadway Circulation Master Plan, Stetson Avenue is proposed as a 6-lane arterial from Winchester Avenue to Sanderson Avenue. The posted speed limit along Stetson Avenue is 45 MPH to the east of Sanderson Avenue and 50 MPH to the west of Sanderson Avenue. There are paved sidewalks on either sides and parking is generally not permitted along either side of the roadway. Stetson Avenue is designated as a truck route between Sanderson Avenue and State Street. The average daily traffic volumes along Stetson Avenue adjacent to the proposed project was observed to be 26,029 vehicles (Appendix K).

The study area for the proposed project is comprised of the following 10 intersections.

1. Sanderson Avenue/Acacia Avenue
2. Sanderson Avenue/Tanya Avenue – Johnston Avenue

3. Sanderson Avenue/Stetson Avenue
4. Sanderson Avenue/Page Plaza Place
5. Sanderson Avenue/Thornton Avenue
6. Sanderson Avenue/Mustang Way
7. Cawston Avenue/Stetson Avenue
8. Kirby Street - Seven Hills Drive/Stetson Avenue
9. Lyon Avenue/Stetson Avenue
10. Palm Avenue/Stetson Avenue

Existing Transit System

Public transit within the City consists of taxis, paratransit vans, buses, and future passenger services through the Metrolink rail system. Currently, there is no Metrolink service in the City. The project site is not located within a transit priority area (SCAG 2020).

The Riverside Transit Agency (RTA) provides public transportation throughout Riverside County. RTA operates fixed bus routes providing public transit service throughout western Riverside County. The routes that serve the study area are Route 32, 33, 74, and 79. Due to ongoing shelter in place orders due to COVID-19, the transit services have been reduced and services on some routes are not operating. However, it should be noted that the proposed project is not located within a transit priority area. Route 32 operates along Stetson Avenue and connects Hemet Valley Mall and Mt. San Jacinto College. Currently, this service is provided approximately every hour on weekdays and weekends. Route 33 operates along Sanderson Avenue and Stetson Avenue and connects Hemet Valley Mall, Sanderson Avenue/Thornton Avenue intersection and Stanford Avenue/Stetson Avenue intersection. Currently, this service is provided approximately every 2 hours on weekdays and weekends. Route 74 operates along Sanderson Avenue and connects San Jacinto, Hemet Valley Mall and Perris Station Transit Center. Currently, this service is provided approximately every 1.5 hours on weekdays and weekends. Route 79 operates along Sanderson Avenue and connects San Jacinto, Hemet Valley Mall, Winchester and Temecula Stage Stop. Currently, this service is provided approximately every 1.5 hours on weekdays and weekends.

Pedestrian and Bicycle Facilities

The City's Circulation Element identifies a master plan for bicycle and pedestrian trail system throughout the City. The Bikeway Circulation Plan uses three classes of bikeways to create a system that serves both local and regional bicycle trips. The Class 1 bikeway (bike path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimized cross-flow by motorists. The Class 2 bikeway (bike lane) provides a striped lane for one-way bike travel on a street. The Class 3 bikeway (bike route) provides for shared use with pedestrian or motor-vehicle traffic. In the study area, a Class 2, on road, two-way striped bike lane exists along Stetson Avenue and along Sanderson Avenue between there is a northbound bike lane on Sanderson Avenue from Domenigoni Parkway to Wentworth Avenue and a southbound bike lane on Sanderson Avenue between Stetson Avenue and Domenigoni Parkway. Stetson Avenue and Mustang Way. With the exception of the project's western boundary, the study area is generally built with paved sidewalks along Sanderson Avenue and Stetson Avenue. The proposed project would be responsible for making frontage improvements along Stetson Avenue including paved sidewalk, as shown on Figure 3-3, Site Plan, in Chapter 3, Project Description.

Existing Intersection Operations

An intersection LOS analysis was prepared for the existing conditions. As discussed in the TIA prepared for the proposed project, all the study area intersections are currently operating at satisfactory levels of service per i.e., LOS D under existing conditions per City of Hemet's General Plan requirements.

4.9.2 Relevant Plans, Policies, and Ordinances

State

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018.

Under the new guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The City of Hemet has not yet adopted VMT specific guidelines however, the City is a member agency of WRCOG. Therefore, the guidance published by WRCOG has been used for the proposed project's VMT analysis to determine its CEQA specific transportation impact.

Local

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region.

With respect to air quality planning and other regional issues, SCAG has prepared the 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future for the region (SCAG 2008). The 2008 RCP sets the policy context in which SCAG participates in and responds to the SCAQMD air quality plans and builds off the SCAQMD AQMP processes that are designed to meet health-based criteria pollutant standards in several ways (SCAG 2008). First, it complements AQMPs by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in AQMPs. Second, the 2008 RCP emphasizes the need for local initiatives that can reduce the region's GHG emissions that contribute to climate change, an issue that is largely outside the focus of local attainment plans. Third, the 2008 RCP emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. In June 2016, SCAG received its conformity determination from the Federal Highway Administration and the Federal Transit Administration indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 Federal Transportation Improvement Program Consistency Amendment through Amendment 15-12 have been met (SCAG 2016). The SCAQMD 2016 AQMP applies the updated SCAG growth forecasts assumed in the 2016 RTP/SCS.

In September 2010, CARB adopted the first SB 375 targets for the regional metropolitan planning organizations. The targets for SCAG are an 8% reduction in emissions per capita by 2020 and a 13% reduction by 2035. Achieving these goals through adoption of a SCS is the responsibility of the metropolitan planning organizations. SCAG adopted its first RTP/SCS in April 2012. The plan quantified a 9% reduction by 2020 and a 16% reduction by 2035 (SCAG 2012). In June 2012, CARB accepted SCAG's quantification of GHG reductions and its determination the SCS, if implemented, would achieve SCAG targets. On April 4, 2016, the SCAG Regional Council adopted the 2016 RTP/SCS, which builds upon the progress made in the 2012 RTP/SCS. The updated RTP/SCS quantified an 8% reduction by 2020 and an 18% reduction by 2030 (SCAG 2016). In June 2016, CARB accepted SCAG's quantification of GHG reductions and its determination the SCS, if implemented, would achieve SCAG targets.

SCAG has also developed Connect SoCal, the 2020-2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The Proposed Final Connect SoCal and its Proposed Final Program Environmental Impact Report is available; however, it has not been adopted by SCAG's Regional Council at this time.

City of Hemet General Plan Circulation Element

The City of Hemet General Plan 2030 Circulation Element establishes standards for the movement of people, goods, and services throughout the planning area and proposes concepts, strategies, and implementation measures necessary to support development of the land uses within the City. The Circulation Element provides a number of implementation strategies, goals and policies ensure that the concepts and technical information provided in the Circulation Element is adhered to over the buildout period.

According to Circulation Element Policy *C-1.3 Traffic Flow*, the City's level of service (LOS) standard is to "maintain 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." The City has not adopted a LOS standard for unsignalized intersections. Performance of unsignalized intersections is evaluated on a case-by-case basis.

Transportation Uniform Mitigation Fee

When voters approved the extension of Measure A in 2002, they also approved the Transportation Uniform Mitigation Fee (TUMF) program. Under the TUMF, developers in western Riverside County pay a fee to fund transportation projects. A network of TUMF projects has been developed and includes projects in the City of Hemet. The Western Riverside Council of Governments (WRCOG) was designated as program administrator for the TUMF program. As administrator, WRCOG receives all fees generated from the TUMF that are collected by local jurisdictions. WRCOG invests, accounts for, and spends the fee in accordance with the TUMF ordinance, the administrative plan, and applicable state laws. Local jurisdictions implement the projects approved as part of the TUMF.

WRCOG

Most jurisdictions in the WRCOG subregion utilize the Riverside County Transportation Department TIA Preparation Guide as a basis for its traffic study guidelines, and the Preparation Guide utilizes Level of Services (LOS) to measure transportation impacts. SB 743 changes how these impacts are measured under the California Environmental Quality Act (CEQA) from using vehicle LOS to using Vehicle Miles Traveled (VMT). WRCOG drafted new Traffic Impact Analysis (TIA) Guidelines in order to lessen the amount of work each jurisdiction must complete prior to July 1, 2020, which is when the legislation is to be implemented.

The WRCOG drafted the TIA Guidelines (Guidelines) template to incorporate required aspects of the legislation. Fehr & Peers completed the draft Guidelines to ensure consistency with SB 743 implementation. The Guidelines focus on two main components: (1) VMT guidance consistent with information from the WRCOG SB 743 Implementation Pathway Study, and (2) updates to the LOS guidelines currently being utilized in the subregion. The VMT guidelines tiered from the WRCOG study and includes "likely" VMT thresholds of significance that would be considered by each member jurisdiction. The guidelines refer to the WRCOG screening tool that was developed for the SB 743 Implementation Pathway Study and provides directions for model use of projects that are likely not screened out. Mitigation measures and methods for quantification have been identified. In addition, the Guidelines include state-of-the-practice analysis techniques for LOS assessment.

City of Hemet Scenic Highway Setback Manual

The City's Scenic Highway Setback Manual was adopted in August 1990. The purpose of the Scenic Highway Setback Manual is to provide a specific set of guidelines for landscape improvements for the Scenic Highway Setback Area. The Scenic Highway Setback Manual also contains specifications for the landscape palette, wall design, signage, and pavement required for the setback area. Locally designated scenic corridors, including Stetson Avenue and Sanderson Avenue, would be required to comply with the landscaping guidelines in the Scenic Highway Setback Manual as well as the City's General Plan and Landscape Design Guidelines.

4.9.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to traffic and circulation would occur if the project would:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

4.9.4 Impacts Analysis

Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

As discussed above, the City of Hemet General Plan established a LOS policy standard within the City. According to Circulation Element Policy C-1.3 Traffic Flow, the LOS standard for the City is to "Maintain 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." The City has not adopted a LOS standard for unsignalized intersections. Performance of unsignalized intersections is evaluated on a case-by-case basis. Further, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).) Thus, the focus of this evaluation is on if the project would lead to a physical impact on the environment.

In order to provide a consistency analysis between the proposed project and applicable City policies addressing the circulation system, the TIA prepared for the proposed project estimated the proposed project's traffic trip generation rates, and analyzed the proposed project's anticipated trip generation rates for the existing and opening-year 2022 conditions.

Under existing plus project conditions, the project would be consistent with the General Plan LOS standards of maintaining LOS C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements (refer to Appendix K for further discussion). Under the opening-year 2022 plus project conditions, all of the study area intersections are forecast to continue to operate with satisfactory LOS, at LOS D or better during both the AM and PM peak hours. Since all study area intersections are forecast to operate at LOS D or better under both the existing plus project and opening-year 2022 plus project conditions, the project would not conflict with the City's General Plan standards. Impacts would be **less than significant**.

Transit, Bicycle, and Pedestrian Facilities

Currently there is a sidewalk along the project's Stetson Avenue frontage that connects to the adjacent sidewalk system. This existing sidewalk includes ADA-compliance ramp at the Stetson Avenue and Sanderson Avenue intersection. However, no sidewalk exists along the Sanderson Avenue project frontage. The project proposes to construct a meandering sidewalk along Sanderson Avenue as shown on the site plan (Figure 3-3), which would connect to existing sidewalks and improve pedestrian connectivity. The proposed sidewalk would be a meandering sidewalk with landscaping consistent with the existing sidewalk to the north and south of the site along Sanderson Avenue. As required, the proposed sidewalk improvements would be ADA-compliant and consistent with the Scenic Highway Setback Manual (City of Hemet 1990). An accessible pedestrian pathway is also proposed to connect restaurant use on project site from the sidewalk. Thus, the proposed project would improve the pedestrian facilities within the project vicinity. In addition, the proposed project would not conflict with the existing and proposed bicycle and transit facilities in its vicinity. Therefore, implementation of the proposed project would not significantly impact transit, bicycle or pedestrian facilities and impacts would be **less than significant**.

As discussed, implementation of the proposed project is not anticipated to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be **less than significant**.

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

As mentioned in Section 4.9.2, the WRCOG Recommended TIA Guidelines (WRCOG 2020) were designed to comply with the new CEQA guidelines and intended for the sole use of WRCOG member agencies, including the City, have been utilized in conducting the proposed project's VMT analysis.

The WRCOG screening tool and the following steps have been used in the project's VMT assessment:

- Identify the Traffic Analysis Zone (TAZ) and jurisdiction associated with the project location. Is the location of the proposed project within a low VMT generating TAZ such that the proposed project can be assumed to generate similarly low VMT? This test largely applies to residential and work-related land uses and, as such, this criterion is not applicable to the proposed project.
- Determine if the project meets screening criteria related to location within a transit priority area. The proposed project would not be located within a transit priority area and, therefore, this criterion is not applicable to the proposed project.
- Determine if the project meets screening criteria related to local-serving retail. Retail uses that are local serving, which is determined based on the size of the use (i.e., less than 50,000 square feet), are presumed to have a less than significant impact relative to VMT unless there is substantial evidence to the contrary. As the proposed project consists of several retail uses totaling less than 50,000 square feet in size, this criterion is potentially applicable to the proposed project.
- If the project is not screened out from further analysis, provide baseline and cumulative estimates of project generated VMT and compare to applicable thresholds of significance. Note: VMT estimates may be required for use in other sections of CEQA analysis, such as air quality, greenhouse gases, and energy based on TAZ VMT averages.

A screening analysis for the proposed project is provided below.

Project Screening Analysis

The project passes the following screening criteria to screen it from a project-level assessment:

- **Project Type Screening:** As noted above, based on the screening criteria adopted by WRCOG, local serving retail projects less than 50,000 square feet in size may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption is due to the fact that local serving retail, such as a 7-Eleven convenience store, fast-food restaurant, or car wash, generally improves convenience by making these services available closer to home than otherwise would be the case. Thereby, local serving retail has the effect of *reducing* vehicle miles travelled instead of increasing or inducing vehicular travel. Further, gas station services typically are a "pass-by" use, which means the use does not generate new vehicle trips or additional vehicle miles because patrons typically stop to get gas on their way to/from another destination, such as work, shopping, etc. Further, the proposed project is consistent with the current and proposed General Plan use for the site i.e., Business Park.

The project proposes local serving retail uses, which include a 12-bay gas station with an approximately 4,088-square-foot convenience store (7-Eleven store), an approximately 2,660-square-foot drive-thru fast-food restaurant, and an approximately 3,590 square-foot car wash with 21 self-serve vacuum stations under a 3,096-square-foot canopy. Thus, the proposed project comprises several local serving retail uses that would be less than 50,000 square feet in size and, therefore, the proposed project is screened from further VMT analysis based on these criteria. Neither the City nor the environmental consultant is aware of any substantial evidence that would require a different determination. The proposed project passes the screening criteria of Project Type Screening. Therefore, the proposed project would have a less than significant VMT impact under existing and cumulative conditions. A project-level detailed VMT analysis of operation or construction of the proposed project would not be required. Impacts would be **less than significant**.

Construction of the project would generate temporary traffic comprising worker and truck trips for a period of 7 months. Once construction is complete, the VMT generated by workers and trucks, would cease. Therefore, construction of the proposed project would not generate permanent trips. Per guidance provided in OPR's Technical Advisory for Evaluating Transportation Impacts (OPR 2018), the VMT from construction is not required to be quantified and can be addressed qualitatively. Further, per OPR, VMT from heavy vehicle traffic is not required to be included in a project's VMT estimation. Measures to reduce the VMT generated by workers and trucks are limited, and there are no thresholds or significance criteria for temporary, construction-related VMT. The project construction would be generally consistent with construction activities in terms of the temporary nature of activities, and the types of vehicles and equipment required. Therefore, the construction of the proposed project would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(1) and 15064.3(b)(3), and impacts would be **less than significant**

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction of the proposed project would result in new access driveways to the project site, which in turn would change the resulting traffic patterns along the roadways providing access to the project site. The proposed project would construct two access driveways on Sanderson Avenue and improve two existing driveways along Stetson Avenue; all project access driveways would be unsignalized. Both access driveways along Stetson Avenue would provide full-access for both left-turning vehicles coming from points east along Stetson Avenue and right-turning vehicles coming from points west along Stetson Avenue. The southern access driveway along Sanderson Avenue would be a right turn in/out only, with emergency vehicle only left-in access from the southbound lane along Sanderson Avenue. The northern access driveway (i.e., closer to the Stetson Avenue/Sanderson Avenue intersection) would allow for right-turn in only vehicular access. No exit lane would be provided at this driveway due to safety concerns with motorists wanting to make a left turn out of the project site and having to cross four travel lanes. The two existing driveways along Stetson Avenue can be seen on Figure 3-2b, Project Site, and the proposed access driveways are provided in Figure 3-3.

Operation of the proposed project would involve the ingress/egress of large trucks, such as delivery trucks and gasoline refueling trucks. In addition, an increase of pedestrian activity within and around the site, as well as an increase of vehicular activity within the site, as compared to the existing condition, would occur as a result of implementing the proposed project. However, the proposed project has been designed to comply with all applicable City design requirements relative to ingress and egress, and would accommodate turning radii for large trucks, and typical pedestrian vehicles that may refuel at the proposed gas station. Moreover, there is adequate sight distance for project access driveways along Stetson Avenue and Sanderson Avenue. Parking is not allowed along Sanderson Avenue or Stetson Avenue and there are no landscape elements such as trees or bushes that would impact sight distance for vehicles exiting the project site. There are adequate pedestrian facilities in the vicinity of the proposed project. The project would

be responsible for constructing frontage improvements including sidewalks along Stetson Avenue, which would connect to existing sidewalks and improve pedestrian connectivity. An accessible pedestrian pathway is also proposed to connect restaurant use on project site from the sidewalk. Proposed project ingress and egress and pedestrian facilities are provided in both Figure 3-3 and Figure 3-5, Landscape Plan. The project would not conflict with the existing and proposed bicycle and transit facilities in the vicinity. Impacts would be **less than significant**.

Queuing Analysis

As part of the analysis of safety considerations, a queuing analysis was prepared for the Sanderson Avenue/Stetson Avenue intersection to assess the adequacy of the northbound right and westbound left storage pocket at the intersection. Also, the queue at the project's driveways were noted to determine if there would be adequate driveway throat length or space on site for vehicles to queue without effecting the internal circulation on the project site.

Under the cumulative project conditions, the northbound right queue at the Sanderson Avenue/Stetson Avenue intersection would not exceed the available storage length. However, the westbound left queue during the AM and PM peak hour would exceed the storage length available for those movements. At the Sanderson Avenue/Stetson Avenue intersection, the westbound left queue would be approximately 162 feet, which exceeds the 100-foot storage length. Assuming approximately 20 feet per car, the vehicle queue at the westbound left movement would extend approximately 3 cars beyond the available storage length. It should be noted that the 95th percentile queue would not block the project driveway, which is located approximately 250 feet from Sanderson Avenue/Stetson Avenue intersection.

Within the project site, there would be adequate storage length for cars to queue if needed, near the proposed project driveways. The approximate length of queue based on number of vehicles (assuming 20 feet per car) is provided in Table 4.9-1 for the unsignalized proposed project driveways. This also includes 11 spaces for queuing at the car-wash and 7 spaces for queuing at the fast-food restaurant drive-thru. Therefore, the design of the proposed project and related on-site queuing would not result in a significant impact relative to design hazards.

Table 4.9-1. Cumulative Year plus Project Queuing Summary

Intersection/Driveway	Movement	Vehicle Storage Length[1]	Cumulative Year plus Project Queue[2]		Exceeds Vehicle Storage Length?		Improvement Warranted
			AM	*PM*	*AM*	*PM*	
Sanderson Avenue/Stetson Avenue	WBL[3]	100	162	162	**Yes**	**Yes**	**Yes**
	NBLU[3]	200	88	94	No	No	No
	NBR[3]	180	96	100	No	No	No
Sanderson Avenue/Project Driveway (Right In/Out)	WBL	25[4]	6	6	No	No	No
Stetson Avenue/Project Driveway (Full Access)	NBL	25[5]	104	182	No	No	No
	WBL[6]	200	10	16	No	No	No

Source: Appendix K.
Notes: WBL = west-bound left; NBLU = north-bound left u-turn; NBR = north-bound right; NBL = north-bound left
1 Measured in feet
2 Based on 95th percentile (design) queue length
3 Length measured from nearest stop/signalized intersection and rounded to the nearest foot
4 Site plan shows an approximately 25-foot driveway throat length
5 Site plan shows an approximately 25-foot driveway throat length
6 Length available within the two-way-left-turn-lane along Stetson Avenue

There are adequate pedestrian facilities in the vicinity of the proposed project including existing sidewalks and crosswalks. The project would be responsible for constructing frontage improvements including sidewalks along Stetson Avenue, which would connect to existing sidewalks and improve pedestrian connectivity. An accessible pedestrian pathway is also proposed to connect restaurant use on project site from the sidewalk. However, the queuing analysis determined that the westbound left queue during the AM and PM peak hour would exceed the storage length available for those movements, resulting in a **potentially significant impact** (**Impact TRA-1**) relating to design hazards.

During construction, the worker and truck traffic would use the existing driveway along Sanderson Avenue to access the proposed project. Both Sanderson Avenue and Stetson Avenue between Sanderson Avenue and State Street are designated as truck routes within the City of Hemet. All construction related activities would occur on site, within the project boundary and are not anticipated to obstruct any off-site vehicular, transit, pedestrian or bike movement. The project would include approximately 6,700 cubic yards of net soil import over the approximately two month grading phase (see Section 4.2, Air Quality). Assuming a haul truck can carry 16 cubic yards and construction would occur typically 5 days a week, it is assumed that approximately 456 haul trips (912 on-way trips) would occur. Assuming 8 workers, workers would generate 8 trips per day (16 trips per day) to the site. As such, the project construction would generate a maximum of 928 trips per day. No roadway closures are anticipated, however if there is any construction work performed within the public right-of-way, the proposed project would implement a **Construction Traffic Management Plan (CM-TRF-1),** per the California Manual on Uniform Traffic Control Devices (CA MUTCD; Caltrans 2014). Therefore, the construction of the proposed project would not create such hazards for roadway travelers, bus riders, or parkers, by following commonly practiced safety procedures for construction (**CM-TRF-1**). Impacts due to construction of the project would be **less than significant**.

Would the project result in inadequate emergency access?

Emergency vehicle access to the project site would be provided via Sanderson Avenue and Stetson Avenue. The proposed project would construct two access driveways on Sanderson Avenue and improve two existing driveways along Stetson Avenue; all project access driveways would be unsignalized. The project access driveway along Stetson Avenue would provide full-access for both left-turning vehicles coming from points east along Stetson Avenue and right-turning vehicles coming from points west along Stetson Avenue. The southern project access driveway along Sanderson Avenue would be a right turn in/out only, with emergency vehicle only left-in access from the southbound lane along Sanderson Avenue. The northern access driveway along Sanderson Avenue would be a right turn in only from vehicles traveling north on Sanderson Avenue. Emergency vehicles would have access to the project site within all internal driveways. The proposed project would be reviewed by the City's Fire Department to ensure adequate access for emergency vehicles (fire truck; ambulance) to the project site. Additionally, in accordance with **CM-AES-1**, the City would confirm the proposed project complies with the City's Commercial Design Guidelines, which include specifications for site access and circulation. Impacts would be **less than significant**.

4.9.5 Cumulative Impacts

Cumulative projects are past, present, and probable future projects producing related or cumulative impacts. A list of cumulative projects is included in the TIA (Appendix K). Based on review of the cumulative projects and locations, 24 cumulative projects were identified that would potentially add traffic to the study area. For the purposes of the transportation analysis, the cumulative analysis addressed the short-term horizon conditions consistent with the requirements of the WRCOG guidelines and the City. As the project is not changing land uses from those previously analyzed and approved as part of the City's General Plan, a General Plan buildout cumulative analysis was not warranted and not completed herein.

An intersection LOS analysis was prepared for the cumulative conditions. As discussed previously, "level of service" and other similar metrics generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3)) and the focus of this evaluation is on if the project would lead to a physical impact on the environment. All intersections in the cumulative condition would operate at LOS D or better consistent with the General Plan, except Sanderson Avenue/Stetson Avenue. The project would contribute traffic to this intersection and contribute to the operational deficiency.

Per the City of Hemet General Plan Circulation Element (City of Hemet 2012a), the City reviews a LOS below LOS D for certain segments and intersections along Sanderson Avenue on a case-by-case basis. As discussed with the City, below LOS D conditions would be accepted at this intersection as there are closely spaced traffic signals; through-traffic slowed by left turns into commercial driveways; a lack of available right-of-way along this segment of Sanderson Avenue, and a need to provide multimodal transportation facilities and landscape buffer along this scenic corridor (Appendix K).

The City's General Plan Circulation Element promotes maximizing overall efficiency of roadway system by exploring ways to reduce the demand for vehicular transportation through provision and maintenance of bike and pedestrian routes compared to addition of vehicular turn lanes to improve traffic flow. City of Hemet General Plan Circulation Element Goal C-5 provides policies that require the development, expansion and maintenance of a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools and commercial and office centers.

As discussed in the City of Hemet General Plan 2030 Community Design Element (City of Hemet 2012b), Sanderson Avenue is a scenic highway corridor and is intended to be designed in accordance with the Scenic Highway Elements from Domenigoni Parkway to Esplanade Avenue. This roadway corridor is intended to emphasize pedestrian and bicycle travel, and includes a meandering pathway within a landscape buffer area. As detailed in the Scenic Highway Setback Manual (City of Hemet 1990), the City has set forth specific design criteria for the scenic highway corridors. The Scenic Highway Program adopted in 1990 requires an additional 25-foot-wide landscape setback with meandering paved path and streetscape furniture next to the roadway. The Scenic Highway Setback Manual specified the landscape palette, wall design, signage, and pavement required for the setback area. The enhanced scale of the streetscapes will allow for the establishment of pedestrian and bicycle pathways. The design criterion specifies the path shall be a minimum of 12-feet wide with enhanced paving at street corners. To date, Sanderson Avenue has largely been developed with the Scenic Highway Elements.

The implementation of additional turn lanes at the Sanderson Avenue/Stetson Avenue intersection in order to improve LOS would impede the City's ability to meet its multimodal vision for the Sanderson Avenue corridor consistent with the City of Hemet General Plan 2030 Community Design Element (City of Hemet 2012b). With the addition of the turn-lanes within the right-of-way, it would not be possible to provide the scenic highway improvements near the intersection within the right-of-way consistent with the Scenic Highway Setback Manual (City of Hemet 1990). In addition, the width of the pedestrian/bicycle crossing distance across the vehicular roadway would be extended due to the additional turn lanes. The combined reduction in the meandering path with the extended crossing distance would discourage bicycle and pedestrian travel through this area, and would result in an additional emphasis on vehicular travel over bicycle and pedestrian travel.

In consideration of the General Plan Circulation Element allowing operations below LOS D for segments along Sanderson Avenue, the City's Circulation Element Goal to encourage pedestrian and bicycle travel, and the General Plan Community Design Element for Sanderson Avenue to be a scenic highway corridor with a multimodal transportation focus, no additional turn lanes are recommended to be incorporated at the Sanderson Avenue/Stetson Avenue intersection due

to compliance with the City's General Plan. As the project is consistent with the City's General Plan, implementation of the proposed project would **not result in a cumulatively considerable impact**.

As discussed above, the project would result in a cumulatively considerable queuing impact (**Impact TRA-1**) related to design hazards. With implementation of **MM-TRA-1**, the impact identified under the queuing analysis under the cumulative project conditions scenario (**Impact TRA-1**) would be **less than cumulatively considerable with mitigation**.

4.9.6 Project Impacts Prior To Mitigation

Impact TRA-1 The proposed project traffic would add to the deficiency of storage length along westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection under Cumulative plus Project conditions, resulting in a potentially significant impact relative to design hazards.

4.9.7 Mitigation Measures

The following mitigation measure would be implemented to reduce potentially significant impacts to less than significant.

MM-TRA-1 Prior to issuance of an occupancy permit, the project applicant shall provide the re-striping of the westbound left-turn lane to accommodate additional vehicle storage. The existing turn lane along Stetson Avenue shall be re-striped to extend the westbound left-turn lane to approximately 175 feet, which would thereby eliminate the potential safety hazards associated with queuing.

4.9.8 Level of Significance After Mitigation

With implementation of **MM-TRA-1**, impacts would be reduced to **less than significant with mitigation incorporated**. The re-striping to extension of the westbound left-turn lane to approximately 175 feet along Stetson Avenue would provide adequate storage for vehicles within this lane, thereby eliminating potential safety and design hazards associated with the storage length deficiency along westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection. Thus, with the implementation of the mitigation, the queuing impact would be less than significant.

4.10 Tribal Cultural Resources

This section describes the existing tribal cultural resources conditions of the proposed Stetson Corner Project (project) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. The information provided in this section was incorporated from consultation with local tribes and from the Cultural Resources Inventory for the Stetson Corner Project prepared by Dudek in October 2020. A copy of this report is included in this Environmental Impact Report (EIR) as Appendix E.

4.10.1 Existing Conditions

The approximately 8.7-acre project site and 0.5-acre off-site road improvement area are located southeast of the intersection of Stetson Avenue and Sanderson Avenue, within the City of Hemet in Riverside County (Figure 3-1, Project Location, in Chapter 3, Project Description). The project site is characterized as a mix of developed and undeveloped land. The majority of the project site is used for an existing manufacturing business, McCrometer, as well as its associated parking, comprised of a paved lot and a compacted dirt lot to the west. The eastern side of the project site is comprised of an undeveloped, vacant lot that contains signs of periodic disking.

EIC Records Searches

SRSinc conducted a California Historical Resources Information System (CHRIS) records search at the Eastern Information Center (EIC) for the project site and a surrounding one-mile buffer on February 7, 2018. This search included a review of their collection of mapped prehistoric, historical, and built-environment resources, Department of Parks and Recreation (DPR) Site Records, technical reports, archival resources, and ethnographic references. Dudek consulted additional sources outside of the CHRIS system, including the NRHP, California Inventory of Historical Resources/CRHR and listed OHP Archaeological Determinations of Eligibility, California Points of Historical Interest, California Historical Landmarks, and Caltrans Bridge Survey information. The 2018 records search did not identify archaeological or historic-era built environment resources within in the project site. Additionally, no tribal cultural resources were identified within the project site. However, eight cultural resources, mainly consisting of historic-era residences, have been recorded within one-mile of the project site (Appendix E).

Dudek requested a subsequent CHRIS records search at the EIC on February 2, 2020 for the proposed project site and a surrounding one-mile radius (Appendix E). Eight cultural resources were identified in the 2020 record search within a one-mile radius of the project site. The archaeological resources include two prehistoric sites, and eight historic resources: one historic district, two structures, three buildings and two sites. None of these resources is located within or reported to be immediately adjacent to the proposed project site. None of these resources were identified as tribal cultural resources (Appendix E). Additional information on these historic and archaeological resources is provided in Section 4.4, Cultural Resources, including in Table 4.4-2.

Native American Coordination

The City is responsible for government-to-government consultation with Native American Tribes pursuant to California Assembly Bill (AB) 52. Dudek contacted the Native American Heritage Commission (NAHC) to perform a Sacred Lands File (SLF) search for identification of significant resources within the project site. The NAHC SLF search returned positive results (Appendix E). Dudek sent, via certified mail, outreach letters to all tribal contacts identified in the NAHC listing on June 30, 2020 (Appendix E). The positive response letter indicated

Pechanga as a primary source of information for the positive listing. E-mail (July 7, 2020) and phone attempts for further information gathering have not yielded direct communication with Pechanga on this matter to date.

Cabazon Band of Mission Indians responded on July 7, 2020 to indicate that they had no record of Native American resources in the project site (Appendix E).

Soboba Band of Luiseño Indians responded via email on August 15, 2020, to indicate that the proposed project was in proximity to known sites and requested to be included in consultation processes, to be informed of project updates, to act as a primary point of contact for tribal issues, to have a Soboba monitor present during construction, and requested that proper procedures be taken and the requests of the tribe be honored. On December 23, 2020, the Soboba Band of Luiseño Indians requested to initiate formal consultation with the City in accordance with AB 52 (Appendix E).

Agua Caliente Band of Cahuilla Indians responded via email on September 9, 2020, acknowledging the project to be within the tribe's Traditional Use Area. They requested copies of the record search and any reports generated for this project (Appendix E).

The Rincon Band of Luiseno Indians responded via an emailed letter on December 8, 2020, and has indicated that the tribe is traditionally and culturally affiliated to the project area. They also requested copies of pertinent information, and requested to consult on the project.

The Agua Caliente Band of Cahuilla Indians responded via email on December 18, 2020 and indicated the site is not located within the Tribe's Traditional Use Area and concluded consultation. Subsequently on January 21, 2021, this tribe indicated it is within their Traditional Use Area and requested additional information and mitigation.

A letter dated December 23, 2020 was received from the Tribal Historic Preservation Officer for the Soboba Band of Luiseño Indians requesting AB 52 Consultation for the project. Specific mitigation language was also provided at an earlier date on July 15, 2020.

To date, no other responses have been received. If received, they will be forwarded to the City. The consultation process has resulted in input to this section's analysis, included the proposed mitigation measures. The AB 52 consultation process is on-going.

4.10.2 Relevant Plans, Policies, and Ordinances

Federal

American Indian Religious Freedom Act

The American Indian Religious Freedom Act (42 USC 1996) protects Native American religious practices, ethnic heritage sites, and land uses.

Native American Graves Protection and Repatriation Act

Enacted in 1990, the Native American Graves Protection and Repatriation Act conveys to American Indians of demonstrated lineal decent the human remains and funerary or religious items that are held by federal agencies and federally supported museums, or that have been recovered from federal lands. It also makes the sale or purchase of American Indian remains illegal, whether or not they derive from federal or Indian lands.

State

Assembly Bill 52 (Chapter 532, Statute of 2014)

Assembly Bill (AB) 52 (Chapter 532, Statute of 2014) establishes a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (California Public Resources Code, Section 21084.2). California Public Resources Code, Section 21074 defines tribal cultural resources as follows:

- Sites, features, places, sacred places, and objects with cultural value to descendant communities or cultural landscapes defined in size and scope that are:
  - Included in or eligible for listing in the California Register of Historical Resources (CRHR); or
  - Included in a local register of historic resources.
- 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 PRC [California Public Resources Code] Section 5024.1.

Sacred places can include Native American sanctified cemeteries, places of worship, religious or ceremonial sites, and sacred shrines. In addition, both unique and non-unique archaeological resources, as defined in California Public Resources Code, Section 21083.2, can be tribal cultural resources if they meet the criteria detailed above. The lead agency relies upon substantial evidence to make the determination that a resource qualifies as a tribal cultural resource when it is not already listed in the CRHR or a local register.

AB 52 defines a "California Native American Tribe" (Tribe) as a Native American tribe located in California that is on the contact list maintained by the NAHC (California Public Resources Code, Section 21073). Under AB 52, formal consultation with the Tribes is required prior to determining the level of environmental document if a Tribe has requested to be informed by the lead agency of proposed projects and if the Tribe, upon receiving notice of the project, accepts the opportunity to consult within 30 days of receipt of the notice. AB 52 also requires that consultation, if initiated, address project alternatives and mitigation measures for significant effects, if specifically requested by the Tribe. AB 52 states that consultation is considered concluded when either the parties agree to measures to mitigation or avoid a significant effect on tribal cultural resources, or when either the Tribe or the agency concludes that mutual agreement cannot be reached after making a reasonable, good-faith effort. Under AB 52, any mitigation measures recommended by the agency or agreed upon with the Tribe may be included in the final environmental document and in the adopted mitigation monitoring program if they were determined to avoid or lessen a significant impact on a tribal cultural resource. If the recommended measures are not included in the final environmental document, then the lead agency must consider the four mitigation methods described in California Public Resources Code, Section 21084.3. Any information submitted by a Tribe during the consultation process is considered confidential and is not subject to public review or disclosure. It will be published in a confidential appendix to the environmental document unless the Tribe consents to disclosure of all or some of the information to the public.

AB 1561 (Chapter 195, Stats 2020) extends the time for such consultation.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act of 2001 conveys to American Indians of demonstrated lineal descent the human remains and funerary items that are held by state agencies and museums. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code, Section 7050.5 – Human Remains

Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered. The code states the following:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the [County of San Diego Coroner's office] in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the PRC [California Public Resources Code].

California Public Resources Code

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code, Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code, Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to California Public Resources Code, Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources, including tribal cultural resources, by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as

are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

Section 5097.9–5097.991 – Native American Heritage

California Public Resources Code, Section 5097.9–5097.991, identifies that no public agency, and no private party using or occupying public property, or operating on public property, under a public license, permit, grant, lease, or contract made on or after July 1, 1977, shall in any manner whatsoever interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution; nor shall any such agency or party cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it. In addition, this section details the composition and responsibilities of NAHC. NAHC strives for the preservation and protection of Native American human remains, associated grave goods, and cultural resources. NAHC has developed a strategic plan to assist the public, development community, local and federal agencies, education institutions, and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems and create an awareness among lead agencies and developers of the importance of working with Native American (NAHC 2008, as cited in Appendix E). California Public Resources Code, Sections 5097.91 and 5097.98, were amended by AB 2641 in 2006. AB 2641 authorizes the NAHC to bring an action to prevent damage to Native American burial grounds or places of worship and establishes more specific procedures to be implemented in the event that Native American remains are discovered.

California Environmental Quality Act

CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.) are primary sources for environmental legislation in California; they require projects with potential adverse environmental effects (or impacts) undergo environmental review. Adverse environmental impacts are typically mitigated as a result of the environmental review process in accordance with existing laws and regulations. Resource importance is assigned to districts, sites, buildings, structures, and objects that possess exceptional value or quality illustrating or interpreting the heritage of the County in history, architecture, archaeology, engineering, and culture. A number of criteria are used in demonstrating resource importance. Specifically, criterial outlined in CEQA provide the guidance for making such a determination. The following CEQA and California Public Resources Code Sections detail the criteria that a resource must meet in order to be determined important.

Section 15064.5 (d) and (e) contain additional provisions regarding human remains.

Regarding Native American human remains, paragraph (d) provides the following:

> When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in PRC Section 5097.98. The applicant may develop an agreement for treating or disposing of with appropriate dignity the human remains and any items

associated with Native American burials with the appropriate Native Americans as identified by the NAHC. Action implementing such an agreement is exempt from:

1) The general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Healthy and Safety Code Section 7050.5).
2) The requirements of CEQA and the Coastal Act.

Regarding tribal cultural resources, California Public Resources Code, Section 21074(a) and (b) provides the following:

A "tribal cultural resource" is defined as any of the following under its subsections (a)–(c):

a) (1) Sites, features, places, and objects with cultural value to descendant communities or cultural landscapes that are any of the following:
   A. Included in the California Register of Historical Resources.
   B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
   C. Deemed to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.
b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Additionally, an EIR, mitigated negative declaration, or negative declaration for a project with a significant impact on an identified tribal cultural resource cannot be certified or adopted unless one of the following occurs:

1) The consultation process between the tribe and the lead agency has concluded;
2) The tribe requested consultation but failed to provide comments or otherwise failed to engage in consultation; or

The lead agency provided notice of the project to a tribe and the tribe failed to request consultation within the 30-day deadline.

Local

City of Hemet General Plan

The City of Hemet has goals and policies in place to protect the rich cultural and historical resources. The 2030 General Plan (Chapter 9, Historic Resources).

Goal HR-2: Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.

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

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

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

Policy HR-2.4 **Preferred Repository.** To the extent practicable and appropriate, newly uncovered non-Native American archeological and paleontological resources shall be transferred to the Western Science Center of Diamond Valley for cataloguing, study and, if appropriate, display.

4.10.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to tribal cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to tribal cultural resources would occur if the project would:

1. 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).
    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.

4.10.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No tribal historical resources, as defined by California Public Resources Code Section 5020.1(k), are present within areas that would be impacted by the proposed project. Additionally, as discussed in Section 4.4 of this EIR, the project site does not contain any designated historic resources pursuant to CEQA

Guidelines Section 15064.5 nor do any of the existing buildings on site qualify as historical resources because they are less than 45 years old. Therefore, **no impacts** to historical TCRs would occur.

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?

As discussed under Section 4.10.1, Existing Conditions, Dudek contacted the Native American Heritage Commission (NAHC) to perform a Sacred Lands File (SLF) search for identification of significant resources within the project site. The NAHC SLF search returned positive results (Appendix E). Dudek sent, via certified mail, outreach letters to all tribal contacts identified in the NAHC listing on June 30, 2020 (Appendix E). The positive response letter indicated Pechanga as a primary source of information for the positive listing. E-mail (July 7, 2020) and phone attempts for further information gathering have not yielded direct communication with Pechanga on this matter to date.

During consultation, Cabazon Band of Mission Indians responded on July 7, 2020 to indicate that they had no record of Native American resources in the project site (Appendix E). Soboba Band of Luiseño Indians responded via email on August 15, 2020, to indicate that the proposed project was in proximity to known sites and requested to be included in consultation processes, to be informed of project updates, to act as a primary point of contact for tribal issues, to have a Soboba monitor present during construction, and requested that proper procedures be taken and the requests of the tribe be honored. Additionally, Agua Caliente Band of Cahuilla Indians responded via email on September 9, 2020, acknowledging the project to be within the tribe's Traditional Use Area. They requested copies of the record search and any reports generated for this project (Appendix E).

Given the level of disturbance within the project site, it is unlikely that intact tribal cultural resources are present within subsurface contexts. However, the northwestern portion of the site has been capped with a parking lot between 1967 and 1978 and it is possible for capped deposits to exist in this area. Further, the project site is in proximity to known tribal cultural resources sites and the proposed project would include construction activities that could result in inadvertent discoveries of tribal cultural resources during project implementation. As such, impacts to previously unknown tribal cultural resources would be **potentially significant** if discovered during construction activities (**Impact TCR-1**).

4.10.5 Cumulative Impacts

A cumulative impact, in terms of TCRs, refers to the mounting aggregate effect on TCRs due to modern or recent historic land use, such as residential development; and natural processes, such as erosion, that result from acts of man. The issue that must be explored in a cumulative impact analysis is the aggregate loss of TCRs, including impacts to TCPs.

Historical Resources

No historic tribal resources have been identified on the site or are expected to occur. The site is currently partially developed, and the project site does not contain any designated historic resources pursuant to CEQA Guidelines Section 15064.5, nor do any of the existing buildings on site qualify as historical resources because they are less

than 45 years old. The proposed project would not contribute to any historic tribal resource impact. Thus, the proposed project would have **no cumulatively considerable impact** related to historic tribal resources.

Tribal Cultural Resources

Cumulative projects located in the region would have the potential to result in a cumulative impact associated with the loss of TCRs through development activities that could cause a substantial adverse change in the significance of a TCR. Cumulative projects that involve ground-disturbing activities within previously undisturbed soils would have the potential to result in significant impacts to TCRs. These projects would be regulated by applicable federal, state, and local regulations; however, the loss of TCRs on a regional level may not be adequately mitigated through the data recovery and collection methods specified in these regulations, as their value may also lie in cultural mores and religious beliefs of applicable groups. Therefore, the cumulative destruction of significant TCRs from planned construction and development projects within the region may be cumulatively significant. Therefore, cumulative projects in the area would also likely have the potential to impact known and previously unknown TCRs. As discussed in Section 4.10.4, Impacts Analysis, given the level of disturbance within the project site, it is unlikely that intact tribal cultural resources are present within subsurface contexts. However, the northwestern portion of the site has been capped with a parking lot between 1967 and 1978, and it is possible for capped deposits to exist in this area. Thus, the proposed project, in combination with the identified cumulative projects, would have the potential to contribute to a **cumulatively considerable impact** associated with TCRs (**Impact TCR-CU-1**).

4.10.6 Project Impacts Prior To Mitigation

Impact TCR-1 Proposed grading activities have potential to result in impacts to unknown subsurface TCRs. In the event that any previously undetected TCRs are encountered, impacts associated with TCRs would be potentially significant.

Impact TCR-CU-1 Cumulative projects located in the region would have the potential to result in a cumulative impact associated with the loss of TCRs through development activities that could cause a substantial adverse change in the significance of a TCR. In the event that any previously undetected TCRs are encountered, the proposed project in combination with the identified cumulative projects would have the potential to result in a significant cumulative impact associated with TCRs.

4.10.7 Mitigation Measures

The ~~following mitigation measure and~~ **MM-CR-1** ~~and~~ to **MM-CR-~~5~~2** (see Section 4.4.7) would be implemented to reduce potentially significant impacts to less than significant.

~~**MM-TCR-1** 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 Consulting Tribe(s) for Tribal Monitoring and the Treatment and Disposition of all tribally associated artifacts discovered within the project boundaries. Native American Monitor(s) from the Consulting Tribe(s) 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.~~

~~In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:~~

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

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

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

4.10.8 Level of Significance After Mitigation

Implementation of **MM-~~T~~CR-1 to MM-CR-4** would reduce **Impact TCR-1** and **Impact TCR-CU-1** to a level below significance by setting forth procedures for handling an accidental discovery of tribal cultural resources during site preparation, should they be encountered, including but not limited to, requiring the presence of a Native American monitor during certain project construction activities. Additionally, implementation of **MM-CR-5~~1~~** and **~~MM-CR-2~~**, as provided in Section 4.4, would reduce any impacts associated with previously undiscovered archaeological resources and human remains to a level **less than significant** by setting forth procedures for handling human remains as consistent with California Health and Safety Code Section 7050.5.

After mitigation, the proposed project would not result in a significant adverse impact to tribal cultural resources.

5 Effects Not Found to Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The City of Hemet (City) completed an Initial Study for the proposed Stetson Corner Project (project) in accordance with Section 21000 through Section 21289 of the Public Resources Code and Section 15063 of the CEQA Guidelines. A Notice of Preparation (NOP) was prepared by the City and mailed to applicable agencies, organizations, neighboring property owners, and other interested parties.

The following is a discussion of the environmental issues that were considered as part of the Initial Study but were found to be less than significant without mitigation. In addition, energy, public services, and utilities and service systems were also included herein considering the project would have a less than significant impact related to those environmental topics as well. The reasons for the conclusion of non-significance are discussed below and in the Initial Study (included as Appendix A).

5.1 Agricultural and Forestry Resources

As discussed in Appendix A, no impacts to agricultural or forestry resources would occur with implementation of the proposed project. The project site is designated as Urban and Build-Up Land according to the Farmland Mapping and Monitoring Program and therefore would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use (DOC 2017). While a portion of the eastern part of the site was previously used for agricultural use, on-site agriculture has long been abandoned. Further, while two different agricultural soil units have been identified on the project site using the Web Soil Survey website (USDA 2020) including San Emigdio Fine Sandy Loam and Chino Silt Loam, due to the existing site developments, these soils are anticipated to have been removed and/or disturbed on the project site (Appendix F).

The proposed project would comply with the current zoning of Limited Manufacturing (M-1), which does not allow for agricultural uses or timberland production. There are no Williamson Act contracts on the project site, and no agricultural uses or forest lands on or within the vicinity of the project site. Additionally, portions of the project site are currently developed and occupied by McCrometer, which is an industrial use. Surrounding land uses include residential and commercial. Due to the existing development and surrounding existing developments, it is unlikely the site could be used for agricultural operations nor would the project impact other off-site agricultural or forestry resources. Therefore, implementation of the proposed project would result in **no impacts**, either directly or indirectly, to agricultural or forestry resources. Moreover, because there is no important farmland, forest land, or timberland on the project site and the proposed project would result in no impacts to agricultural and forestry resources, **no cumulative impacts** to agricultural and forestry resources would occur.

5.2 Energy

5.2.1 Energy Use

Implementation of the proposed project would increase the demand for electricity and natural gas at the project site and gasoline consumption in the region during construction and operation. The following analysis addresses whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation in accordance with CEQA Guidelines 15126.2(b) and CEQA Guidelines Appendix F.

Electricity

Construction Use

Temporary electric power for as-necessary lighting and electronic equipment such as computers may be needed inside temporary construction trailers and would be provided by Southern California Edison. The amount of electricity used during construction would be minimal because typical demand stems from the use of electronic equipment in addition to electrically powered hand tools. The majority of the energy used during construction would be from petroleum, as discussed below. The electricity used for such activities would be temporary, minimal, and would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption. The project would result in a **less than significant** electricity impact during construction.

Operational Use

The proposed project's operational phase would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, refrigeration, electronics, and other uses associated with the proposed project's land uses.

CalEEMod (version 2016.3.2) was used to estimate project emissions from energy uses (see Appendix C for calculations). Default electricity generation rates in CalEEMod were used (based on the proposed land use and climate zone) based on compliance with 2019 Title 24 for their respective land uses. The proposed project would be required to meet the California Building Energy Efficiency Standards (24 CCR 6) which improve the energy efficiency of non-residential buildings (**CM-GHG-1**). According to these estimations, the proposed project would consume approximately 274,839 kilowatt-hours (kWh) per year. This equates to approximately 274 megawatt-hours (MWh) per year.

Although electricity consumption would increase due to the implementation of the project, the building envelope, HVAC, lighting, and other systems, such as electric motor equipment, shall be designed to maximize energy performance. The project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains mandatory energy measures that are applicable to project under the California Green Building Standards Code. Prior to project approval, the project applicant would ensure that the proposed project meets Title 24 requirements applicable at that time, as required by state regulations through their plan review process (**CM-GHG-1**). Lighting shall meet energy efficiency requirements adopted pursuant to AB 1109 (**CM-GHG-2**). Additionally, the project would be consistent with/implement all City of Hemet climate reduction measures identified within the City's Climate Action Plan (CAP), as discussed in Section 4.6, Greenhouse Gas Emissions. For these reasons, the electricity consumption of the proposed project would not be considered inefficient or wasteful, and impacts would be **less than significant**.

Natural Gas

Construction Use

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the proposed project's overall energy consumption. The project would result in a **less than significant** natural gas impact during construction.

Operational Use

Natural gas consumption during operation would be required for various purposes, including, but not limited to, building heating and cooling. Default natural gas generation rates in CalEEMod for the proposed land use and climate zone were used and adjusted based on compliance with 2019 Title 24 (see Appendix C for calculations). According to these estimations, the project would consume approximately 1,000,596 thousand British thermal units (kBTU) per year.

Although natural gas consumption would increase due to the implementation of the proposed project, it would be designed to maximize energy performance. The proposed project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, also contains mandatory energy measures that are applicable to the proposed project under the CALGreen Code. Prior to project approval, the project applicant would ensure that the proposed project meets Title 24 requirements applicable at that time, as required by state regulations through their plan review process (**CM-GHG-1**). More specifically, the proposed project would: (a) comply with efficiency standards regarding roofing, ceilings, and insulation (b) comply with wet appliance energy efficiency standards; (c) utilize low-pollutant emitting exterior and interior finish materials, such as adhesives, sealants, caulks, paints and coatings, carpet systems, and composite wood products; and (d) comply with energy efficiency requirements for dry appliances and lighting. Additionally, the project would be consistent with/implement all City of Hemet climate reduction measures identified within the City's CAP, as discussed in Section 4.6. For these reasons, the natural gas consumption of the proposed project would not be considered inefficient or wasteful, and impacts would be **less than significant**.

Petroleum

Construction Use

Petroleum would be consumed throughout construction of the proposed project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and vehicle miles travelled (VMT) associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction activities, and haul trucks involved in relocating dirt around the project site would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed that construction workers would travel to and from the project site in gasoline-powered vehicles.

Heavy-duty construction equipment of various types would be used during construction. CalEEMod was used to estimate construction equipment usage; results are included in Appendix O of this EIR. Based on that analysis, diesel-fueled construction equipment would operate for an estimated 11,560 hours, as summarized in Table 5.2-1.

Table 5.2-1. Hours of Operation for Construction Equipment

Phase	Hours of Equipment Use
Demolition	960
Grading	2,496
Building Construction	6,800
Paving	1,196
Architectural Coatings	108
Total	**11,560**

Source: Appendix O.

Fuel consumption from construction equipment was estimated by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2019). The estimated diesel fuel use from construction equipment is shown in Table 5.2-2.

Table 5.2-2. Construction Equipment Diesel Demand[a]

Phase	Pieces of Equipment	Equipment CO_2 (MT)	kg CO_2/Gallon[b]	Gallons[c]
Demolition	6	34.00	10.21	3,330
Grading	6	67.74	10.21	6,635
Building Construction	9	115.82	10.21	11,344
Paving	8	18.83	10.21	1,844
Architectural Coatings	1	2.30	10.21	225
			Total	**23,378**

Sources:
[a] Appendix O.
[b] The Climate Registry 2019.
[c] Rounded to nearest whole number.
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

Fuel consumption from worker and vendor trips was estimated by converting the total CO_2 emissions from the construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline fueled, and vendor/hauling vehicles are assumed to be diesel fueled. Calculations for total worker, vendor, and hauler fuel consumption are provided in Table 5.2-3, Table 5.2-4, and Table 5.2-5.

Table 5.2-3. Construction Worker Vehicle Gasoline Demand

Phase	Trips	Vehicle CO_2 (MT)[a]	kg CO_2/Gallon[b]	Gallons[c]
Demolition	320.00	1.42	8.78	162
Grading	832.00	3.70	8.78	421
Building Construction	8,800.00	39.11	8.78	4,454
Paving	460.00	2.04	8.78	233
Architectural Coatings	324.00	1.44	8.78	164
			Total	**5,434**

Sources:
[a] Appendix O.
[b] The Climate Registry 2019.
[c] Rounded to nearest whole number.
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

Table 5.2-4. Construction Vendor Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)[a]	kg/CO_2/Gallon[b]	Gallons[c]
Demolition	0	0	10.21	0.00
Grading	0	0	10.21	0.00
Building Construction	3,400	41.48	10.21	4,062
Paving	0	0	10.21	0.00
Architectural Coatings	0	0	10.21	0.00
			Total	**4,062**

Sources:
[a] Appendix O.
[b] The Climate Registry 2019.
[c] Rounded to nearest whole number.
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Table 5.2-5. Construction Haul Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)[a]	kg CO_2/Gallon[b]	Gallons[c]
Demolition	132	4.74	10.21	464
Grading	912	32.72	10.21	3,204
Building Construction	0	0	10.21	0
Paving	0	0	10.21	0
Architectural Coatings	0	0	10.21	0
			Total	**3,668**

Sources:
[a] Appendix O.
[b] The Climate Registry 2019.
[c] Rounded to nearest whole number
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

As shown in Tables 5.2-2 through 5.2-5, the proposed project is estimated to consume approximately 36,542 gallons of petroleum during the construction phase. By comparison, approximately 65 billion gallons of petroleum would be consumed in California over the course of the project's construction phase, based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (CEC 2019). The proposed project would also be required to comply with CARB's Airborne Toxics Control Measures, which restrict heavy-duty diesel vehicle idling time to five minutes (**CM-GHG-4**). Therefore, because petroleum use during construction would be temporary and relatively minimal, and would not be wasteful or inefficient, impacts would be **less than significant**. It is further noted that the project would comply with **MM-AQ-1** that requires all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines. Such Tier 4 equipment is more energy efficient than standard equipment and utilizes less fuel, which will further reduce fuel usage during construction.

Operational Use

The majority of fuel consumption resulting from the proposed project's operational phase would be attributable to customers traveling to and from the project site, workers traveling to and from the project site, and delivery vehicles traveling to and from the project site. Calculations for annual fuel consumption under the proposed conditions are provided in Table 5.2-6. As shown in this table, during the operational phase, mobile sources from the proposed project would result in approximately 360,655 gallons of gasoline per year and 38,450 gallons of diesel per year. By

comparison, California as a whole consumes approximately 19.3 billion gallons of petroleum per year (CEC 2019). It is noted that the gasoline dispensed during the operations of the proposed gas station is not included herein as a project-generated energy use, as this project is not generating the demand.

Table 5.2-6. Petroleum Consumption – Operation

Fuel	Vehicle MT CO_2	kg CO_2/Gallon	Gallons
Gasoline	3,166.55	8.78	360,655
Diesel	392.57	10.21	38,450
		Total	**399,104**

Sources:
[a] Appendix O.
[b] The Climate Registry 2019.
Notes: CO_2 = carbon dioxide; kg = kilogram; MT = metric ton.

Over the lifetime of the project, the fuel efficiency of the vehicles being used by the employees is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California (CARB 2013). Additionally, in response to SB 375, CARB adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by 2020, and 13% by 2035 for light-duty passenger vehicles in the planning area for the Southern California Association of Governments. In March 2018, CARB updated the regional GHG emission reduction targets for SCAG to an 8% reduction in emissions per capita by 2020 and a 19% reduction by 2035 (CARB 2018a, 2018b). As such, operation of the project is expected to use decreasing amounts of petroleum over time due to advances in fuel economy. Additionally, the project would be consistent with/implement all City of Hemet climate reduction measures identified within the City's CAP, as discussed in Section 4.6. The proposed project would also include sidewalk improvements to promote walking/pedestrian access to the site, and reduce petroleum-based fuels consumption.

In summary, although the proposed project would increase petroleum use during operation as a result of customer, employees, and vendors commuting to/from the site, the use would be a small fraction of the statewide and countywide use and, due to efficiency increases, would diminish over time. Given these considerations, petroleum consumption associated with the proposed project would not be inefficient or wasteful and would result in a **less-than-significant impact**.

5.2.2 Consistency with Renewable Energy Plans

Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. The proposed project would comply with the non-residential building requirements of Title 24, Part 6, per state regulations. In addition, Title 24, Part 11, contains mandatory energy measures that are applicable to the proposed project under the CALGreen Code. As discussed under the previous threshold, the proposed project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 mandatory compliance, the proposed project would: (a) comply with efficiency standards regarding roofing, ceilings, and insulation (b) comply with wet appliance energy efficiency standards; (c) utilize low-pollutant emitting exterior and interior finish materials, such as adhesives, sealants, caulks, paints and coatings, carpet systems, and composite wood products; and (d) comply with energy efficiency requirements for dry appliances and lighting. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

Because the proposed project would comply with Title 24, Part 6 and Part 11 (**CM-GHG-1**), no conflict with existing energy standards and regulations would occur. Therefore, impacts would be considered **less than significant**.

5.2.3 Cumulative

Implementation of the proposed project and cumulative development in the surrounding area would result in an increased energy demand at full buildout. A significant cumulative impact to energy resources would result if a project results in wasteful, inefficient, or unnecessary consumption of energy resource or conflicts with or obstructs a state or local plan for renewable energy or energy efficiency. As discussed above, the proposed project would be required to comply with existing regulations such as Title 24 of the California Code of Regulations, which would reduce energy demand and consumption. The project's impacts to energy would be less than significant. Cumulative projects would also have to comply with existing regulations and ensure that demand can be met by existing energy infrastructure. Because the project would not result in the wasteful or inefficient use of energy, and because there is adequate energy infrastructure to serve the proposed and cumulative projects, the proposed project's contribution to a significant cumulative energy impact **would not be cumulatively considerable**.

5.3 Hydrology and Water Quality

5.3.1 Water Quality

As discussed in Appendix A, the proposed project would have less than significant impacts with regard to hydrology and water quality. Project-specific water quality management plans and preliminary drainage studies were completed for the proposed site (Appendices L.1 and L.2 and Appendices M.1 and M.2, respectively). The proposed project is located in the Salt Creek Drainage Area, which is overseen by the Santa Ana Regional Water Quality Control Board (RWQCB). Salt Creek drains westerly through Canyon Lake into Lake Elsinore and eventually through the Santa Ana River to the Pacific Ocean via Temescal Canyon Creek (City of Hemet 2012).

Pursuant to NPDES regulations, the City would require that the proposed project complies with existing Santa Ana and San Diego RWQCB and City stormwater controls, including compliance with National Pollutant Discharge Elimination System Permit (NPDES) construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.

In addition, the Riverside County Flood Control and Water Conservation District (RCFC&WCD) and the City of Hemet are Co-Permittees in and are required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit, and the Water Quality Management Plan (WQMP) the proposed project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction (Appendices L.1 and L.2 and Appendices M.1 and M.2). Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the City to prevent pollutant discharge into drainage systems. As indicated in **CM-HYD-1**, the project would be required to complete a Stormwater Pollution Prevention Plan (SWPPP) during the final engineering stage that demonstrates compliance with the RWQCB Order Number R8-2010-003, NPDES Permit Number CA18033, as amended (RWQCB 2010). Specifically, this order states "[t]his Order requires Co-Permittees to continue requiring preliminary project-specific WQMPs as early as possible during the environmental review or planning phase (land use entitlement) and to review and approve final project-specific WQMP that is in substantial conformance with the preliminary project-specific WQMP prior to the issuance of any building or grading permit. This Order also requires Co-Permittees to verify functionality of post-construction BMPs prior to issuance of certificate of occupancy and to track and ensure long term operation and maintenance of those BMPs as per the approved project-specific WQMPs."

The proposed project would increase the intensity of uses and the amount of impervious surfaces on the project site. However, the proposed project would include bio-retention basins within the landscape setback areas along Sanderson Avenue and Stetson Avenue to promote infiltration. Bio-retention basins would also be designed to minimize irrigation and runoff. The parking lot on the east side of the project site would use an infiltration trench, as soil infiltration rates are higher. Stormwater quality management requirements are addressed in the project Specific Preliminary Water Quality Management Plan (WQMP). The proposed project would be required to comply with all stormwater quality management requirements contained in the WQMP and drainage report (Appendices L.1 and L.2 and Appendices M.1 and M.2). While these preliminary plans demonstrate compliance, it is a standard practice that final WQMP and Drainage Reports are required during final engineering. As such, the project would be required to prepare final project-specific Stormwater Management Plan and a final Drainage Report in accordance with Order Number R8-2010-003, NPDES Permit Number CA18033, as amended, prior to the issuance of a building permit (**CM-HYD-2**). The proposed car wash would comply with California Water Code (**CM-SVR-2**), and car wash and rinse water would be recycled at a minimum of 60%. Additionally, the proposed project would be required to comply with California Code of Regulations, Title 8, Sections 13680 through 13693, which regulate businesses engaged in car washing and polishing activities. Compliance would include registering with the Labor Commissioner and obtaining a Car Washing and Polishing Registration Certificate.

Therefore, proposed project design and compliance with the WQMP and existing federal, state, and local water quality laws and regulations related to water quality standards would ensure impacts would be **less than significant**.

5.3.2 Groundwater Supplies and Recharge

The project site is located in the East Valley Service Area of the Eastern Municipal Water District. Within the East Valley Service Area, most of the water used comes from a system of 13 local wells located in the San Jacinto Groundwater Basin. These wells produce almost 20,000-acre-feet of water every year. This is also the primary source of the water that EMWD sells to the City of Hemet Water Department and Lake Hemet Municipal Water District. Other sources of water include water purchased from the Metropolitan Water District of Southern California (MWD) and water recycled from EMWD treatment facilities (City of Hemet 2012). The site is located in the Hemet South Groundwater Management Zone.

Groundwater is the primary source of water within the EMWD East Valley Service Area, as described above. All runoff would infiltrate through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage and treatment. Water would infiltrate on site rather than be conveyed off site. The proposed project would be consistent with the General Plan land use designation; and thus, water supplies would be available through the EMWD. The proposed project would change how the groundwater is recharged; however, overall recharge volumes would not substantially change such that the project may impede sustainable groundwater management of the basin (Appendices L.1 and L.2 and Appendices M.1 and M.2). Further, the Hemet/San Jacinto Groundwater Management Area Management Plan (Water Resources & Information Management Engineering Inc. 2007) considers that the project site would be developed with impervious surfaces, as this plan is based on the buildout of the City in accordance with the Hemet General Plan and zoning and the site is zoned Limited Manufacturing (M-1) and designated as Business Park (BP). In fact, much of the site is already developed with the McCrometer facility. This basin is also primarily recharged through percolation in the San Jacinto River and associated tributaries (Appendix I). Also, refer to Sections 5.9.1, Water Treatment Facilitates, and Section 5.9.6, Water Supply, regarding the proposed project water usage that is sourced from groundwater supply. In summary, adequate water supply would be available to serve the proposed project uses and the project would not interfere with the groundwater basin management. Thus, the proposed project would not directly interfere with groundwater recharge or substantially decrease groundwater supplies in a manner that would impede on the sustainable groundwater management of the basin.

The proposed project would also connect to existing water lines. No new wells or additional water infrastructure are proposed. One groundwater well was identified in the eastern portion of the project site; however, this well has been abandoned (Appendix H). The proposed project would be required to comply with EMWD's and the City's water-efficiency requirements, including the use of drought-tolerant planting materials and limited landscaping irrigation, as well as all water restrictions imposed by the EMWD at the time the proposed project is constructed. The proposed car wash would comply with the California Water Code Division 6, Part 2.12 [10950-10953] that requires a water recycling system that recycles and reuses at least 60% of the wash and rinse water, as well as the use recycled water provided by a water supplier for at least 60% of its wash and rinse water (**CM-SRV-2**; see Table 3-3 in Chapter 3, Project Description).

The proposed project would also include underground storage tanks (USTs) for fuel storage associated with the proposed gas station. While the project includes the ongoing use and storage of gasoline and diesel fuel, consistent with EPA requirements, all USTs installed after 1988 are required to have a leak detection system consisting of at least one of the following detection methods: secondary containment with interstitial monitoring, ATG systems (including continuous ATG systems), vapor monitoring (including tracer compound analysis), groundwater monitoring, statistical inventory reconciliation, or other method meeting established performance standards.

Regardless of the chosen leak detection method ultimately used on the project site, efficacy requirements established by the EPA require that leak detection methods be able to detect certain leak rates, and that they also give the correct answer consistently. In general, methods must detect the specified leak rate with a probability of detection of at least 95%, and a probability of false alarm of no more than 5%. The EPA found that with effective leak detection, operators can respond quickly to signs of leaks and minimize the extent of environmental damage and the threat to human health and safety (EPA 2016).

In addition to the federal leak detection requirements, the USTs and all associated fuel delivery infrastructure (i.e., fuel dispensers) would be required to comply with all applicable federal, state, and local regulations, including those provisions established by Section 2540.7, Motor Fuel Dispensing Facilities and Service Stations, of the California OSHA Regulations; Chapter 61, Liquefied Petroleum Gases, of the California Fire Code; and the Resource Conservation and Recovery Act. Compliance with all applicable regulations for USTs would ensure that the proposed

project's introduction of USTs to the project site would not result in impacts to groundwater. Please also refer to Section 4.8, Hazards and Hazardous Materials, for additional information on USTs. Implementation of these and other applicable requirements would assure that groundwater impacts are **less than significant**.

5.3.3 Erosion or Siltation

There are no natural drainages on the project site and the proposed project would not alter any existing drainage patterns. The proposed project would introduce new impervious surfaces to the project site; however, a preliminary drainage study and project specific WQMP have been prepared for the proposed project which summarize that the proposed project would manage stormwater drainage patterns on site through bio-retention and infiltration trenches (Appendices L.1 and L.2 and Appendices M.1 and M.2). The implementation of BMPs required by the City and implemented through the proposed project's Water Quality Management Plans would eliminate potential erosion impacts. As discussed above, the project would ultimately be required to prepare a SWPPP, final project-specific Stormwater Management Plan and a final Drainage Report in accordance with Order Number R8-2010-003, NPDES Permit Number CA18033, as amended (**CM-HYD-1** and **CM-HYD-2**). As indicated in the permit, this includes controlling runoff in a manner that would "not cause or contribute to a condition of erosion", which would also inherently control associated siltation (RWQCB 2010). Therefore, impacts would be **less than significant**.

5.3.4 Flooding

Once construction of the proposed project is complete, landscaped open areas and the on-site bio-retention basins, infiltration trenches and infrastructure would control storm flows and erosion from the proposed project. All runoff would infiltrate through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage and treatment. Water would infiltrate on site rather than be conveyed off site. As discussed above, the project would ultimately be required to prepare a SWPPP, final project-specific Stormwater Management Plan and a final Drainage Report that demonstrates compliance with Order Number R8-2010-003, NPDES Permit Number CA18033, as amended (**CM-HYD-1** and **CM-HYD-2**). These standards include controlling runoff in a manner to avoid flooding or exceeding the capacity of the storm drain system, as discussed in the low impact development and hydromodification Section XII.E of the NPDES permit (RWQCB 2010). The design and implementation of these facilities would be reviewed and approved by the City Engineer to assure compliance with all applicable local, state, and federal standards.

Implementation of these and other applicable requirements would assure that drainage and stormwater would not create or contribute water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further, as water would infiltrate on site rather than be conveyed off site, there would be no substantial increase in the rate or amount of surface runoff and impacts would be **less than significant**.

5.3.5 Impede or Redirect Flood Flows

As described throughout this section, the proposed project would be required to comply with all applicable water quality standards. The proposed project would also manage stormwater drainage patterns on site through bio-retention and infiltration trenches. Additionally, the proposed project is not located within a FEMA mapped flood hazard area and is designated as an Area of Minimal Flood Hazard (FEMA 2020). Additionally, there is a drainage channel to the north of the project site, across Stetson Avenue. Implementation of the proposed project would not

result in changes or improvements within this existing channel that could impede or redirect flood flows. Therefore, the proposed project would not impede or redirect flood flows and **no impact** would occur.

5.3.6 Inundation from Flood Hazard, Tsunami, or Seiche Zones

The project site is not located within a FEMA mapped flood hazard area and is designated as an Area of Minimal Flood Hazard (FEMA 2020). The project site is located approximately 45 miles east of the Pacific Ocean and 2 miles north of the closest standing body of water, Diamond Valley Lake. Therefore, the proposed project would not risk release of pollutants due to project inundation from flood hazard, tsunami, or seiche zones. **No impact** would occur.

5.3.7 Water Quality Control Plan or Sustainable Groundwater Management Plan

As discussed throughout this section, the proposed project would be required to comply with all applicable water quality standards. To further minimize potential water quality degradation, the proposed project would be connected to the EMWD's sewer system and on-site/off-site stormwater conveyance system. Groundwater is the primary source of water within the EMWD East Valley Service Area, as described above. All runoff would infiltrate through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage and treatment. Water would infiltrate on site rather than be conveyed off site. The proposed project would be consistent with the General Plan land use designation; and thus, water supplies would be available through the EMWD. The project would ultimately be required to prepare a SWPPP, final project-specific Stormwater Management Plan and a final Drainage Report that demonstrates compliance with Order Number R8-2010-003, NPDES Permit Number CA18033, as amended (**CM-HYD-1** and **CM-HYD-2**). This order also includes requirements related to groundwater management, including groundwater recharge and groundwater quality. As indicated in Permit Section XII.D.8, groundwater protection is required via treatment control, source control, and pollution prevention BMPs. The proposed project would change how the groundwater is recharged; however, overall recharge volumes would not change. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and project-related water quality impacts would be **less than significant**.

5.3.8 Cumulative

Cumulative hydrology impacts also result from projects combining to alter the course of surface water flow or to increase flood hazards in a particular area, either through diverting floodways or constructing structures within the floodways. Cumulative water quality impacts result from projects that combine to either pollute or increase the turbidity of water. As discussed above, during construction and operation, the proposed would be required to complete a SWPPP, incorporate water quality BMPs, and manage stormwater drainage patterns on site through bio-retention and infiltration trenches to ensure impacts would be less than significant. Furthermore, because all surrounding projects are regulated under the same City and regional Water Quality Control Board standards, they too would be required to attenuate all drainage on site (to maintain pre development flow quantities) and to incorporate hydrology and water quality design features to prevent cumulative impacts to local drainage systems or water quality. Therefore, the proposed project **would not contribute to a cumulatively considerable impact** related to hydrology and water quality.

5.4 Land Use

5.4.1 Existing Site Conditions

The site is zoned Limited Manufacturing (M-1) and has a General Plan land use designation of Business Park (BP). The existing land uses on the project site include the McCrometer facility, which is an industrial use that manufactures flow instruments. Additionally, the project site consists of paved parking areas for the McCrometer facility and vacant and undeveloped land in the easternmost and westernmost portions of the project site. The easternmost portion of undeveloped land is gated and overgrown with low-lying grasses. The westernmost portion of undeveloped land is a dirt lot currently used for overflow parking for the McCrometer facility. The existing uses on the project site, including the McCrometer facility, are in compliance with the existing zoning and General Plan land use designation.

The surrounding environment consists of residential and commercial uses. Residential developments including the Willowalk community and Seven Hills community border the project site to the south and east, respectively. Another residential development, the Terra Linda community, is located directly north of the project site across Stetson Avenue. To the west of the project site exists commercial uses associated with the Page Plaza. To the northeast of the project site exists currently vacant and undeveloped land which is the site of the approved commercial use, the Stetson Plaza/Stetson Crossing shopping center development project. A wrought iron fence also surrounds the east, north, and west sides of the project site and a large stone wall borders the southern boundary of the project site.

5.4.2 Physically Divide an Established Community

The project site is surrounded by existing development including residential uses to the north, east, and south, and commercial uses at Page Plaza to the west. The area to the northwest is currently vacant and has been approved for development of the Stetson Plaza/Stetson Crossing shopping center. McCrometer, an industrial facility which manufactures flow meters for liquid, steam, and gas flow measurement, is located on the project site. The site does not provide any through travel and is already fenced.

The proposed project would involve development of a gas station, convenience store, car wash, drive-thru fast-food restaurant, and relocation of the McCrometer parking lot. The project site is within a highly developed area of the City and is surrounded by existing development as previously described. The proposed project would relocate the McCrometer parking lot to the eastern portion of the project site. However, the proposed project would not interfere with operation of the McCrometer facility. Overall, the proposed project would not physically divide an established community and impacts would be **less than significant**.

5.4.3 Applicable Land Use Plans

The site is located in the City of Hemet within the County of Riverside, and is subject to several applicable land use plans related to reducing or avoiding environmental impacts. Project consistency with these land use plans is discussed below and throughout the relevant chapters of this EIR.

South Coast Air Quality Management District Air Quality Management Plan (SCAQMD 2016 AQMP)

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the SCAB, where the project is located. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain state and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment. The most recent adopted AQMP is the 2016 AQMP (SCAQMD 2017), which was adopted by the SCAQMD governing board on March 3, 2017. Emissions that would result from mobile, area, and stationary sources during construction and operation of the project are subject to the rules and regulations of the SCAQMD as well. The project would be consistent with both the AQMP and SCAQMD thresholds, as detailed in Section 4.2, Air Quality. Refer to EIR Section 4.2.2 for additional details. The project would not result in a land use plan conflict would occur and **no impact** would occur.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region. With respect to air quality planning and other regional issues, SCAG has prepared the 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future for the region (SCAG 2008). On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. In September 2010, CARB adopted the first SB 375 targets for the regional metropolitan planning organizations. SCAG has also developed Connect SoCal, the 2020-2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Refer to Section 4.12.2 for additional details.

With regard to individual developments, such as the project, the strategies and policies set forth in the 2016 RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency. The project's consistency with these three strategy categories is presented below.

1. Consistency with VMT Reduction Strategies and Policies

The project's consistency with this aspect of the 2016 RTP/SCS is demonstrated via the project's land use characteristics and features that would reduce vehicular trips and VMT, as well as the project's consistency with the regional growth forecast assumed in the 2016 RTP/SCS for the City. Implementation of the project would not exceed the demographic growth forecasts in the SCAG 2016 RTP/SCS, which are based on the general plans for cities and counties in the SCAB. Vehicle trip generation and planned development for the project site have been anticipated in the SCAG 2016 RTP/SCS growth projections because the proposed project is consistent with the current zoning and land use designation (SCAG 2016).

2. Increased Use of Alternative Fueled Vehicles Policy Initiative

The second goal of the 2016 RTP/SCS, with regard to individual development projects such as the proposed project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. This 2016 RTP/SCS policy initiative focuses on accelerating fleet conversion to electric or other near zero-emission technologies. The project would be

consistent with these strategies since the it would provide electrical connections capable of supporting future electric vehicle supply equipment.

3. Energy Efficiency Strategies and Policies

The third important focus within the 2016 RTP/SCS, for individual developments such as the proposed project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. The 2016 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. The project would comply with the current CALGreen and Title 24 standards. Additionally, the proposed project includes **PDF-GHG-1** and **CM-GHG-1** through **CM-GHG-3**, (see Section 4.6), which would improve energy efficiency through lighting efficiency, landscaping efficiency, reducing water consumption by implementing features such as low flush toilets, and installing EV capable spaces.

On September 3, 2020, Connect SoCal was adopted by SCAG's Regional Council. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Because the project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the Connect SoCal are outlined in Table 4.6-9 in Section 4.6, along with the project's consistency with them. Refer to Section 4.6.4 and Table 4.6-9 for additional details.

Based on the analysis above, the proposed project would be consistent with the SCAG RTP/SCS and SCAG Connect SoCal RTP/SCS. The project would not result in a land use plan conflict would occur and **no impact** would occur.

Eastern Municipal Water District Urban Water Management Plan

The project site is located within the Eastern Municipal Water District (EMWD). The Eastern Municipal Water District adopted their latest Urban Water Management Plan in 2015 (EMWD 2016a) to plan for water demand, supply and reliability for the next 25 years. As the project is consistent with the land use designation that is utilized for water planning, the project would be consistent with the EMWD UWMP. The project would not result in a land use plan conflict would occur and **no impact** would occur.

Western Riverside County Multi-Species Habitat Conservation Plan

In June of 2003, the Riverside County Board of Supervisors adopted a comprehensive Multi-Species Habitat Conservation Plan (MSHCP) to provide a regional conservation solution to species and habitat issues that have historically threatened to stall infrastructure and land use development. The MSHCP is a multi-jurisdictional effort that includes the entire unincorporated area of western Riverside County and fourteen cities, including the City of Hemet. The MSHCP covers 146 species and addresses biological diversity within 1.26 million acres, from just west of the San Jacinto Mountains to the Orange County border. The MSHCP is designed to protect more than 30 federally threatened and endangered species, and to conserve 510,000 acres of native habitat, of which 347,000 acres are already in public and quasi-public ownership.

The project site is located in the MSHCP San Jacinto Valley Area Plan and must comply with relevant sections of the MSHCP. The project site is not within an MSHCP Criteria Cell; therefore, no reserve assembly requirements would apply to the project site. The project's consistency with the relevant sections of the MSHCP is discussed below.

MSHCP Section 6.1.2 Riparian/Riverine Resources

The MSHCP defines riparian/riverine areas as "lands which contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." The MSHCP further clarifies those areas "demonstrating characteristics as described above which are artificially created are not included in these definitions" (Appendix D).

The study area contains an unvegetated, concrete flood control channel that conveys flow to Salt Creek and Canyon Lake. Because this feature relies on a freshwater source, it is considered a riverine feature as defined by the MSHCP.

The project site contains an individual tamarisk sapling; however, this plant is small in its extent and therefore would not constitute its own vegetation community and would not be considered a riparian resource as defined by the MSHCP. The tamarisk is not sufficient to support riparian bird species such as least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), or yellow-billed cuckoo (*Coccyzus americanus*). This is due to the small size of its extent, the lack of understory or closed-canopy features that give depth to a vegetation community, the lack of continuity with higher-quality habitat, and the project site surroundings (existing development) (Appendix D). **No impact** would occur.

Vernal Pool and Fairy Shrimp Habitat

The undeveloped portions of the project site contain well-draining soils and did not contain vernal pool plants, topographic low points, or other indicators of having supported ponding water. A review of historical aerials did not indicate that ponding has occurred on the project site (Appendix D). The study area does not contain suitable habitat to support vernal pools or listed fairy shrimp species.

In consideration of the aforementioned analysis, the project is consistent with Section 6.1.2 of the MSHCP and **no impact** would occur.

MSHCP Section 6.1.3 Narrow Endemic Plant Species Survey Area

A small portion of the proposed project is located within the NEPSSA 3. In accordance with the MSHCP, a habitat assessment must be conducted for the target species and focused surveys completed if suitable habitat is present. The target narrow endemic plants are Munz's onion, San Diego ambrosia, Many-stemmed dudleya, spreading ~~navarretia~~Navarretia, California Orcutt grass, and Wright's trichocoronis. Details regarding the habitat requirements for each of these species is provided in Appendix D.

San Diego ambrosia, spreading ~~navarretia~~Navarretia, California Orcutt grass, and Wright's trichocoronis are not expected to occur within the study area. These species are commonly found in association with vernal pools, and an evaluation of the study area did not yield conditions suitable for vernal pools (Appendix D).

Munz's onion and many-stemmed dudleya are also not expected to occur within the study area due to the lack of clay soils associated with these species. Because the habitat assessment for narrow endemic plant species did not identify habitat characteristics associated with these species, focused narrow endemic plant species surveys are not required, the project is consistent with Section 6.1.3 of the MSHCP, and **no impact** would occur.

MSHCP Section 6.3.2 Criteria Area Species Survey Area

The MSHCP establishes habitat assessment requirements for certain species of plants, birds, mammals, and amphibians. A small portion of the project site is in a required survey area for burrowing owl. As discussed in Appendix D, the habitat assessment did not identify potential burrowing owl habitat or suitable burrows features; therefore, focused surveys are not required. Site conditions can change prior to development of the site as California ground squirrels have the potential to move in and create suitable burrows for burrowing owl. To avoid potential for significant impacts to burrowing owl during construction activities, a pre-construction burrowing owl survey should be conducted and avoidance measures implemented if burrowing owls are present. This is included in the proposed project as **MM-BIO-1**. In consideration of the aforementioned analysis, the project is consistent with Section 6.3.2 of the MSHCP and **no impact** would occur.

MHSCP Section 6.1.4 Urban/Wildlands Interface Guidelines

According to the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area (Appendix D). The project site is not adjacent to MSHCP Conservation Areas (Appendix D); therefore, the Urban/Wildlands Interface Guidelines are not applicable, and the project is consistent with Section 6.1.4 of the MSHCP. Overall, the project would not result in a land use plan conflict would occur and **no impact** would occur.

Stephens' Kangaroo Rat Habitat Conservation Plan

The Habitat Conservation Plan for the SKR HCP was prepared by the Riverside County Habitat Conservation Agency and approved by USFWS in agreement with the California Department of Fish and Game (now CDFW) on May 6, 1996. The agreement creates a network of reserves within western Riverside County occupied by and to be managed for Stephens' kangaroo rat. A standard fee, known as the Development Mitigation Fee, is paid to the City prior to construction, to supplement the financing of Core Reserve management for the SKR HCP and to pay for a new development's fair share of this cost. Refer to Section 4.3, Biological Resources, for additional details.

As discussed in Section 4.3, Stephens' kangaroo rat, has a low potential to occur within the project site impact area. This species is fully covered by the MSHCP and the SKR HCP. The project would be required to provide payment of the MSHCP Development Mitigation Fee and the SKR HCP Development Mitigation Fee. With payment of these fees, impacts to Stephens' kangaroo rat would be less than significant. Therefore, the proposed project would not conflict with the SKR HCP and **no impact** would occur.

Hemet-Ryan Airport Land Use Compatibility Plan

The Riverside County ALUC administers the Airport Land Use Compatibility Plans for airports countywide, including the Hemet-Ryan Airport. The Riverside County ALUCP is designed to provide guidance for conducting airport land use compatibility planning as required by Article 3.5, Airport Land Use Commissions, Public Utilities Code Sections 21670 – 21679.5. The Hemet-Ryan Airport Land Use Compatibility Plan designates compatibility zones for properties within various distances of the airport. The zones of the Hemet-Ryan ALUCP were established in accordance with the California Airport Land Use Planning Handbook and are designated to guide development near the Hemet-Ryan ALUCP with airport hazards (i.e., airplane crashes) taken into consideration. The project site is located in Zone D as delineated on the Hemet-Ryan Airport Compatibility Map (Riverside County 2017).

As discussed in Section 4.7, Hazards and Hazardous Materials, the proposed project is located within the airport influence area (AIA) of the Hemet-Ryan ALUCP. The proposed project would require review by the City and compliance with any subsequent conditions included. As assessed in Section 4.7, the project would be required to include lighting and glare measures to ensure impacts to the airport operations would be less than significant. Upon compliance with **MM-AES-1**, the proposed project would be consistent with the Hemet-Ryan ALUCP, and **no impact** would occur.

City of Hemet 2030 General Plan

The City of Hemet 2030 General Plan was adopted on January 24, 2012 and establishes the fundamental policy framework to guide decisions related to land use and development, public services and facilities, public safety, resource management, recreation, culture, and the overall health and quality of life in the community. There are 10 Elements in the City's General Plan, each containing specific goals and policies to facilitate the community planning process. The City's General Plan also includes implementation programs to ensure the overall direction set forth in the General Plan is translated from general ideas to actions. The elements of the General Plan and associated project consistency analysis are described in the following paragraphs.

Land Use Element

The Land Use Element describes long-range goals for the physical development of the community, both in terms of land use type and intensity, as well as character and form. The Land Use Element presents land use planning and economic development strategies that apply to the Planning Area as a whole. These are supplemented by specific land use, mobility, economic development, and design policies applicable to specific districts and areas throughout the community to guide the City toward achieving its land use goals. This element also provides the framework for various topics addressed in other General Plan elements, because the manner in which land is used in Hemet affects all the elements. The project site is designated Business Park (BP) in the Land Use Element of the City's General Plan.

The project site has a General Plan land use designation of Business Park (BP). The BP land use designation provides for single and multi-tenant light industrial, flex office, and office uses. Ancillary support commercial uses, restaurants, and hospitality uses intended to serve the business community may also be permitted, such as those included in the proposed project. The goals and policies of the Land Use Element provide a framework for continued development and redevelopment within the City. The proposed project would maintain the existing zoning and land use designation. Generally, projects that are consistent with the existing zoning and land use designation would be consistent with the goals and policies of the Land Use Element regarding the overall land use mix in the City and the avoidance of conflicting land uses. The Land Use Element also contains goals and policies for infill development. The proposed project would comply with the goals and policies for infill development including those pertaining to the adequate availability of infrastructure, proximity to public transit, expansion of economic development, and development in compliance with the City's Smart Growth Principles.

Finally, the Land Use Element also contains goals and policies with regard to the Hemet-Ryan Airport, furthering the intent of the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). The proposed project is located within the airport influence area (AIA) of the Hemet-Ryan ALUCP. As discussed in Section 4.7, the proposed project would require review by the City and compliance with any conditions identified as necessary. Those measures have been included as **MM-AES-1** to ensure the reduction of safety hazards associated with lighting/glare to less than significant levels**.** Upon compliance with such conditions, the proposed project would be consistent with the Hemet-Ryan ALUCP and subsequently the goals and policies of the Land Use Element concerning the Hemet-Ryan Airport.

With implementation of mitigation measure **MM-AES-1**, the proposed project would not conflict with the Land Use Element and **no impact** would occur.

Community Design Element

The Community Design Element encompasses many components, including the functional aspects of buildings and spaces; landscaping, safety and accessibility; and elements of a more subjective nature. The primary objective of community design is to achieve beautiful, safe, and successful neighborhoods and business districts. Desired design elements are required of homeowners, business owners, architects, and developers to achieve superior quality and design within both new construction and additions to existing buildings in Hemet. Additionally, the City has adopted a series of design guidelines that deal with a variety of land use types and projects, including those pertaining to locally designated scenic corridors which apply to the proposed project.

Stetson Avenue and Sanderson Avenue, which border the project site to the north and west respectively, are both designated Scenic Corridors in the Community Design Element of the City's General Plan. These locally designated Scenic Corridors provide views of the mountains in the distance both east and west along Stetson Avenue and north and south along Sanderson Avenue. As such, the City's General Plan contains landscaping requirements to maintain the scenic quality of these corridors.

The proposed project would be required to comply with the landscaping requirements contained in the City's General Plan and Scenic Highway Setback Manual to maintain these designated Scenic Corridors (City of Hemet 2012). A 25-foot-wide landscape setback is required for Sanderson Avenue, and the proposed project would provide this required landscape setback as shown on Figure 3-3, Site Plan, in Chapter 3. A 15-foot setback would be provided along Stetson Avenue. A meandering sidewalk along Sanderson Avenue would also be provided consistent with the sidewalk on the western side and the City of Hemet Scenic Highway Setback Manual (City of Hemet 1990; Figure 3-5, Landscape Plan). The Scenic Highway Setback Manual also contains specifications for the landscape palette, wall design, signage, and pavement required for the setback area (City of Hemet 1990). The proposed project has been designed based on these requirements and all landscaping and installations would comply with the City's Municipal Code and Landscape Design Guidelines.

Various large trees exist on the project site and adjacent to Stetson Avenue. However, the proposed project would be required to comply with City Municipal Code, Chapter 66, Article IV – Care and Maintenance of Street Trees. If trees on site would need to be removed, removal of street trees is permitted through compliance with Section 66-95 of the Municipal Code, which outlines the appropriate process for inspection, maintenance, and removal of street trees. The proposed project would incorporate new landscaping as required by the Scenic Highway Setback Manual and City's General Plan. Trees would be planted along Sanderson Avenue and throughout the project site, in compliance with the City's Municipal Code and Landscape Design Guidelines.

The Community Design Element Section 3.6.4, Creating Walkable Communities, states the City is to strive to include "[s]treets and trails that are speed-controlled, well-linked, and designed to encourage fewer and shorter vehicle trips", which is addressed in Section 4.9, Transportation. The project is not proposing any new streets, would not modify the speeds on roadways, and would not unlink any public roadways. As discussed on EIR page 4.9-6, the project would enhance walkability by providing a meandering sidewalk connection. In addition, the location of the proposed commercial uses on an urban infill site adjacent to other existing commercial, industrial and residential uses would promote access to the site via pass-by trips as detailed in Appendix K.

Furthermore, development of the proposed gas station, drive-thru restaurant, and car wash would comply with the City's established Commercial Design Guidelines (City Council Resolution 3744) and would be consistent with the bulk and scale of the existing development in the vicinity, and specifically the commercial uses west of the project site across Sanderson Avenue. The proposed project would feature similar setbacks as required by the Scenic Highway Setback Manual and would be smaller than the height of existing development to the west. Buildings would be setback 55 feet from Stetson Avenue right-of-way and a minimum of 54 feet from Sanderson Avenue right-of-way. In addition, the proposed structures would be up to 26 feet tall, which would be well below the 60-foot height limit. The proposed Floor to Area (FAR) ratio would be less than the 0.60 limit. Thus, the proposed project would not conflict with the Community Design Element and **no impact** would occur.

Circulation Element

The Circulation Element establishes standards for the movement, people, goods, and services throughout the planning area and proposes concepts, strategies, and implementation measures necessary to support development of the land uses described in the Land Use Element. This element also focuses on new and innovative transportation concepts that balance the need for both efficiency and cost effectiveness in the development of local and regional circulation systems. The Circulation Element describes how Hemet residents and local employees move through the planning area and beyond using automobiles, public transit, bicycles, and pedestrian facilities.

As discussed in Section 4.8.2, the Circulation Element establishes standards for the mobility throughout the City with regard to automobiles, public transit, bicycles, and pedestrian facilities. This element also includes methods for measuring traffic flow and describes roadway Level of Service (LOS) classifications to assess roadway capacity throughout the City. While the Circulation Element includes goals and policies related to LOS, LOS impacts are not considered environmental impacts under CEQA. As detailed in Section 4.9, Transportation, the project would be consistent with the Circulation Element overall goals and policies related to environmental issues. Refer to Section 4.9 regarding consistency with the Circulation Element policies and goals.

According to Appendix K, Traffic Impact Analysis, and Section 4.9, the proposed project traffic would add to the deficiency of storage length along westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection under Cumulative plus Project conditions, resulting in a potentially significant impact. However, implementation of mitigation measure **MM-TRA-1** would require the proposed project to re-stripe the westbound left-turn lane to accommodate additional vehicle storage. The existing turn lane along Stetson Avenue can be re-striped to extend the westbound left-turn lane to approximately 175 feet to provide adequate storage under the Cumulative Year plus Project conditions. Implementation of **MM-TRA-1** would ensure that transportation impacts would be less than significant and the proposed project would not conflict with the Circulation Element of the City's General Plan with regard to roadway capacity.

Additionally, the Circulation Element promotes maximizing overall efficiency of the roadway system by exploring ways to reduce the demand for vehicular transportation through provision and maintenance of bike and pedestrian routes compared to addition of vehicular turn lanes to improve traffic flow (Appendix K). As discussed above under the analysis for the Community Design Element, the proposed project would include adequate setbacks and landscaping along Stetson Avenue and Sanderson Avenue in accordance with the Scenic Highway Setback Manual. A meandering sidewalk along Sanderson Avenue would also be provided consistent with the sidewalk on the western side and the City of Hemet Scenic Highway Setback Manual (City of Hemet 1990; Figure 3-5). The proposed project would not conflict with the Circulation Element and **no impact** would occur.

Community Services and Infrastructure Element

The Community Services and Infrastructure Element addresses the support systems and resources that provide both the utility infrastructure and the public services that are available within the City. This element is an optional element under California planning law. It has been included in the City's General Plan to demonstrate the importance the City places on providing adequate services to its residents, businesses, and visitors and on complying with Measure C, a ballot measure adopted by Hemet residents in 1988 that established minimum service standards for circulation, drainage, water storage and distribution, park and recreation facilities, police and fire services, and sanitary sewer services. This element also addresses evolving technological and environmental issues as well as the increasingly diverse needs of the City's residents and businesses.

Impacts to public utilities are discussed in Section 5.9, Utilities and Service Systems. As discussed therein, the proposed project would result in less than significant impacts to water and wastewater treatment facilities, stormwater drainage facilities, electric power and natural gas facilities, and telecommunications facilities. Additionally, the proposed project would 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. The proposed project would comply with regulations related to solid waste and impacts related to solid waste would be less than significant.

Furthermore, as discussed in Section 5.7, Public Services, the project would not result in additional population in the area and would not increase demand for school services. As such, impacts to educational facilities would be less than significant. Other public services including fire protection services, police services, and parks and recreational facilities are discussed under the consistency analyses for the General Plan Public Safety Element and Recreation and Trails Element below. Therefore, the proposed project would not conflict with the Community Services and Infrastructure Element and **no impact** would occur.

Public Safety Element

The Public Safety Element addresses two types of hazards: Public Safety and Noise. Both are required General Plan elements under California state law. The Public Safety element describes potential natural and human-made hazards, outlines measures to reduce the risk of hazards, identifies the resources available to respond when an incident occurs, and establishes proactive goals and policies to ensure the community's safety. The public safety section of this element includes geologic hazards, non-seismic ground failure, flooding, hazards related to transportation (ground and air), hazardous waste, fire prevention and response, crime prevention and law enforcement, and critical facilities and emergency preparedness. The noise section of the Public Safety element recognizes the adverse health effects associated with excessive noise, identifies the sources of noise in the community, and establishes goals and policies to address existing and future noise conditions. The noise section includes major noise sources, existing and projected levels of noise and noise contours for major noise sources, and land use compatibility designations to protect residences and other sensitive receptors from excess noise.

Public safety hazards pertaining to the proposed project include geologic hazards, flood hazards, transportation-related hazards, hazardous waste, fire prevention and response, crime prevention and law enforcement, and emergency preparedness. These topics and potential environmental impacts have been discussed and analyzed in Sections 4.5, Geology and Soils; 4.7; 4.9; and 5.7. Goals and policies of the Public Safety Element addressing public safety hazards aim to reduce potential risks and dangers to people and property associated with the various public safety hazards listed above. Additionally, goals and policies seek to improve fire and police protection services with regard to response times, emergency access, and development impacts. As discussed in Section 4.5, the proposed project would result in less than significant impacts with regard to all geologic hazards including earthquake

hazards, seismic ground shaking, seismic-related ground failure including liquefaction, landslides, soil erosion or loss of topsoil, being located on expansive soil, and being located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As such, implementation of the proposed project would not conflict with the goals and policies of the Public Safety Element pertaining to geologic hazards.

As discussed in Section 4.7, the proposed project would result in less than significant impacts with regard to hazardous materials and hazardous waste. Moreover, the proposed project was determined to result in a less than significant impact with regard to the storage, use, and transport of hazardous materials including gasoline, diesel fuel, common cleaning chemicals, pesticides, and fertilizers. Hazardous materials are highly regulated in California, including the methods in which they are transported, used, and stored. As such, adherence to all applicable regulations pertaining to the construction and operation of a gas station with underground fuel storage tanks would ensure that the proposed project would not create a significant hazard to the public or the environment due to hazardous materials.

The Public Safety Element also addresses public safety hazards resulting from potential dangers associated with the Hemet-Ryan Airport. As discussed in Section 4.7, and under the analysis for the Land Use Element above, **MM-AES-1** to reduce light/glare safety hazards to less than significant levels. As such, implementation of these mitigation measures would ensure that the proposed project would not interfere or conflict with the goals and policies of the Public Safety Element related to airport hazards.

As discussed in Section 5.7, memos were drafted to both the Hemet Police Department (HPD) and Hemet Fire Department (HFD) to soliciting information in regards to the potential for the proposed project to result in the need for new or expanded police or fire protections service facilities. Both the HPD and HFD responded to information requests. Implementation of the proposed project would not substantially impact police or fire protection services requiring the provision of new or expanded facilities. However, the project would be required to provide payment of commercial Development Impact Fees (DIFs), including the Fire Suppression Facilities DIF and the Law Enforcement Facilities DIF (**CM-SRV-1**). Therefore, the proposed project would not result in substantial adverse physical impacts to the environment associated with the provision of new or expanded facilities.

As discussed in Section 4.9, the proposed project would not result in inadequate emergency access or substantially increase hazards due to a geometric design feature. The project would implement **MM-TRA-1**, which would reduce the queuing analysis impact (**Impact TRA-1**) to a less than significant level. Furthermore, as discussed in Section 5.10, Wildfire, adequate access to the project site for emergency vehicles would be provided from both Sanderson Avenue and Stetson Avenue. The proposed project would not alter the existing circulation pattern in the project area and emergency access and evacuation routes would be unaffected by the proposed project. Additionally, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and no impacts due to wildfire hazards would occur.

With regard to noise hazards also included within the scope of the Public Safety Element, noise hazards are characterized by changes in the existing noise conditions or incompatible land uses which may result in significant noise impacts from stationary and mobile noise sources. Goals and policies of the Public Safety Element addressing noise hazards aim to manage noise levels through land use planning, minimize noise conflicts from transportation sources, and minimize noise conflicts with stationary noise generators. Noise impacts are discussed in Section 4.8. As discussed therein, the proposed project would not result in substantial temporary or permanent increases in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan or Noise Ordinance including due to construction traffic or equipment noise and operational stationary source or off-site roadway traffic noise. Additionally, the proposed project is not located within a future noise impact area of the

Hemet-Ryan Airport and therefore would not expose people residing or working in the project area to excessive noise levels from the Hemet-Ryan Airport.

As discussed throughout this analysis for consistency with the Public Safety Element of the City's General Plan, the proposed project would result in less than significant impacts with regard to all public safety and noise hazard issues pertaining to the proposed project including geologic hazards, flood hazards, transportation-related hazards, hazardous waste, fire prevention and response, crime prevention and law enforcement, and emergency preparedness. Mitigation has also been incorporated to reduce safety hazards associated with proximity to the Hemet-Ryan Airport as discussed above. Therefore, the proposed project would not conflict with the Public Safety Element and **no impact** would occur.

Open Space and Conservation Element

The Open Space and Conservation Element identifies the natural, open space, and environmental resources located within the City and Planning Area, addresses the issues and opportunities that enable a balance between resource conservation and long-term residential and economic growth, establishes goals and policies that allow the City to be an active participant in the determination of the City and Planning Area's environmental future, and responds to legislation concerning climate change and the reduction of greenhouse gases (GHGs), which promotes the City's core value of becoming a sustainable community. These topics and potential environmental impacts have been discussed and analyzed in Sections 4.2, 4.3, and 4.6 and Chapter 5, ENFTBS.

Potential impacts to scenic vistas are discussed in Section 4.1, Aesthetics. As discussed therein and above under the analysis for the Community Design Element, both Stetson Avenue and Sanderson Avenue are locally designated scenic corridors as they provide views of the mountains in the distance both east and west along Stetson Avenue and north and south along Sanderson Avenue. The proposed project would comply with the landscaping and setback requirements of the Community Design Element and the City's Scenic Highway Setback Manual to maintain the scenic quality of these corridors. As such, through compliance with the City's requirements for Scenic Corridors and Commercial Design Guidelines, the proposed project would not have a substantial adverse impact on a scenic vista.

Potential impacts to vegetative communities and wildlife species are discussed in Section 4.3. As discussed therein, the proposed project would result in potentially significant impacts to burrowing owl and nesting birds. However, the proposed project would implement mitigation measures **MM-BIO-1** and **MM-BIO-2** to reduce potentially significant impacts to burrowing owl and nesting birds to less than significant levels by requiring pre-construction surveys for burrowing owl and active nests, respectively. Subsequent measures would also be implemented as described in these mitigation measures if burrowing owl or active nests are identified during pre-construction surveys. The proposed project would also pay the MSHCP Development Mitigation Fee and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) Development Mitigation Fee. As such, impacts to vegetative communities and wildlife species would be less than significant.

Potential impacts to water resources are discussed in Section 5.3, Hydrology and Water Quality. As discussed therein, the proposed project would result in less than significant impacts with regard to water usage. Additionally, proposed project design and compliance with the WQMP and existing federal, state, and local water quality laws and regulations related to water quality standards would ensure impacts with regard to water quality standards, discharge requirements, and degradation of surface water or groundwater quality would be less than significant.

Potential impacts due to energy usage are discussed in Section 5.2, Energy. As discussed therein, the proposed project would result in less than significant impacts with regard to electricity, natural gas, and petroleum usage

during both construction and operation. Additionally, the proposed project would not conflict with existing energy standards and regulations. Impacts due to energy usage would be less than significant.

The Open Space and Conservation Element of the City's General Plan, and specifically Policy OS-7.9 which states, "Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations" (City of Hemet 2012). Potential air quality impacts are discussed in Section 4.2 and Appendix C. As discussed therein, the project would be consistent with the South Coast Air Quality Management District (SCAQMD) significance thresholds for all criteria pollutants. Thus, the project would not conflict with the City's General Plan Open Space and Conservation Element.

As discussed in Section 4.2, project construction Toxic Air Contaminant (TAC) health risk impacts would also be potentially significant. However, implementation of **MM-AQ-2** would reduce construction-generated TAC health risks to levels below SCAQMD thresholds. Impacts would be less than significant with mitigation incorporated. Additionally, all other air quality impacts were determined to be less than significant and no other conflicts or obstructions with the General Plan would occur with regard to air quality.

Potential GHG emissions impacts are discussed in Section 4.6 and Appendix C. As discussed therein, both construction and operational emissions generated by the proposed project would not result in a significant impact on the environment. Furthermore, the project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emission of GHGs, including the relevant General Plan Open Space and Conservation Element goals and policies (see Table 21 of Appendix C).

As discussed throughout this analysis for consistency with the Open Space and Conservation Element, the proposed project would not conflict with the goals and policies of this element pertaining to scenic vistas, vegetative communities, wildlife species, water resources, energy usage, and GHG emissions. Mitigation has also been incorporated to reduce air quality impacts associated with TAC emissions to less than significant. No conflict with the Open Space and Conservation Element would occur and **no impact** would occur.

Recreation and Trails Element

The purpose of the Recreation and Trails Element is to describe the current parks and recreational resources available in the City and Planning Area, acknowledge deficiencies in the provision of these resources, establish goals and objectives to enhance the public's ability to access and enjoy these resources, and present an implementation strategy to meet the element's goals and objectives. The proposed project is an infill commercial use that would not induce substantial population growth in the City. As such, the proposed project would not be required to provide parks or recreational facilities due to population inducement. Additionally, the project does not include recreational facilities or trails and there are no recreational facilities or trails located on the project site that would be displaced as a result of the proposed project. Therefore, the proposed project would not conflict with the Recreation and Trails Element and **no impact** would occur.

Historic Resources Element

The purpose of the Historic Resources Element is to acknowledge Hemet's proud and unique history; to describe historical resources in the Planning Area; to establish goals and objectives for preserving historic resources and promoting an appreciation of Hemet's history; and to present an implementation strategy to meet the Element's goals and objectives. This element complements the City's other planning activities by requiring that subsequent ordinances, zoning, specific plans, subdivision regulations, and redevelopment and building codes are consistent

with its provisions. These topics and potential environmental impacts have been discussed and analyzed in Sections 4.4, Cultural Resources; 4.5; and 4.10, Tribal Cultural Resources, and Chapter 5, ENFTBS.

Potential impacts to historical resources are discussed in Section 4.4. As discussed therein, the existing buildings on the project site are not designated historic resources pursuant to CEQA Guidelines Section 15064.5. In addition, the project would not involve demolition or removal of those structures. Impacts to historical resources would be less than significant and no conflict would occur.

Potential impacts to paleontological resources are discussed in Section 4.5. As discussed therein, the proposed project would result in a potentially significant impacts to unique paleontological resources or sites if unexpected intact paleontological resources are unearthed during ground-disturbing activities. However, this impact would be reduced to less than significant with implementation of **MM-GEO-1**, which would require a qualified paleontologist to be retained to attend project pre-construction meeting and discuss proposed grading plans with the project contractor(s). Subsequently, if the qualified paleontologist determines that proposed grading/excavation activities would likely affect previously undisturbed areas of Pleistocene-age alluvial deposits as a result of cuts into native soils, then monitoring shall be conducted as outlined in this mitigation measure. Therefore, impacts to paleontological resources would be less than significant and no conflict would occur.

Potential impacts to archaeological resources are discussed in Section 4.4. Potential impacts to tribal cultural resources are discussed in Section 4.10. As discussed therein, the project would result in a significant impact due to the potential for grading to impact subsurface unknown cultural and tribal cultural resources.

As discussed throughout this analysis for consistency with the Historic Resources Element, the proposed project would not conflict with the goals and policies of this element pertaining to historical resources, paleontological resources, archaeological resources, and tribal cultural resources. As such, the proposed project would not conflict with the Historic Resources Element and **no impact** would occur.

Art and Culture Element

The purpose of the Art and Culture Element is to describe the current art and cultural resources available in the City of Hemet and the Planning Area, acknowledge issues and opportunities in the planning, presentation, and promotion of these resources, and establish goals, policies, and implementation measures that realize the full aesthetic potential and economic benefit of the art and culture sector of the community. The cultural resources discussed in this element pertain to cultural centers and facilities, such as museums and public art, rather than archeological and historic resources pursuant to CEQA Guidelines Section 15064.5. Additionally, archeological and historic resources are discussed above under the analysis for the Historic Resources Element. The proposed project would not conflict with the Art and Culture Element and **no impact** would occur.

Housing Element

The purpose of the Housing Element is to assist the City in balanced growth to provide quality services to meet the long-term needs of the community. Residential growth in the City is approached in a manner that respects the City's scenic, cultural, and historic heritage, while meeting the housing, recreation, and employment needs of its residents and businesses. The Housing Element supports the City's commitment to provide a diverse and sustainable community that increases housing choice for all current and future residents. This element outlines the City's approach to achieving this vision by matching housing supply with current and projected needs, facilitating and promoting a fair and balanced distribution of housing choices throughout the City, facilitating and promoting a fair

and balanced distribution of housing choices throughout the City, removing or mitigating governmental and other constraints to housing investment, and promoting fair and equal housing opportunities. Policies and programs in this element work to ensure that as the City grows, new development will maintain or enhance the levels of public services and facilities enjoyed by current residents. These goals, policies, and implementation programs generally relate to the provisions of new and improved housing throughout the City. The proposed project does not include any housing or residential uses. Further, the proposed project is a commercial use on an infill site, consistent with the existing zoning and General Plan land use designation and would not conflict with the Housing Element goals and policies for the provision of new housing sites. Although employees would be hired to operate the new commercial uses on site, it is reasonably assumed that such jobs would be filled by people who currently reside in the City and would not require the relocation of individuals, inducing substantial unplanned population growth in the area. Finally, the project would not displace people or housing or physically divide an established community. Therefore, the proposed project would not conflict with the Housing Element and **no impact** would occur.

City of Hemet Climate Action Plan

The City of Hemet is a participant in the Western Riverside Council of Government's (WRCOG's) Climate Action Plan (CAP) and adopted the WRCOG subregional CAP on September 11, 2018. As such, the City of Hemet has chosen to adopt the WRCOG CAP as the Helmet CAP incorporating as appendices the Western Riverside Energy Leader Partnership (WRELP) Community Energy Action Plan and the Municipal Energy Action Plan for the City of Hemet. One of the major benefits of a qualified CAP is that the development projects within the City would not require additional GHG emissions analysis and mitigation under CEQA if they are consistent with the CAP.

The CAP recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents a number of strategies that will make it possible for the City to meet the recommended targets. The City uses WRCOG's subregion emissions reduction target of 15% below 2010 levels by 2020. Based on guidance from CARB and the Governor's Office of Planning and Research, this reduction target level is consistent with AB 32 and serves as a basis for projects to be consistent with meeting statewide reduction targets. The following CAP emission reduction measures potentially apply to the proposed project:

R2-E2: New Commercial Energy Efficiency. Increase energy efficiency in new commercial developments an average of 10% beyond Title 24 Standards (2013 Title 24 Standard per WRCOG CAP).

R2-E4: Commercial Renewable Energy. Derive 10% of electricity use in new commercial developments from renewable energy and install an average of 5 kilowatt (kW) of solar photovoltaic cells per 10,000 square feet of building space.

R2-W2: Water Conservation Strategies. Reduce water consumption in new developments by 20% through low flush toilets, landscape ordinance, incentive programs, on-site stormwater capture, and other similar programs.

The City's CAP cannot be relied on for the analysis because the project buildout would occur post-2020; thus, consistency with the City's CAP is included for informational purposes. Table 20 of Appendix C describes the project's consistency with those measures for informational purposes. As demonstrated therein, the project is shown to be consistent with the strategies in the CAP.

City of Hemet Scenic Highway Setback Manual

The City's Scenic Highway Setback Manual was adopted in August 1990. The purpose of the Scenic Highway Setback Manual is to provide a specific set of guidelines for landscape improvements for the Scenic Highway

Setback Area. The Scenic Highway Setback Manual also contains specifications for the landscape palette, wall design, signage, and pavement required for the setback area. Stetson Avenue and Sanderson Avenue, which border the project site to the north and west respectively, are both designated Scenic Corridors and would be required to comply with the landscaping guidelines in the Scenic Highway Setback Manual as well as the City's General Plan and Landscape Design Guidelines.

As discussed in the City of Hemet 2030 General Plan consistency analysis above and Section 4.1, the project would comply with the City of Hemet Scenic Highway Setback Manual. Furthermore, prior to the issuance of building permits, a preliminary development plan for the setback areas along Stetson Avenue and Sanderson Avenue would be required to be filed with the Planning Department. The plan would include the requirements of the Scenic Highway Setback Manual Standards and would require review by the City Staff Review Board prior to any work commencing. After approval by the City Staff Review Board, a final plan would be submitted to the City Engineer for review to ensure conformance with the plan approved by the City Staff Review Board, the criteria of the Scenic Highway Setback Manual, and all the City Codes (City of Hemet 1990). Approval by the City Engineer would also ensure the proposed project would not conflict with the requirements of the Scenic Highway Setback Manual or City's General Plan. Overall, the project would be consistent with the Scenic Highway Setback Manual, and **no impact** would occur.

City of Hemet Zoning Code

The City of Hemet zoning code serves as the primary implementation tool of the General Plan. Whereas the General Plan is a policy document and sets forth direction for development decisions, the zoning code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The zoning code regulates development intensity using a variety of methods, such as setting limits on building setbacks and building heights, and is amended over time. The code specifically outlines regulations for the use of signs and the provision of parking and also ~~indicates~~ states which land uses are permitted in the various zone districts. The project site is zoned as Limited Manufacturing (M-1).

The proposed project would retain the Limited Manufacturing (M-1) zoning. The M-1 zoning allows for industries that can operate in close proximity to commercial and residential uses with minimum adverse effects. The proposed project components including the gas station, convenience store, car wash, and drive-thru fast-food restaurant are all permitted uses under the M-1 zoning with the CUP. The gasoline station, car wash and the drive-thru fast-food restaurant are conditionally permitted uses. Additionally, the sale of alcohol at the proposed convenience store requires a Conditional Use Permit.

The zoning code contains site development requirements for manufacturing zones including but not limited to height limitations, exterior lighting, walls, fencing, screening, landscaping, signage, and setbacks. The proposed project has been designed in compliance with the site development requirements of the zoning code for manufacturing zones.

The zoning code also contains performance standards for manufacturing zones related to operational noise; storage and handling of hazardous materials; operational air contaminants or odors; radioactivity and electrical disturbances; operational dust, heat, or glare; operational vibration, and wastewater discharge. The proposed project would comply with the performance standards of the zoning code for manufacturing zones. As discussed throughout this EIR, the proposed project would not result in significant unmitigated impacts related to operational noise; the storage, use, and handling of hazardous materials; operational dust, heat, or glare; or wastewater discharge. Additionally, the proposed project would not include radioactive materials or result in electrical disturbances. With regard to zoning code performance standards for air quality, Sec. 90-1048 states, "No use shall

emit any air contaminant except in compliance with the rules and regulations of the south coast air management district and local regulations." The project would be in compliance with the SCAQMD thresholds and AQMP, as detailed in Section 4.2. Therefore, the proposed project would not conflict with the air quality performance standards of the City's zoning code. Overall, the project would be consistent with the zoning code and **no impact** would occur.

5.4.4 Cumulative

Compliance with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects are determined on a project-by-project basis. While land use impacts tend to be localized in nature, and specific impacts are tied either directly or indirectly to the specific action, the proposed project may have the potential to work in concert with other past, present, or future projects to cause unintended land use impacts (e.g., reducing available open space or accommodating increased growth that may result in more intensive land uses). However, no cumulative impacts would occur with regard to conflicts with applicable plans, policies, and regulations if the project is determined to be in compliance. Therefore, the proposed project would result in **no cumulative impact** with regard to the plans, policies, and regulations.

5.5 Mineral Resources

As discussed in Appendix A, no impacts would occur to mineral resources. The project site and most of the City are designated as Mineral Resource Zone (MRZ) MRZ-3. MRZ-3 includes areas where geologic evidence indicates that mineral deposits exist or likely exist, but the significance of these deposits has not been determined. However, the City does not consider these areas to contain deposits of significant economic value, based on available data (Riverside County 2015). However, the project site contains existing development and is located in an urban setting surrounded by existing residential and commercial uses. The size of the proposed development area would also limit potential for mineral extraction. Additionally, the site is not designated for mineral resource land uses and is not delineated within the City's General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site. Therefore, implementation of the proposed project would result in **no impacts**, either directly or indirectly, to mineral resources. Moreover, because the proposed project would not result in the loss of mineral resources and cumulative projects would also be developed within areas designated as MRZ-3, **no cumulative impacts** to mineral resources would occur.

5.6 Population and Housing

As discussed in Appendix A, the proposed project would have less than significant impacts with regard to population and housing. The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast-food restaurant, and gas station, which is consistent with the allowed uses in the City's General Plan and Zoning Ordinance. Although employees would be hired to operate the new uses on site, it is reasonably assumed that such jobs would be filled by people who currently reside in the City and would not require the relocation of individuals, inducing substantial unplanned population growth in the area. Additionally, the proposed project would rely on the existing street network and public utilities and would not result in the extension of roads or other infrastructure which could lead to indirect population growth. Overall, the proposed project would not directly or indirectly induce substantial planned or unplanned population growth and impacts would be **less than significant**.

In addition, the project site currently contains McCrometer and some vacant and undeveloped land. There are no people or housing on the project site which the proposed project could displace. Therefore, the implementation of the proposed project would result in **no impacts** with regard to the displacement of existing people or housing.

Cumulative projects could combine to create substantial population growth in the City, and especially new residential developments. However, the proposed project would not introduce new uses on the project site which would directly contribute to substantial unplanned population growth on the project site or develop new infrastructure, such as roads and utilities, indirectly contributing to substantial unplanned population growth in the City. Therefore, the proposed project, in combination with cumulative projects, **would not create a cumulatively considerable impact**.

5.7 Public Services

5.7.1 Police

The proposed project would increase the intensity on the project site, which would increase the demand for police service. Dudek contacted the City of Hemet Police Department (HPD) on June 4, 2020 requesting service information to determine if the increase in demand for police service would result in a need for new or physically altered police facilities which could have adverse physical impacts on the environment. HPD responded to information requests on June 11, 2020. The proposed project would be served by the police station located at 450 E. Lathram Street, located approximately 2.5 miles northeast of the project site. HPD currently has 105 full-time employees, including 73 sworn officers. The average response time in the City is under five minutes with goals of a seven minute average response time for urban areas and a nine minute average for rural areas. According to the HPD, implementation of the proposed project would not reduce the City's ability to meet the average response time of under seven minutes (Pust, pers. comm. 2020). The HPD does not currently have plans for new or expanded police facilities. The proposed project would not impact HPD's ability to meet service goals, requiring the development of new or expanded facilities. None-the-less, the project would be required to provide payment of commercial Development Impact Fees (DIFs), including the Law Enforcement Facilities DIF (**CM-SRV-1**). As such, impacts would be **less than significant**.

5.7.2 Fire

The proposed project would increase the intensity on the project site, which would increase the demand for fire service. Dudek contacted the City of Hemet Fire Department on June 4, 2020 requesting service information to determine if the increase in demand for fire service would result in a need for new or physically altered police facilities which could have adverse physical impacts on the environment. HFD responded to information requests on June 17, 2020. The proposed project would be primarily served by Fire Station 4, located approximately 0.5 miles west, at 1035 South Cawston Avenue, for fire and emergency medical services (EMS). Fire Station 2, located approximately 1.5 miles east, at 895 West Stetson Avenue, is the secondary unit to respond for both Fire and EMS emergency services. HFD maintains the following response time goals:

- First unit travel time (time from initiation of response until arrival of the first unit on scene (at the incident)), Performance Goal within 4 minutes, 90% of the time.
- Fire and special operations incidents, Performance Goal within 5 minutes, 20 seconds, 90% of the time
- Emergency Medical Incidents, Performance Goal within 5 minutes, 90% of the time
- Other emergency incidents, Performance Goal within 5 minutes, 90% of the time

According to information requests, the HFD does not currently meet these goals for any priority call type. Typically, average response times trend at 7 minutes, 41 seconds, 90% of the time. However, according to information requests, HFD maintains adequate operational staffing to maintain appropriate emergency response needs (Brown, pers. comm. 2020). The HFD is also currently working towards implementing Emergency Medical dispatch to allow the Fire Department to send the right units as identified, other similar operational efforts are underway to align the appropriate number of resources to mitigate the emergency. Additionally, a new facility is planned for the area of State and Domenigoni Parkway and would house an additional Engine Company, Rapid Emergency Response vehicle type (Brown, pers. comm. 2020). Finally, based on review of the proposed project, HFD anticipates no additional fire facility needs in order to serve the proposed project (Brown, pers. comm. 2020). None-the-less, the project would be required to provide payment of commercial Development Impact Fees (DIFs), including the Fire Suppression Facilities DIF (**CM-SRV-1**). Therefore, implementation of the proposed project would not require new or expanded HFD facilities, resulting in adverse physical impacts on the environment. Impacts would be **less than significant.**

5.7.3 Schools

The proposed project would involve the construction and operation of a convenience store, drive-thru fast-food restaurant, and gas station. Although employees hired to operate the proposed project could have school aged children, it is reasonably assumed that such jobs would be filled by people who currently reside in the City and would not require the relocation of individuals to the City resulting in increased demand for schools. As the project would not result in additional population in the area and would not increase demand for school services, **no impact** to schools would occur.

5.7.4 Parks

The proposed project would involve the construction and operation of commercial uses, and would not result in population growth that could in increase demand for parks. Therefore, **no impact** to parks would occur.

5.7.5 Other Public Facilities

The proposed project would involve the construction and operation of commercial uses, and would not result in population growth that could increase demand for other public facilities such as libraries. Therefore, impacts would be **less than significant**.

5.7.6 Cumulative

The proposed project involves development of a partially undeveloped project site. More specifically, the project would involve construction of a gas station, convenience store, car wash, and drive-thru fast-food restaurant. The project would also relocate the McCrometer parking lot to the eastern portion of the project site. Although the proposed project would not induce substantial unplanned population growth as discussed in Section 5.6, Population and Housing, implementation of the proposed project could increase demand for fire and police protection services.

The proposed project would be subject to the payment of developer fees for fire and police protection services (**CM-SRV-1**), which would be used exclusively for future public facility improvements necessary to ensure that the

development contributes its fair share of the cost of facilities and equipment determined to be necessary to adequately accommodate new development in the City. The fee amount is determined through evaluation of the need for new public service facilities as it relates to the level of service demanded by new development, which varies in proportion to specific land uses.

Cumulative projects would also be required to contribute a fair share contribution of the cost of facilities and equipment determined to be necessary to adequately accommodate new development in the City based on the projected demand each project would have on public services and facilities (e.g., housing developments would have a greater impact on public services and facilities than a hospital). Therefore, since each project would be required to contribute developer fees, or expand or construct new facilities, if determined to be necessary, impacts **would not be cumulatively considerable**.

5.8 Recreation

As discussed in Appendix A, the proposed project would result in no impact with regard to recreation. The proposed project would involve the construction and operation of commercial uses, and would not result in population growth that could increase use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated. While the proposed project would result in employment generation, employment would be minimal and it is reasonably assumed that such jobs would be filled by people who currently reside in the City and would not require the relocation of individuals to the City. Additionally, the proposed project does not include recreational facilities and would not require the construction or expansion of recreational facilities as development of the proposed commercial uses would not result in population growth that could have an adverse physical effect on the environment. Therefore, implementation of the proposed project would result in **no impact** to parks and recreational facilities.

Cumulative projects would be required to provide adequate park space or contribute to a fair share contribution of the cost of facilities based on standards such as the minimum parkland-to-population ratio developed by the City. Impacts associated with the construction and operation of potential new recreational facilities would be analyzed within each cumulative project's CEQA review. As such, since the proposed project would result in no impacts to parks and recreational facilities, and each cumulative project would be required to contribute to developer fees, or expand or construct new facilities, if determined to be necessary, impacts **would not be cumulatively considerable**.

5.9 Utilities and Service Systems

5.9.1 Water Treatment Facilities

The Eastern Municipal Water District (EMWD) provides water to the City of Hemet, including the project site. In accordance with Urban Water Management Planning Act, the EMWD has prepared an Urban Water Management Plan to address water supply and facilities within its service area. Based on the 2015 Urban Water Management Plan, EMWD has four sources of water supply: imported water from MWD, local groundwater, desalinated groundwater, and recycled water (EMWD 2016a). Potable imported water is treated and delivered to EMWD directly from MWD's two large filtration plants, the Mills Water Treatment Plant (WTP) and the Skinner WTP. The Mills WTP has a treatment capacity of 220 million gallons (Mgal) per day and the Skinner WTP has a treatment capacity of 350 Mgal per day (MWD 2020a, 2020b). EMWD owns and operates two microfiltration plants, the Perris Water Filtration Plant (WFP) and Hemet WFP, which filter raw imported water delivered through MWD, removing particulate

contaminants to achieve potable water standards. The Perris WFP has a capacity of 24 Mgal per day and the Hemet WFP has a capacity of 12 Mgal per day (EMWD 2016b). EMWD also produces potable and brackish groundwater from the San Jacinto Groundwater Basin that underlies the EMWD service area. In addition to the potable system, EMWD maintains a regional recycled water system that provides tertiary-treated recycled water to customers for agricultural, landscape irrigation, environmental, and industrial use (EMWD 2016a).

The proposed project would create additional demand for water and would connect to the existing water lines in the roadways adjacent to the project site. Based on CalEEMod estimations for water usage (Appendix C), the proposed project would result in a water demand of approximately 22 Mgal per year or approximately 60,274 gallons per day. On-site water facilities improvements would occur. An existing 18-inch water line is located within both Sanderson and Stetson Avenues. Water line laterals would be extended to the site within the existing road right-of-way. The project would be consistent with the land use designation and zoning, and therefore was included in local water treatment planning efforts that utilize land use plan and zoning information as assumption in determining the water treatment needs of the City. The proposed car wash would also include water recycling consistent with the California Water Code (**CM-SRV-2**), which would reduce water usage. The project would also be required to pay the Water Holding and Distribution DIF (**CM-SVR-1**), which is intended to address any water treatment service demand generated by new development. EMWD's water treatment facilities would have sufficient capacity to serve the proposed project. Therefore, the proposed project would not require the relocation or construction of new or expanded water facilities. Impacts would be **less than significant**.

5.9.2 Wastewater Treatment Facilities

Wastewater would be conveyed to existing sewer lines located on Sanderson Avenue and then to the EMWD's Hemet/San Jacinto Regional Water Reclamation Facility. This 255-acre facility is located at 770 North Sanderson Avenue in the western portion of the City of San Jacinto. The plant performs primary, secondary, and tertiary treatment of wastewater, removing bacteria, viruses, and virtually all suspended solids. The facility's current capacity is 14 million gallons per day (mgd) and the ultimate planned expansion capacity is 27 mgd. The plant currently treats approximately 7 mgd (EMWD 2016c).

The proposed project would create additional demand for existing facilities; however, the wastewater would be domestic waste and treatment standards would be met as required per the current National Pollutant Discharge Elimination System permit (CAS 618033) issued by the Santa Ana Regional Water Quality Control Board to the Riverside County Flood Control and Conservation District and co-permittees which include the City of Hemet. EMWD plans for wastewater needs via the Sewer System Management Plan (EMWD 2019). The project would be consistent with the land use designation and zoning, and therefore was included in local wastewater treatment planning efforts that utilize land use plan and zoning information as assumption in determining the wastewater treatment needs of the City. The proposed car wash would also include water recycling consistent with the California Water Code (**CM-SRV-2**), which would reduce the wastewater generated by the proposed car wash. The project would also be required to pay the Sewer Connection DIF (**CM-SVR-1**), which is intended to address any wastewater treatment service demand generated by new development. Therefore, the proposed project would not require the relocation or construction of new or expanded wastewater facilities. Impacts would be **less than significant**.

5.9.3 Stormwater Drainage Facilities

Local stormwater facilities are provided by the RCFC&WCD and the City. Both the City and the RCFC&WCD are Co-Permittees in and are required to comply with, the Riverside County municipal separate storm sewer system

(MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit, and the WQMP the proposed project is required to implement structural and non-structural BMPs to retain and control runoff consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. The preliminary WQMPs (Appendices L.1 and L.2) and drainage studies (Appendices M.1 and M.2) identify the project specific BMPs that would control stormwater runoff to existing runoff rates. As discussed in Section 5.3, the project would ultimately be required to prepare a SWPPP, final project-specific Stormwater Management Plan and a final Drainage Report that demonstrates compliance with Order Number R8-2010-003, NPDES Permit Number CA18033, as amended, once final design is completed (**CM-HYD-1** and **CM-HYD-2**). Implementation of site design, source control and treatment control BMPs in conformance with the NPDES permit would control runoff rates to existing levels and ensure the incremental increase in the volume of stormwater would be managed on site. No storm drain improvements are anticipated to be required beyond connections to the existing system. It is noted that the RCFC&WCD maintains the Stetson Avenue Channel to the north, but the project does not propose any improvements or alteration to that channel. The project is located within the RCFC&WCD Salt Creek-South Hemet Area Drainage Plan and would be subject to associated fees prior to issuance of the proposed building permit, as applicable per County Ordinance No. 460 (**CM-SRV-3**; Riverside County 1996 and 2017). The preparation of site-specific hydrology studies, water management plans, and proposed project design and compliance with existing federal, state, and local water quality laws and regulations related to water quality standards (**CM-HYD-1** and **CM-HYD-2**) will ensure impacts are **less than significant**.

5.9.4 Electric Power and Natural Gas

The proposed project would increase the demand for energy and would connect to existing electric power lines and natural gas lines on the roadways adjacent to the project site. As discussed in Section 5.2, the proposed project would not result in the wasteful or inefficient use of electric power or natural gas. Therefore, the proposed project would not require the construction of new or expanded electric power or natural gas facilities. Minor relocation of electric and natural gas lines would be required on the site or in the immediately adjacent roadways, but such improvements are included as a part of the project and are addressed herein. Impacts would be **less than significant**.

5.9.5 Telecommunications Facilities

The proposed project would connect to the existing telecommunications lines on the roadways adjacent to the project site and would be served by one of the existing providers in the City. The proposed project would not require the construction of new or expanded telecommunications facilities. Minor relocation of telecommunication lines and utilities would be required on the site or in the immediately adjacent roadways, but such improvements are included as a part of the project and are addressed herein. Impacts would be **less than significant**.

5.9.6 Water Supplies

As discussed above in Section 5.9.1, Water Treatment Facilities, water is provided to the site via EMWD. An existing 18-inch water line is located within both Sanderson and Stetson Avenues. Water line laterals would be extended to the site within the existing road right-of-way. The proposed project is consistent with the General Plan designation for the site as well as the City population projections used in the EMWD Urban Water Management Plan (EMWD 2016a). Per the 2016 UWMP, demand within EMWD through 2040 will be met through a combination of local

supply development and ongoing water conservation. The proposed project would minimize water demand by installing low flow fixtures, drought-tolerant landscaping and use of a carwash system designed to capture, treat and reuse potable water (**CM-SRV-2**). No new water entitlements would be necessary to serve the proposed project.

Additionally, EMWD's average total water supply between 2010 and 2015 was 135,572 acre feet per year (EMWD 2016a). As discussed above, the proposed project would result in a water demand of approximately 22 Mgal per year (Appendix C). This amounts to approximately 67.5 acre– feet per year, or approximately 0.05% of EMWD's average total water supply between 2010 and 2015. The project would also be required to pay the Water Holding and Distribution DIF (**CM-SVR-1**), which is intended to address any water service needs generated by new development.

As the proposed project is consistent with the General Plan 2030 upon which EMWD has made their assumptions for planned water availability and with compliance with all state and local regulations, impacts to water supplies would be **less than significant**.

5.9.7 Wastewater Treatment Capacity

As described above, EMWD's Hemet/San Jacinto Regional Water Reclamation Facility's current capacity is 14 mgd and the ultimate planned expansion capacity is 27 mgd. The plant currently treats approximately 7 mgd (EMWD 2016c). The EMWD has completed wastewater treatment planning (EMWD 2016a, 2016b, 2016c, 2019) based on the existing and future buildout conditions utilizing General Plan documents. The proposed project is consistent with the City's General Plan (City of Hemet 2012) upon which EMWD has made their assumptions for planned wastewater treatment capacity needs. The proposed project would not generate enough wastewater to exceed the current capacity of the EMWD's Recycled Water System. The project would also be required to pay the Sewer Connection DIF (**CM-SVR-1**), which is intended to address any wastewater treatment service demand generated by new development. The proposed car wash would also include water recycling consistent with the California Water Code (**CM-SRV-2**), which would reduce the wastewater generated by the proposed car wash. EMWD also implements all requirements of the Regional Water Quality Control Board pertaining to water quality and wastewater discharge. Therefore, proposed project will have a **less than significant** impact.

5.9.8 Solid Waste

Solid waste services are provided to the City via CR&R Waste and Recycling Services (City of Hemet 2020). CR&R Waste and Recycling Services primarily transports solid waste to the El Sobrante Landfill, located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. Prior to reaching the landfill, waste would be taken to the CR&R Perris Transfer Station for processing. The project site is located approximately 9 miles south of the Lamb Canyon Landfill, a Riverside County regional municipal solid waste landfill. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management Inc. The El Sobrante Landfill encompasses 1,322 acres and has a total disposal capacity of approximately 209.9 million cubic yards and can receive up to 70,000 tons per week (tpw) of refuse. USA Waste must allot at least 28,000 tpw for County refuse. The landfill's permit allows a maximum of 16,054 tons per day (tpd) of waste to be accepted into the landfill, due to the limits on vehicle trips. If needed, 5,000 tpd must be reserved for County waste, leaving the maximum commitment of Non-County waste at 11,054 tpd. Per the 2018 Annual Report, the landfill had a remaining in-County disposal capacity of approximately 53.8 million tons. In 2018, the El Sobrante Landfill accepted a daily average of 11,031 tons with a period total of approximately 3,386,471 tons. The landfill is expected to reach capacity in approximately 2060 (Appendix A, see Riverside County Department of Waste Resources Letter dated April 6, 2020).

The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd of municipal solid waste (MSW) for disposal and 300 tpd for beneficial reuse. The site has an estimated total capacity of approximately 20.5 million tons. As of January 1, 2020 (beginning of day), the landfill had a total remaining disposal capacity of approximately 5.1 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2022. From January 2019 to December 2019, the Badlands Landfill accepted a daily average of 2,878 tons with a period total of approximately 886,388 tons. Landfill expansion potential exists at the Badlands Landfill site (Appendix A, see Riverside County Department of Waste Resources Letter dated April 6, 2020).

The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of SR-74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 703.4 acres encompass the current landfill permit area. Of the 703.4-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tpd of MSW for disposal and 500 tpd for beneficial reuse. The site has an estimated total disposal capacity of approximately 20.7 million tons. As of January 1, 2020 (beginning of day), the landfill has a total remaining capacity of approximately 8.7 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029. From January 2019 to December 2019, the Lamb Canyon Landfill accepted a daily average of 1,925 tons with a period total of approximately 591,125 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site (Riverside County 2020).

The proposed project would generate construction/demolition waste as well as ongoing domestic waste from the commercial uses on site. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and typical domestic material. Solid waste generated by the proposed project would primarily be disposed of at the El Sobrante Landfill. However, the Lamb Canyon Landfill and Badlands Landfill may also receive proposed project generated solid waste.

The proposed project would comply with various state and local management and reduction statutes and regulations related to solid waste. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. Chapter 8.34 – Construction Demolition Waste Management of the City's Municipal Code requires that 50% of the construction debris must be diverted. **CM-GHG-1** likewise requires project buildings be constructed to meet CALGreen Code requirements for construction waste reduction, disposal, and recycling, including the requirement to recycle or salvage for reuse a minimum of 50% of the non-hazardous construction waste. In addition, AB 341 requires mandatory commercial recycling for any business that generates more than 4 cubic yards of commercial solid waste per week.

Construction/demolition waste associated with the proposed project would be processed and recycled to the extent practicable, meeting or exceeding the City's and CALGreen Code 50% debris diversion requirements, with the remainder sent to a landfill (**CM-GHG-1**). In addition, compliance with Municipal Code Chapter 14 – Buildings and Building Regulations – Article III – Construction Maintenance and Trash Containment would further divert waste from the landfill.

During operation, the proposed project would generate approximately 67.47 tons of solid waste per year (Appendix C). 50% of this solid waste is anticipated to be recycled in accordance with CIWMA with the implementation of the City's and CR&R's recycling programs, such that a total of approximately 33.74 tons would go to the landfill annually.

Additional waste diversion would through project landscaping design, which would comply with the Model Water Efficient Landscaping Ordinance and would include low water usage landscaping that would reduce landscaping waste (23 CCR Division 2, Chapter 2.7; **CM-GHG-3**). As a part of compliance with AB 341, the project would also be required to comply with the Mandatory Commercial Recycling requirements that include source separate recyclables and/or compostable materials, utilizing recycling services, and providing recycling services to tenants (**CM-GHG-5;** see also Appendix A, Riverside County Department of Waste Resources Letter dated April 6, 2020). AB 1826 also requires for businesses to arrange for organic waste recycling services. Therefore, the proposed project would 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 would be **less than significant**.

Regarding compliance with regulations related to solid waste, federal, state, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient transportation of solid waste. The proposed project would comply with all regulatory requirements regarding solid waste including AB 939 and AB 341. AB 939, which is administered by the California Department of Resources Recycling and Recovery required local governments to achieve a landfill diversion rate of at least 50%by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increases the minimum solid waste diversion rate to 75%by 2020. As a part of compliance with AB 341, the project would be required to comply with the Mandatory Commercial Recycling requirements (**CM-GHG-5**). Such regulations will be applicable to the proposed project and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste generation and promote recycling and diversion design and activities (**CM-GHG-1**), to which the proposed project would be required to comply. Therefore, **no impacts** would occur with regard to compliance with regulations related to solid waste.

5.9.9 Cumulative

Cumulative impacts to utilities and services systems would result when projects combine to increase demand for utilities and service systems such that additional facilities must be provided or expanded. This would usually result from incremental addition of people occupying an area or incremental construction of new or larger buildings requiring public services provision. With implementation of utility infrastructure associated with the project, the proposed project would not result in relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities. Considering existing and estimated future water demand, as described in the City's 2016 UWMP, demand within EMWD through 2040 will be met through a combination of local supply development and ongoing water conservation. It is reasonably foreseeable that the City would have sufficient supplies to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. The proposed project would also minimize water demand by installing low flow fixtures, drought-tolerant landscaping and use of a carwash system designed to capture, treat, and reuse potable water. The proposed car wash would comply with the California Water Code Division 6, Part 2.12 [10950-10953] that requires a water recycling system that recycles and reuses at least 60% of the wash and rinse water, as well as the use recycled water provided by a water supplier for at least 60% of its wash and rinse water (**CM-SRV-2**; see Table 3-3).

The proposed project would be subject to the payment of developer fees, including the Water Holding and Distribution DIF and the Sewer Connection DIF (**CM-SVR-1**), which would be used exclusively for future public facility improvements necessary to ensure that the development contributes its fair share of the cost of facilities and equipment determined to be necessary to adequately accommodate new development in the City. The fee amount is determined through evaluation of the need for new public service facilities as it relates to the level of service demanded by new development,

which varies in proportion to specific land uses. Cumulative projects would also be required to contribute a fair share contribution of the cost of facilities and equipment determined to be necessary to adequately accommodate new development in the City based on the projected demand each project would have on public services and facilities. Finally, adequate landfill capacity would be available to serve the proposed project and cumulative projects, and the proposed project would comply with all regulations related to solid waste, including CALGreen Code requirements for construction waste reduction, disposal, and recycling. Therefore, since cumulative projects would also be required to pay developer fees, or expand or construct new facilities, if determined to be necessary, and would be required to comply with applicable regulations, impacts **would not be cumulatively considerable**.

5.10 Wildfire

As discussed in Appendix A, the proposed project would result in less than significant impacts with regard to wildfire. With regard to adopted emergency response and evacuation plans, the City's Emergency Operations Plan describes the City's process for responding to emergencies and disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County to submit a Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) providing a framework for emergency response (Riverside County 2018). Access to the project site would be provided from both Sanderson Avenue and Stetson Avenue. These existing streets are within the City's established street system and the proposed project would be include right-of-way dedication on both Avenues. The proposed project would provide adequate access for emergency vehicles, including adequate street widths, and would not impair emergency access through the area. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant**.

Furthermore, according to the Public Safety Element of the City's General Plan 2030, the proposed project site is not within or adjacent to a wildland fire hazard severity zone. Additionally, the project site is relatively flat and located in an urban setting surrounded by existing development on all sides. Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants, to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. As such, **no impact** would occur.

The proposed project would not require the installation or maintenance of new 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. As such, **no impact** would occur.

Finally, the project site is relatively flat and is not located in a downslope or downstream area. The project site is not located within a FEMA mapped flood hazard area and is designated as an Area of Minimal Flood Hazard (FEMA 2020). Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes. As such, **no impact** would occur.

Cumulative projects in the City would also be required to comply with the City's EOP and the County Multi-Jurisdictional Local Hazard Mitigation Plan. All cumulative projects would be required to demonstrate adequate access for emergency vehicles. Cumulative projects would also be evaluated for individual wildfire risk and regulatory compliance during each project's CEQA review. Compliance with existing regulations and implementation of necessary design features to reduce fire hazards would be required if fire risks were identified. However, none of the cumulative projects are located within wildland fire hazard severity zones as identified in the Public Safety Element of the City's General Plan. Therefore, cumulative projects would not combine to exacerbate wildfire risks in the City and impacts **would not be cumulatively considerable**.

6 Other CEQA Considerations

This chapter includes the following other considerations that are required in an Environmental Impact Report (EIR):

- Growth inducement (Section 6.1)
- Significant and unavoidable environmental effects (Section 6.2)
- Significant and irreversible environmental impacts (Section 6.3)

6.1 Growth-Inducing Effects

Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines mandates that the growth-inducing nature of the proposed Stetson Corner Project (project) be discussed. This CEQA Guideline states the growth-inducing analysis is intended to address the potential for a project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Further, the CEQA Appendix G Checklist (Population and Housing) also mandates that a CEQA document speak to a proposed project's likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure).

A project may be distinguished as either facilitating planned growth or inducing unplanned growth. Facilitating growth is relating to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing growth is related to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. This section contains a discussion of the growth-inducing factors related to the proposed project as defined under CEQA Guidelines Section 15126.2(e). A project is defined as growth inducing when it directly or indirectly does any of the following:

1. Fosters population growth
2. Fosters economic growth
3. Includes the construction of additional housing in the surrounding environment
4. Removes obstacles to population growth
5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
6. Encourages or facilitates other activities that could significantly affect the environments, either individually or cumulatively

Pursuant to CEQA Guidelines Section 15126.2(e), it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Refer to Section 5.6, Population and Housing, of this EIR for a discussion of potential growth-inducing impacts. As discussed in Section 5.6, the proposed project would facilitate growth but not induce growth because the proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast-food restaurant, and gas station, which is consistent with the allowed uses in the City of Hemet's General Plan and Zoning Ordinance. Although employees would be hired to operate the new uses on site, it is reasonably assumed that such jobs would be filled by people who currently reside in the City of Hemet. The proposed project would not require the relocation of individuals, inducing substantial unplanned population growth in the area.

Thus, the proposed project would not directly introduce a population beyond what is planned for the City of Hemet and the region.

The project would also not lead to indirect growth, as the project would not provide for additional infrastructure improvements that would allow for additional unplanned growth in the area. The project does not remove obstacles to growth by extending infrastructure such as water supply facilities, wastewater treatment plants, roads, or freeways to new areas. The project would include on-site utility improvements, and all off-site utility work would be to connect to existing public infrastructure for use by the proposed project. Therefore, the proposed project would not be considered growth inducing.

6.2 Significant Unavoidable Impacts

CEQA Guidelines Section 15126.2(b) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level. Chapter 4, Environmental Analysis, of this EIR describes the potential environmental impacts of the proposed project, and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, implementation of the proposed project would result in potentially significant impacts to air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources before mitigation. However, these impacts would be reduced to below a level of significance through mitigation. No significant and unavoidable impacts would result from the project.

6.3 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(d) requires that an EIR identify any significant irreversible environmental changes associated with a proposed project. That section describes irreversible effects as follows:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

Per Section 15127, irreversible changes are only required to be addressed in EIRs when connected with the adoption or amendment of a local plan, policy, or ordinance; with the adoption by a local agency formation commission of a resolution making determinations; or when the project is subject to National Environmental Policy Act and requires an Environmental Impact Statement. This project does not involve any of those activities and as such this analysis is not required and is appropriately not provided herein.

7 Alternatives

7.1 Introduction

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) "describe a range of reasonable alternatives to the proposed project, or to the location of the project, that would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant environmental effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(a) also provides that an EIR need not consider every conceivable alternative to a project. Instead, the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (California Public Resources Code, Section 21002.1), the purpose of an EIR's alternatives discussion is to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if the alternatives would impede to some degree the attainment of the project's objectives or be more costly.

However, an EIR need not consider alternatives that are infeasible. There also is no ironclad rule governing the nature or scope of the alternatives to be discussed in an EIR, other than the "rule of reason." The "rule of reason" governing the range of alternatives specifies that an EIR should only discuss those alternatives necessary to foster meaningful public participation and informed decision making.

The CEQA Guidelines require the EIR to analyze a "No Project" Alternative. CEQA also requires that an EIR identify the environmentally superior alternative from among the evaluated alternatives. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives (14 CCR 15126.6[e][2]).

If the alternative meets the above criteria and provides a meaningful CEQA analysis, then the EIR analysis will address the potential impacts of the alternative relative to those potentially significant impacts of the project. An environmentally superior alternative will then be identified based on the alternative's ability to reduce environmental impacts.

Based on the identified potentially significant environmental impacts above, the objectives established for the proposed Stetson Corner Project (project) (refer to Section 7.3.1, Project Objectives), consideration of local plans and zoning designations, and consideration of public input, this EIR evaluates three alternatives to the proposed project:

1. No Project/No Redevelopment Alternative
2. Industrial Land Use Alternative
3. Medical Office Alternative
4. Oil Change Facility Alternative

For each of the alternatives identified, this EIR conducts the following assessment:

- Describe the alternative
- Determine if the alternative would meet most of the basic project objectives
- Assess potential feasibility of the alternative
- Determine if the alternative would potentially eliminate or reduce a potentially significant impact of the project

7.2 Summary of Project and Project Impacts

This project summary section summarizes the Stetson Corner Project (proposed project) in order to allow for an evaluation of its comparative merit with a range of reasonable potentially feasible alternatives. The project proposes to develop commercial uses including a 12-bay gas station with an approximately 4,088-square-foot convenience store (7-Eleven store), an approximately 2,660-square-foot drive-thru fast food restaurant, and an approximately 3,590 square-foot car wash with 20 self-serve vacuum stations under a 3,096-square-foot canopy (Figure 3-3, Site Plan). The total commercial building area would be 13,434 square feet. The convenience store and gas station would operate 24 hours a day. The car wash would operate every day from 7:00 a.m. to 7:00 p.m., with hours extended to 9:00 p.m. during the summer. The existing McCrometer structures would remain on site and no changes to those uses or structures would be included in the proposed project. However, the proposed project would relocate the existing McCrometer parking lot to the eastern currently vacant portion of the site to allow for the construction and operation of the new commercial uses along the western portion of the project site. Please refer to Chapter 3, Project Description, for a complete description of the proposed project.

The proposed project would not result in any significant and unavoidable impacts. The proposed project would result in potentially significant impacts that would be reduced to a level below significant related to the following: air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources. With the implementation of the identified mitigation measures prescribed in this Environmental Impact Report (EIR), all potentially significant impacts would be mitigated to less than significant levels. The proposed project would result in no impact or less-than-significant impacts to the following: aesthetics, agriculture and forestry resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire. Refer to Chapter 4, Environmental Analysis, and Chapter 5, Effects Not Found To Be Significant, for further details.

7.3 Criteria for Selection, Analysis, and Feasibility of Alternatives

7.3.1 Project Objectives

The criteria for the selection and analysis of alternatives are provided in CEQA Guidelines, Section 15126.6(c). The alternatives must (1) meet most of the project objectives, (2) be feasible, and (3) avoid or substantially lessen any significant impacts of the proposed project. The project objectives are contained in Chapter 3 of this EIR and listed below.

The underlying purpose of the proposed project is to provide a gas station with supporting retail and restaurant amenities on an underutilized site with direct access to major thoroughfares in the City of Hemet (City). Proposed project implementation is guided by the following statement of proposed project objectives:

1. Provide an economically viable commercial development that includes a gas station and supporting related commercial amenities along a major thoroughfare in the City of Hemet.
2. Promote efficient use of land and revitalize an underutilized infill site within an urbanized area.
3. Provide visual and functional compatibility with adjacent areas, and with the existing on-site uses.
4. Enhance both vehicular and pedestrian/bicycle movement through the area consistent with the Scenic Highway Setback Manual, and provide adequate site access to promote visitors to the site.
5. Preserve the existing McCrometer development on the property and minimize disturbance to its operations.

7.3.2 Feasibility

CEQA Guidelines, Section 15126.6(f)(1), identifies the factors to be taken into account to determine the feasibility of alternatives. The factors include site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

It has been recognized that, for purposes of CEQA, "feasibility" encompasses "desirability" to the extent that the latter is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* [2009] 177 Cal.App.4th 957, 1001). This balancing is harmonized with CEQA's fundamental recognition that policy considerations may render alternatives impractical or undesirable (California Public Resources Code, Section 21081; 14 CCR 15126.6[c], 15364).

7.3.3 Evaluation of Significant Impacts

According to CEQA Guidelines Section 15126.6(b), the alternatives discussion should focus on those alternatives that, if implemented, could eliminate or reduce any of the significant environmental impacts of the proposed project. The significant effects of the project impacts are considered to be those that are identified to be potentially significant prior to the incorporation or implementation of any mitigation measures. As previously mentioned, the proposed project would result in potentially significant impacts relating to air quality, biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources before mitigation. Thus, the alternatives analysis herein focuses on the ability to reduce those impacts. However, it is noted that the project would reduce these significance impacts to below a level of significant with mitigation.

7.4 Rationale for the Selection of Alternatives

As part of an alternatives analysis, CEQA requires an EIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. The "No Project" alternative must be evaluated along with any impacts (14 CCR Section 15126.6[e][1]). If the environmentally superior alternative is the

"No Project" alternative, the EIR must identify an environmentally superior alternative among the other alternatives (14 CCR Section 15126[e][2]). In addition, the EIR must identify any alternatives that were considered but rejected by the lead agency, and briefly explain the reasons behind the lead agency's rejection determination.

An EIR need not evaluate the environmental effects of alternatives in the same level of detail as the project, but must include enough information to allow meaningful evaluation, analysis, and comparison with the project. The alternatives discussion is intended to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, alternatives to the proposed project were considered and analyzed compared to the proposed project. A No Project/No Redevelopment Alternative is considered as the "no project" alternative. In addition to the No Project/No Redevelopment alternative, the Industrial Land Use Alternative, ~~and~~ the Medical Office Alternative and Oil Change Facility Alternative are considered in this EIR. The Industrial Land Use Alternative would result in the construction of industrial facilities in accordance with the existing land use designation and zoning/development code requirements. The Medical Office Alternative would result in a change to the layout of development within the project site (as compared to the proposed project) by reducing the size of the restaurant building and including a medical office building. The Oil Change Facility Alternative would entail an oil change facility instead of the restaurant, with all other features the same as the project. The components of these alternatives are discussed in further detail below. In addition, several other alternatives were considered but not carried forward for analysis as they were determined to be infeasible, would not meet basic project objectives, and/or would not reduce the significant effects of the proposed project.

7.5 Alternatives Considered but Rejected from Analysis

7.5.1 Alternative Project Location

In accordance with CEQA Guidelines Section 15126.6(f)(2), an alternative location for a project should be considered if development of another site is feasible and if such development would avoid or substantially lessen the significant impacts of the project. Factors that may be considered when identifying an alternative site location include the size of the site, its location, the General Plan land use designation, and availability of infrastructure. CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in addressing an off-site alternative is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location."

One of the factors for feasibility of an alternative site is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." No alternative location exists in the City that is available, of suitable size, and owned and controlled by the Applicant. While there may be sites within the City of an approximately equivalent size to the proposed project site that could be redeveloped with a gas station and associated commercial use project; the Applicant does not control another site within the City of comparable land area that is available for development of the proposed project, and does not have a reasonable expectation that a site of similar size and suitability could be obtained. In addition, the proposed parking lot on the eastern site of the property is specifically intended to serve the existing McCrometer development. Thus, it is not possible to provide that parking lot at an alternative location that would be suitable to meet the needs of the McCrometer facility. For these reasons, an alternative project location is not considered feasible and is rejected from further consideration.

7.5.2 Biological Impact Avoidance Alternative

The Biological Impact Avoidance Alternative was considered to avoid potential biological impacts associated with developing the eastern area of the site. This alternative would entail redeveloping the western area of the site with commercial uses similar to the proposed project, but would not develop the proposed parking lot on the eastern area. The intent would be to avoid the potentially significant nesting bird and burrowing owl impacts in the eastern area of the site (see Section 4.3, Biological Resources). While this alternative was considered, it was rejected on the basis of infeasibility. The existing McCrometer development would require replacement of the parking facilities that would be removed during the development of the western area of the site. The removal of parking at McCrometer without replacement would not be agreed to by the site owner, as that is a critical component for the McCrometer operations to continue. The elimination of the replacement parking would result in an infeasible project. Replacement parking elsewhere was considered; however, there is no adjacent area available to the applicant that would provide replacement parking as well as avoid biological impacts. In addition, it is not reasonable to assume that the eastern area of the site would remain undeveloped indefinitely. The Biological Impact Avoidance Alternative would not meet the majority of the project objectives, as retaining the eastern area of the site as vacant land would not promote efficient use of land and revitalize an underutilized infill site within an urbanized area; provide visual and functional compatibility with adjacent areas, and with the existing on-site uses; and would not preserve the existing McCrometer development on the property and minimize disturbance to its operations considering the loss of the parking lot. Considering the zoning of the site for industrial uses and the location of the site within the urbanized area of the City, it is unlikely the remainder of the site would remain undeveloped in perpetuity. Ultimately, it is reasonable to expect the site would be developed as allowed under current land use and zoning designations, as discussed under the Industrial Land Use Alternative, Medical Office Alternative, and Oil Change Facility Alternative below. Thus, this Biological Impact Avoidance Alternative is determined infeasible.

7.6 Analysis of the No Project/ No Redevelopment Alternative

7.6.1 No Project/No Redevelopment Alternative Description and Setting

CEQA requires evaluation of the "No Project" alternative so that decision makers can compare the impacts of approving the project with the impacts of not approving it. According to CEQA Guidelines Section 15126.6(e), the No Project Alternative must include the assumption that conditions at the time of the NOP (i.e., baseline environmental conditions) would not be changed since the project would not be implemented.

The No Project/No Redevelopment Alternative assumes that the proposed project would not be developed, that the existing parking lot would not be demolished, and that there would be no new commercial uses developed on site. Roadway improvements and site access driveways would not be constructed. Under the No Project/No Redevelopment Alternative, the reasonably foreseeable use of the site is the continued operation of the industrial parking lot as it exists today. No redevelopment of the site would occur.

7.6.2 Comparison of the Effects of the No Project/ No Redevelopment Alternative to the Proposed Project

7.6.2.1 Air Quality

The proposed project would result in potentially significant construction-related impacts to air quality, as the project would result in potential health impacts due to Toxic Air Contaminants (TACs). Health impacts due to TACs would be reduced to a less than significant level with incorporation of mitigation measures.

The No Project/No Redevelopment Alternative would not result in any construction activity within the project site. Operations within the project site would continue to occur under the existing condition; thus, no increase or decrease in operational emissions would occur. Therefore, this alternative would not result in potential health impacts due to TACs. Therefore, the No Project/No Redevelopment Alternative would result in reduced impacts to air quality when compared to the proposed project.

7.6.2.2 Biological Resources

The project would result in potentially significant impacts to biological resources associated with the disturbance of burrowing owls and nesting birds during construction activities and would result in a potential conflict with the MSHCP if mitigation were not implemented. However, with implementation of mitigation measures, the identified impacts to biological resources would be reduced to a less than significant level.

Under the No Project/No Redevelopment Alternative, no construction or development would occur within the project site. Thus, no biological resource impacts would occur under this alternative. Therefore, the No Project/No Redevelopment Alternative would result in reduced impacts to biological resources when compared to the proposed project.

7.6.2.3 Cultural Resources

The proposed project may result in impacts to unknown subsurface archaeological resources or human remains during construction. Impacts to cultural resources would be less than significant with implementation of mitigation measures under the project.

The No Project/No Development Alternative would not disturb existing buildings or require any ground-disturbing activities. Therefore, this alternative would have no potential to impact subsurface cultural resources. Under the No Project/No Development Alternative, no impacts to cultural resources would occur. Therefore, the No Project/No Development Alternative would result in reduced impacts to cultural resources when compared to the proposed project.

7.6.2.4 Geology and Soils

The proposed project would result in potentially significant impacts to geology and soils associated with the potential to impact unknown paleontological resources during ground-disturbing activities. With implementation of mitigation measures, the identified impact to geology and soils would be reduced to a less than significant level.

The No Project/No Redevelopment Alternative would not require any ground-disturbing activities. Therefore, this alternative would have no potential to impact paleontological resources. Under the No Project/No Redevelopment Alternative, no impacts to geology and soils would occur since no construction activity would occur. Therefore, the

No Project/No Development Alternative would result in reduced impacts to geology and soils when compared to the proposed project.

7.6.2.5 Transportation

The proposed project would result in potentially significant impacts to transportation (relative to design hazards) associated with the contribution to a deficiency of storage length along the westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection. With implementation of mitigation measures, the identified impact to transportation would be reduced to a less than significant level.

Under the No Project/No Redevelopment Alternative, the project site would remain in its existing condition, and no changes to the site access or surrounding roadways and intersections would occur. As this alternative would retain all existing uses and would not add any additional uses, the traffic generated by this alternative would not change. Therefore, the No Project/No Development Alternative would result in reduced impacts to transportation when compared to the proposed project.

7.6.2.6 Tribal Cultural Resources

The proposed project would result in potentially significant impacts to unknown subsurface Tribal cultural resources during construction which would be reduced to a level below significance with implementation of mitigation measures.

The No Project/No Redevelopment Alternative would not require any ground-disturbing or construction activities, as no development would occur within the project site under this alternative. This alternative would have no potential to impact Tribal cultural resources. Therefore, the No Project/No Development Alternative would result in reduced impacts to Tribal cultural resources when compared to the proposed project.

7.6.3 Project Objectives

As the No Project/No Redevelopment Alternative would result in the continued operation of the existing McCrometer industrial buildings with no additional redevelopment of the site, it would not meet the underlying project purpose to provide a gas station with supporting commercial amenities on an underutilized site in the City of Hemet. While the No Project/No Redevelopment Alternative would meet Project Objective 5 (Preserve the existing McCrometer development on the property and minimize disturbance to its operations), it would not meet Project Objectives 1 through 4, since the proposed project would not provide a commercial development along a major thoroughfare within the City, would not promote efficient use of land and revitalize an underutilized infill site within an urbanized area, would not provide visual and functional compatibility with adjacent areas, as well as with existing on-site uses, and would not enhance both vehicular and pedestrian/bicycle movement through the area consistent with the Scenic Highway Setback Manual, or provide adequate site access promote visitors to the site.

7.6.4 Feasibility

The No Project/No Redevelopment Alternative would result in the continued operation of the project in the existing condition; therefore, implementation of this alternative would be physically feasible, as it would not require any permitting, entitlements, or construction activity. However, the No Project/No Redevelopment Alternative would not meet the basic underlying purpose of the proposed project to provide a gas station with supporting retail and

restaurant amenities on an underutilized site in the City of Hemet. Considering the zoning of the site for industrial uses and the location of the site within the urbanized area of the City, it is unlikely the remainder of the site would remain undeveloped in perpetuity. Ultimately, it is reasonable to expect the site would be developed as allowed under current land use and zoning designations, as discussed below.

7.7 Industrial Land Use Alternative

7.7.1 Industrial Land Use Alternative Description and Setting

The Industrial Land Use Alternative would include development of the project site as allowed under current land use and zoning designations. This alternative assumes McCrometer, as the existing owner of the property, would expand their existing industrial buildings within the site. Buildout of the expanded industrial buildings would be completed under the existing land use and zoning designations of BP (Business Park) and M-1 (Limited Manufacturing Zone), respectively. The BP land use designation allows for a maximum floor area ratio (FAR) of 0.60, while the M-1 zone allows for a maximum FAR of 0.45. As the FAR of 0.45 as allowed by the M-1 zone is more restrictive, the Industrial Land Use Alternative assumes buildout of the site under a FAR of 0.45. Based on the FAR of 0.45, this alternative assumes that the western 2.5-acre portion of the site would accommodate a single-story, 49,005 square-foot industrial building. The Industrial Land Use Alternative would develop the eastern currently vacant portion of the site similar to the proposed project. It is assumed that the existing parking lot within the western portion of the project site would remain as is, and the eastern, currently vacant portion of the project site, would be developed as a parking lot, similar to the proposed project.

7.7.2 Comparison of the Effects of Industrial Use Alternative to the Proposed Project

7.7.2.1 Air Quality

The proposed project would result in potentially significant construction-related impacts to air quality, as the project would result in potential health impacts due to Toxic Air Contaminants (TACs) associated with construction activities. Health impact due to TACs would be reduced to a less than significant level with incorporation of mitigation measures.

As with the existing McCrometer operations, it is assumed that the operational TACs emissions under this Industrial Land Use Alternative would be required to comply with applicable emission regulations of the SCAQMD and the SCAQMD Rule Book (see XIV, Toxics and Other Non-Criteria Pollutants; SCAQMD 2020). Compliance with these regulations would control emissions to a level of safety to prevent health impacts.

Regarding health impacts due to exposure of sensitive receptors to TACs exposure during construction activity, implementation of this alternative would result in construction activity within the project site, similar to the proposed project, and could therefor that result in a Residential Maximum Individual Cancer Risk that exceeds the significance threshold of 10 in 1 million for TACs. As such, this alternative would be required to implement **MM-AQ-1**, which requires the project applicant to ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines or equivalent though the use of Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel

Particulate Filters (DPF). Implementation of this mitigation measure would reduce project construction-generated DPM missions to the maximum extent feasible. The mitigated construction HRA results (shown in Table 4.2-11) shows that implementation of Tier 4 construction equipment would reduce construction-generated health risks to levels below SCAQMD thresholds. Implementation of **MM-AQ-1** would reduce this impact to a less than significant level with mitigation, same as with the proposed project.

7.7.2.2 Biological Resources

The proposed project would result in potentially significant impacts to biological resources associated with the disturbance of burrowing owls and nesting birds during construction activities, and would result in a potential conflict with the MSHCP if mitigation were not implemented. However, with implementation of mitigation measures, the identified impacts to biological resources would be reduced to a less than significant level.

The Industrial Land Use Alternative would be located within the same site as the proposed project and would result in the development of an industrial building within the vacant areas of the western portion of the project site, and a parking lot within the vacant eastern portion of the project site. This alternative would result in similar construction and grading activity that would disturb the project site and could impact burrowing owls and nesting birds. Thus, this alternative would result in a similar impact to the proposed project in regard to biological resources, in that development of this alternative would require construction and grading activity that could result in a potentially significant impact to burrowing owls and nesting birds. Development occurring under this alternative would be required to implement **MM-BIO-1** and **MM-BIO-2**, which would reduce biological resource impacts to a less than significant level, the same as the proposed project.

7.7.2.3 Cultural Resources

The proposed project may result in impacts to unknown subsurface archaeological resources during construction. With implementation of mitigation measures, the identified impact to cultural resources would be reduced to a less than significant level.

The Industrial Land Use Alternative would involve developing the remaining undeveloped areas of the site, and would retain the existing parking lot area for the McCrometer development. As the existing asphalt parking lot area would not need to be redeveloped, this alternative would avoid subsurface ground disturbance at the location of that parking lot that was identified as potentially containing subsurface cultural resources. Development would be focused in the currently vacant portions of the site, which have all been recently (meaning over the last 20 years) heavily disturbed with low potential to yield cultural resources. As such, under the Industrial Land Use Alternative, impacts to cultural resources would be reduced relative to the project.

Archaeological monitoring (**MM-CR-1 to MM-CR-5**) would not be required under the Industrial Land Use Alternative, as minimal (trenching for utilities) or no grading would occur within the northwest parking lot area. Instead, a standard archaeological condition would be included as a condition of approval to address any unexpected finds, which would require halting work in the event of a discovery and allowing recovery in coordination with an archaeologist and, if the resource is Native American, with the tribe that has historical affiliation with the area. A tribal agreement would only be necessary if an unanticipated tribal resource is located, as well as the requirement to handle remains in accordance with regulations, but due to the low likelihood of such discoveries, such potential impacts would be less than significant, and conditions similar to **MM-CR-2** and **MM-CR-3** would be required as conditions of approval.

Overall, the Industrial Land Use Alternative would result in reduced cultural resource impacts relative to the proposed project.

7.7.2.4 Geology and Soils

The proposed project would result in potentially significant impacts to geology and soils associated with the potential to impact unknown paleontological resources during ground-disturbing activities. With implementation of mitigation measures, the identified impact to geology and soils would be reduced to a less than significant level.

This alternative would be located on the same site as the proposed project, with the same underlying geology. This alternative would result in similar grading cuts that may result in the discovery of previously unknown paleontological resources, resulting in a potentially significant impact. Development under this alternative would be required to implement **MM-GEO-1**, which would reduce the paleontological resource impact to a less than significant level, the same as the proposed project. Therefore, the Industrial Land Use Alternative would result in similar impacts relative to the proposed project.

7.7.2.5 Transportation

The proposed project would result in potentially significant impacts to transportation (relative to design hazards) associated with the contribution to a deficiency of storage length along the westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection. With implementation of mitigation measures, the identified impact to transportation would be reduced to a less than significant level.

Under the Industrial Use Alternative, the project site would be developed with an industrial office building within the vacant/existing parking lot area of the project site. This alternative would result in new buildings and development within the project site, similar to the proposed project, and would therefore generate additional trips over the existing condition. However, trips generated by this alternative would be substantially less than the proposed project, as shown in Table 7-1. This reduction in trips would not, however, eliminate the cumulative year plus project queuing scenario, and would result in a potentially significant impact identified at the Sanderson Avenue/Stetson Avenue intersection westbound left queue lane similar to the project. Thus, like the proposed project, under this alternative mitigation measure **MM-TRA-1** would be implemented to reduce transportation impacts to a less than significant level. ~~Therefore, the Industrial Land Use Alternative would result in similar traffic impacts relative to the proposed project.~~

Table 7-1. Industrial Use Alternative Trip Generation Comparison

Project	ADT	AM Peak Hour			PM Peak Hour		
		In	*Out*	*Total*	*In*	*Out*	*Total*
Proposed Project	3,038	81	79	160	121	117	238
Alternative Project	243	30	4	34	4	27	31
Difference (Proposed−Alternative)	2,795	51	75	126	117	90	207

Source: Appendix K.

7.7.2.6 Tribal Cultural Resources

The proposed project would result in potentially significant impacts to unknown subsurface Tribal cultural resources during ground-disturbing activities associated within construction. This potentially significant impact would be reduced to a level below significance with implementation of mitigation measures.

The Industrial Land Use Alternative would require less ground-disturbing activities when compared to the project, as the existing McCrometer parking lot would be retained. As detailed in Section 7.7.2.3, the avoidance of the parking lot area would reduce the potential impact to cultural resources to below a level of significance. Thus, this alternative would avoid potential impacts to t~~T~~ribal cultural resources, and would have reduced tribal cultural resource impacts relative to the project.

7.7.3 Project Objectives

As the Industrial Land Use Alternative would result in the development and operation of a single-story industrial building of 49,005 square feet, it would not meet the underlying project purpose to provide a gas station with supporting amenities on an underutilized site in the City of Hemet. The Industrial Land Use Alternative would meet Project Objective 2, in that it would revitalize an underutilized infill site within an urbanized area of the City. The alternative would meet Project Objective 3, in that it would provide visual and functional compatibility with adjacent areas and existing on-site uses, because it would result in the expansion of the existing industrial land uses associated with the McCrometer buildings within the project site. The alternative would also partially meet Project Objective 4, as it would provide enhancements to both vehicular and pedestrian/bicycle movement through the area consistent with the Scenic Highway Setback Manual. However, public access to the site would not be provided because it would be an industrial use, and would therefore not serve to meet the project objective of providing adequate site access to promote visitors to the site. In addition, this alternative would meet Project Objective 5, as it would preserve the existing McCrometer development on the property and minimize disturbance to its operations, because it would not disturb or demolish any portion of the existing McCrometer buildings. Overall, this alternative would meet the majority of the basic project objectives.

7.7.4 Feasibility

The Industrial Land Use Alternative would result in the construction and operation of a 49,005 square foot industrial use building within the western portion of the project site. This alternative assumes that McCrometer, as the current owner of the project site, would expand their facilities into this new building or that another tenant may occupy the buildings, or that McCrometer owners may sell the remainder area for industrial use by another entity. The industrial building would be physically feasible to design and construct, as it would be constructed within a vacant portion of the project site, and would comply with the existing development regulations as prescribed for the BP land use designation and the M-1 Zone of the City's Municipal Code. The site would be suitable for use as an industrial building, as it already contains existing industrial development, and the additional building would be an extension of the existing buildings and operations. There would be existing infrastructure around the project site to serve the newly constructed building.

While McCrometer owners have not currently proposed an expansion of their facility, it is reasonable to assume that over time the existing owner may potentially utilize the remainder of the site for industrial uses, or sell the remainder area for industrial use by another entity. ~~However, the alternative assumes that McCrometer, as the owner of the project site, would undertake the effort to process, permit, and construct the 49,005 square foot facility. Neither~~ None-the-less, neither the City, or the Applicant, can require ~~the~~ McCrometer to undertake this effort, and McCrometer

has not currently proposed any expansion of their facilities or sale of their facilities. As such, this alternative was considered "potentially" feasible for CEQA analysis purposes, but additional efforts would be required prior to adoption of this alternative to determine its feasibility.

7.8 Medical Office Alternative

7.8.1 Medical Office Alternative Description and Setting

The Medical Office Alternative was considered as a potentially feasible use that would reduce vehicle trips to and from the project site such that queuing impacts would potentially be reduced compared to the proposed project. This alternative would replace the proposed project's drive-thru restaurant with a 3,000 square foot medical office building and 877 square foot drive-thru-only coffee shop. The access lanes to the drive-thru window would be revised to allow for a dual-lane entryway, rather than a single-file lane as proposed by the project. The remainder of the project site components would remain the same as the proposed project, including the driveways and roadway improvements, as well as the relocation of the existing parking lot to the eastern, vacant portion of the project site.

7.8.2 Comparison of the Effects of Medical Office Alternative to the Proposed Project

7.8.2.1 Air Quality

The proposed project would result in potentially significant construction-related impacts to air quality, as the project would result in potential health impacts due to TACs. Health impact due to TACs would be reduced to a less than significant level with incorporation of mitigation measures.

Regarding health impacts due to exposure of sensitive receptors to TACs exposure during construction activity, implementation of this alternative would result in construction activity within the project site, similar to the proposed project, and could therefore result in a Residential Maximum Individual Cancer Risk that exceeds the significance threshold of 10 in 1 million for TACs. As such, this alternative would be required to implement **MM-AQ-1**, which requires the project applicant to ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines or equivalent though the use of Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF). Implementation of this mitigation measure would reduce project construction-generated DPM missions to the maximum extent feasible. The mitigated construction HRA results (shown in Table 4.2-11) shows that implementation of Tier 4 construction equipment would reduce construction-generated health risks to levels below SCAQMD thresholds. Thus, like the project, air quality impacts would be less than significant with implementation of mitigation measure **MM-AQ-1**, same as with the proposed project.

7.8.2.2 Biological Resources

The proposed project would result in potentially significant impacts to biological resources associated with the disturbance of burrowing owls and nesting birds during construction activities, and would result in a potential conflict with the MSHCP if mitigation were not implemented. However, with implementation of mitigation measures, the identified impacts to biological resources would be reduced to a less than significant level.

The Medical Office Alternative would be located within the same site as the proposed project and would result in a similar development footprint as compared to the proposed project. This alternative would result in similar construction and grading activities that would disturb the project site and could impact burrowing owls and nesting birds. Thus, this alternative would result in a similar impact to the proposed project with regard to biological resources, in that development of this alternative would require construction and grading activity that could result in a potentially significant impact to burrowing owls and nesting birds. Development occurring under this alternative would be required to implement **MM-BIO-1** and **MM-BIO-2**, which would ensure that biological resources impacts would be reduced to a less than significant level, the same as the proposed project.

7.8.2.3 Cultural Resources

The proposed project may result in impacts to unknown subsurface archaeological resources during construction. With implementation of mitigation measures, the identified impact to cultural resources would be reduced to a less than significant level.

The Medical Office Alternative would require similar ground-disturbing activities as the project. Therefore, this alternative would have a similar potential to impact subsurface cultural resources as the project and impacts would be potentially significant, similar to the project. As with the project, the Medical Office Alternative would require implementation of mitigation measures **MM-CR-1** to **MM-CR-~~3~~ 5** to reduce cultural resources impacts to below a level of significance.

7.8.2.4 Geology and Soils

The proposed project would result in potentially significant impacts to geology and soils associated with the potential to impact unknown paleontological resources during ground-disturbing activities. With implementation of mitigation measures, the identified impact to geology and soils would be reduced to a less than significant level.

This alternative would be located on the same site as the proposed project, with the same underlying geology. This alternative would result in similar grading cuts that may result in the discovery of previously unknown paleontological resources, resulting in a potentially significant impact. Development under this alternative would be required to implement **MM-GEO-1**, which would reduce paleontological resource impact to a less than significant level, the same as the proposed project. Therefore, the Medical Office Alternative would result in similar impacts relative to the proposed project.

7.8.2.5 Transportation

The proposed project would result in potentially significant impacts to transportation (relative to design hazards) associated with the contribution to a deficiency of storage length along the westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection. With implementation of mitigation measures, the identified impact to transportation would be reduced to a less than significant level.

Based on the Medical Office Alternative Trip Generation Comparison (Table 7-2), implementation of the Medical Office Alternative would result in a decrease of net vehicle trips to the Project site (Appendix K). As shown in Table 7-2, the Medical Office Alternative would result in an overall decrease of 42638 ADT. Thus, the Medical Office Alternative would reduce traffic queuing at the Sanderson Avenue/Stetson Avenue intersection, as less traffic would be generated. None-the-less, the queuing impact would remain potentially significant. As such, this alternative

would implement the same mitigation measures (**MM-TRA-1**) as the proposed project. As the medical office would be local-serving and is located within a low-VMT generating area relative to the jurisdictional average from the WRCOG screening tool, no change in VMT impact significance is anticipated. Impacts would be less than significant with mitigation, the same as the proposed project.

Table 7-2. Medical Office Alternative Trip Generation Comparison

Project	ADT	Am Peak Hour			PM Peak Hour		
		In	*Out*	*Total*	*In*	*Out*	*Total*
Proposed Project	3,038	81	79	160	121	117	238
Alternative Project	2,612	65	60	125	104	108	212
Difference (Proposed- Alternative)	426	16	19	35	17	9	26

Source: Appendix K.

7.8.2.6 Tribal Cultural Resources

The proposed project would result in potentially significant impacts to unknown subsurface tribal cultural resources during construction which would be reduced to a level below significance with implementation of mitigation measures.

The Medical Office Alternative would require ground-disturbing activities similar to the project. The western area of the site would be developed, as would the proposed parking lot in the eastern area of the site. Thus, this alternative would have similar potential impacts to Tribal cultural resources when compared to the project. As with the project, mitigation measures **MM-CR-1** to **MM-CR-~~3~~ 5** would be implemented to reduce this potential impact to below a level of significance.

7.8.3 Project Objectives

The Medical Office Alternative would meet the underlying project purpose to provide a gas station with supporting commercial amenities on an underutilized site in the City of Hemet, albeit to a lesser extent considering medical offices would be included instead of additional commercial uses. The Medical Office Alternative would meet Project Objective 1, in that it would provide an economically viable commercial development that includes a gas station and supporting retail and restaurant amenities (to a lesser extent that the proposed project, as described above) along a major thoroughfare in the City of Hemet. The alternative would meet Project Objective 2, in that it would promote the efficient use of land and revitalize an underutilized infill site within an urbanized area. The alternative would meet Project Objective 3, in that it would provide visual and functional compatibility with adjacent areas and existing on-site uses because it would be consistent with the allowed uses under the City's General Plan Land Use Designation and Zoning Code. This alternative would meet Project Objective 4, in that it would enhance both vehicular and pedestrian/bicycle movement through the area consistent with the Scenic Highway Setback Manual, as well as provide adequate site access to promote visitors to the site through the provision of access lanes to the drive-thru window that would be revised to allow for a dual-lane entryway, rather than a single-file lane as proposed by the project. The remainder of the project site and on/off-site components would remain the same as the proposed project, including the driveway and roadway improvements. This alternative would also meet Project Objective 5, as it would preserve the existing McCrometer development on the property and minimize disturbance to its operations because it would not disturb or demolish any portion of the existing McCrometer buildings. Therefore, the Medical Office Alternative would meet all of the Project Objectives, except that it would meet Project Objective 1 to a lesser extent due to a reduction in the restaurant square footage and revision to a drive-thru only coffee shop.

7.8.4 Feasibility

The Medical Office Alternative would replace the proposed project's 2,840 square foot drive-thru restaurant and accessory patio area with a 3,000 square foot medical office building and 877 square foot drive-thru only coffee shop. The access lanes to the drive-thru window would be revised to allow for a dual-lane entryway, rather than a single-file lane as proposed by the project. The remainder of the project site and on/off-site components would remain the same as the proposed project.

The applicant has access to the project site and can control whether this alternative is brought forth for construction. Therefore, from an accessibility and control standpoint, it would be feasible to implement. The alternative would have infrastructure available to serve the land uses proposed under this alternative, and development would comply with the BP land use designation and the M-1 Zone of the City's Municipal Code; therefore, the Medical Office Alternative would be feasible from a regulatory consistency and infrastructure availability standpoint. The site would be suitable for the gas station, medical office, and drive-thru coffee shop, as these uses are not substantially different from the proposed project, and this alternative would reduce anticipated environmental impacts, while reducing the amount of vehicle trips to/from the site. Therefore, this alternative is deemed to be potentially feasible. However, additional efforts would be required prior to adoption of this alternative to determine economic/social feasibility, such as determining whether there is a market for the applicant to pursue such a medical office development in the project area.

7.9 Oil Change Facility Alternative

7.9.1 Oil Change Facility Alternative Description and Setting

The Oil Change Facility Alternative was considered as a potentially feasible use that would reduce vehicle trips to and from the project site such that queuing impacts would potentially be reduced compared to the proposed project (see Section 7.8.2.5, Transportation, below for more details). This alternative would replace the proposed project's drive-thru restaurant with a 1,760 square foot oil change facility. The facility would also include a 13.5-foot wide loading bay, a small waiting room area, storage area, bathroom, and sales area. The access lanes to the oil change facility would include a dual-lane entryway, rather than a single-file lane as proposed by the project. Two bays would be included for vehicle maintenance within the structure, along with two vehicle lifts and associated equipment such as air compressors, pneumatic tools, and fluid storage and dispensing systems. It is expected that the oil change facility would include handling, storage, transport and disposal of oils, lubricants, vehicle batteries, cleaning supplies, and other such regulated materials. This alternative would handle such materials in accordance with federal, state, and local regulations (see Section 4.7.2 of the EIR) and in accordance with a hazardous materials business plan prepared for the project. This alternative would also be required to obtain such permits and approvals as necessary in accordance with those regulations.

The oil change facility proposed by this alternative would be required to comply with the City Municipal Code, including Section 90-897, Special development requirements, which sets specific standards for automotive maintenance and repair services. This includes proper screening and orientation of service bays, requiring activities occur within an enclosed structure, limiting vehicle storage to five days, and requiring an acoustical analysis for facilities adjacent to residentially zoned properties. Appendix P, Oil Change Facility Alternative Acoustical Analysis, has been prepared consistent with the acoustical analysis requirement of the City's Municipal Code. The acoustical analysis demonstrates that this alternative would comply with the City's General Plan Noise Element (City of Hemet

2012). In addition, this alternative would comply with other Municipal Code requirements such as setback, parking requirements, and building height limits.

The remainder of the project site components would remain the same as the proposed project, including the proposed gas station and other allowed uses, and roadway improvements, landscaping, and the relocation of the existing parking lot to the eastern portion of the project site.

7.9.2 Comparison of the Effects of Oil Change Facility to the Proposed Project

7.9.2.1 Air Quality

The proposed project would result in potentially significant construction-related impacts to air quality, as the project would result in potential health impacts due to TACs. Health impact due to TACs would be reduced to a less than significant level with incorporation of mitigation measures.

Regarding health impacts due to exposure of sensitive receptors to TACs exposure during construction activity, implementation of this alternative would result in construction activity within the project site, similar to the proposed project, and could therefore result in a Residential Maximum Individual Cancer Risk that exceeds the significance threshold of 10 in 1 million for TACs. As such, this alternative would be required to implement **MM-AQ-1**, which requires the project applicant to ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Interim engines or equivalent though the use of Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF). Implementation of this mitigation measure would reduce project construction-generated DPM missions to the maximum extent feasible. The mitigated construction HRA results (shown in Table 4.2-11) shows that implementation of Tier 4 construction equipment would reduce construction-generated health risks to levels below SCAQMD thresholds. Thus, like the project, air quality impacts would be less than significant with implementation of mitigation measure **MM-AQ-1**, same as with the proposed project.

7.~~8~~9.2.2 Biological Resources

The proposed project would result in potentially significant impacts to biological resources associated with the disturbance of burrowing owls and nesting birds during construction activities, and would result in a potential conflict with the MSHCP if mitigation were not implemented. However, with implementation of mitigation measures, the identified impacts to biological resources would be reduced to a less than significant level.

The Oil Change Facility Alternative would be located within the same site as the proposed project and would result in a similar development footprint as compared to the proposed project. This alternative would result in similar construction and grading activities that would disturb the project site and could impact burrowing owls and nesting birds. Thus, this alternative would result in a similar impact to the proposed project with regard to biological resources, in that development of this alternative would require construction and grading activity that could result in a potentially significant impact to burrowing owls and nesting birds. Development occurring under this alternative would be required to implement **MM-BIO-1** and **MM-BIO-2**, which would ensure that biological resources impacts would be reduced to a less than significant level, the same as the proposed project.

7.~~8~~9.2.3 Cultural Resources

The proposed project may result in impacts to unknown subsurface archaeological resources during construction. With implementation of mitigation measures, the identified impact to cultural resources would be reduced to a less than significant level.

The Oil Change Facility Alternative would require similar ground-disturbing activities as the project and be located within the same project footprint. Therefore, this alternative would have a similar potential to impact subsurface cultural resources as the project and impacts would be potentially significant, similar to the project. As with the project, the Oil Change Facility Alternative would require implementation of mitigation measures **MM-CR-1** to **MM-CR-~~3~~ 5** to reduce cultural resources impacts to below a level of significance.

7.~~8~~9.2.4 Geology and Soils

The proposed project would result in potentially significant impacts to geology and soils associated with the potential to impact unknown paleontological resources during ground-disturbing activities. With implementation of mitigation measures, the identified impact to geology and soils would be reduced to a less than significant level.

This alternative would be located on the same site as the proposed project, with the same underlying geology, and develop the same project footprint. This alternative would result in similar grading cuts that may result in the discovery of previously unknown paleontological resources, resulting in a potentially significant impact. Development under this alternative would be required to implement **MM-GEO-1**, which would reduce paleontological resource impact to a less than significant level, the same as the proposed project. Therefore, the Oil Change Facility Alternative would result in similar impacts relative to the proposed project.

7.~~8~~9.2.5 Transportation

The proposed project would result in potentially significant impacts to transportation (relative to design hazards) associated with the contribution to a deficiency of storage length along the westbound left turn lane at the Sanderson Avenue/Stetson Avenue intersection. With implementation of mitigation measures, the identified impact to transportation would be reduced to a less than significant level.

Based on the Oil Change Facility Alternative Trip Generation (Table 7-3), the Oil Change Facility would generate 2,600 average daily trips. The project as proposed generates 3,038 daily trips. Thus, the Oil Change Facility would reduce the daily trips by 438. The decrease in trips would reduce traffic queuing at the Sanderson Avenue/Stetson Avenue intersection, as less traffic would be generated. None-the-less, the cumulative queuing impact would remain potentially significant as trips would continue to be added to this location. As such, this alternative would implement the same mitigation measure (**MM-TRA-1**) as the proposed project. As with the project, transportation impacts would be less than significant with the implementation of **MM-TRA-1**.

Table 7-3. Oil Change Facility Trip Generation

Land Use	ITE[1] Code	Size/Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	*Out*	*Total*	*In*	*Out*	*Total*
Trip Rates									
Gasoline/Service Station w Convenience Market (at least 3000 sf and at least 10 VFS)	945	per VFP	205.36	6.36	6.11	12.47	7.13	6.86	13.99
Car Wash (self-serve)	NA[2]	per Wash Stall	100	50%	50%	4%	50%	50%	8%
Quick Lubrication Vehicle Shop	941	per TSF	69.57	4.35	1.45	5.80	3.65	5.05	8.70
Trip Generation									
Gas Station with Convenience Market	945	12 VFP	2,464	76	73	150	86	82	168
Pass-by Reduction[3]			−1,528	−47	−45	−93	−48	−46	−94
Car Wash (self-serve)	NA[2]	20.00 Wash Stall	2,000	40	40	80	80	80	160
Oil Change Facility	941	1.76 TSF	122	8	2	10	6	9	15
Subtotal without Pass-by Reduction			*4,587*	*124*	*115*	*239*	*172*	*171*	*343*
Subtotal with Pass-by Reduction			*3,059*	*77*	*70*	*147*	*124*	*125*	*249*
Internal Capture[4]			-459	-12	-12	-24	-17	-17	-34
Total Trip Generation (with Internal Capture)			**4,128**	**112**	**104**	**216**	**155**	**154**	**309**
Total Trip Generation (with Pass-by Reduction and Internal Capture)			**2,600**	**65**	**58**	**123**	**107**	**108**	**215**

Notes:

1 Trip rates from the ITE 2017

2 NA=Not Applicable. Trip rates from SANDAG 2002

3 Pass-by trip rates derived from the average of pass-by trip percentages provided for all Gasoline/Service Station with Convenience Market (945), from the ITE Trip Generation Handbook, 3rd Edition - Table E.37, Pass-by and Non-Pass-By Weekday, AM Peak Period (62%) and E.38 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period (56%) Trips (Weekday, PM Peak Hour), ITE 945 - Gasoline/Service Station with Convenience Market

4 10% Internal Capture assumed for the site

7.~~8~~9.2.6 Tribal Cultural Resources

The proposed project would result in potentially significant impacts to unknown subsurface tribal cultural resources during construction which would be reduced to a level below significance with implementation of mitigation measures.

The Oil Change Facility Alternative would require ground-disturbing activities similar to the project. The western area of the site would be developed, as would the proposed parking lot in the eastern area of the site. Thus, this alternative would have similar potential impacts to Tribal cultural resources when compared to the project. As with the project, mitigation measures **MM-CR-1** to **MM-CR-~~5~~3** would be implemented to reduce this potential impact to below a level of significance.

7.9.3 Project Objectives

As the Oil Change Facility Alternative would provide a gas station and supporting commercial amenities, it would meet Project Objective 1. The alternative would meet Project Objective 2, in that it would promote the efficient use of land and revitalize an underutilized infill site within an urbanized area. The alternative would meet Project Objective 3, in that it would provide visual and functional compatibility with adjacent areas and existing on-site uses because it would be developed consistent with the allowed uses under the City's General Plan Land Use Designation and Zoning Code. This alternative would meet Project Objective 4, in that it would enhance both vehicular and pedestrian/bicycle movement through the area consistent with the Scenic Highway Setback Manual, as well as provide adequate site access to promote visitors to the site. This alternative would also meet Project Objective 5, as it would preserve the existing McCrometer development on the property and minimize disturbance to its operations because it would not disturb or demolish any portion of the existing McCrometer buildings. Therefore, the Oil Change Facility Alternative would meet the basic Project Objectives

7.9.4 Feasibility

The Oil Change Facility Alternative would replace the proposed project's drive-thru restaurant use area with a two-bay oil change facility and supporting improvements, The remainder of the project site and on/off-site components would remain the same as the proposed project.

The applicant has access to the project site and can control whether this alternative is brought forth for construction. Therefore, from an accessibility and control standpoint, it would be feasible to implement. The alternative would have infrastructure available to serve the land uses proposed under this alternative, and development would comply with the BP land use designation and the M-1 Zone of the City's Municipal Code; therefore, the Oil Change Facility would be feasible from a regulatory consistency and infrastructure availability standpoint. The site would be suitable for the gas station and oil change facility, as these uses are compatible with each other as well as the adjacent uses, and this alternative would reduce anticipated environmental impacts by reducing the amount of vehicle trips to/from the site. The applicant has indicated that this use is potentially viable from a market standpoint. Therefore, this alternative is deemed to be potentially feasible.

7.10 Determination of Environmentally Superior Alternative

As shown in Table 7-4, implementation of the No Project/No Redevelopment Alternative would result in the greatest reduction in significant impacts when compared to the proposed project. Because the No Project/No Redevelopment Alternative would result in the least amount of impacts to the environment, it would be the environmentally superior alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is a no project alternative, the EIR also must identify an environmentally superior alternative among the other alternatives.

Table 7-4. Environmentally Superior Alternative

Issue Areas with Potentially Significant Impacts	Proposed Project	Alternatives Considered			
		No Project/ No Redevelopment	*Industrial Use*	*Medical Office*	*Oil Change Facility*
Air Quality	LTSM	▼	–	–	–
Biological Resources	LTSM	▼	–	–	–
Cultural Resources	LTSM	▼	▼	–	–
Geology and Soils	LTSM	▼	–	–	–
Transportation	LTSM	▼	▼	▼	▼
Tribal Cultural Resources	LTSM	▼	▼	–	–
Other CEQA Topics	NS	–	–	–	–

Notes:
▲ Alternative is likely to result in substantially greater impacts to issue when compared to proposed project.
– Alternative is likely to result in similar impacts to issue when compared to proposed project.
▼ Alternative is likely to result in substantially reduced impacts to issue when compared to proposed project.
NS = Not a potentially significant impact.
LTSM = Less than significant with mitigation measures.

The Industrial Use Alternative would result in the least amount of environmental impacts, as it would reduce vehicle trips to/from the project site to the greatest extent, and would reduce potential cultural resource and tribal cultural resource impacts below a level of significance by avoiding subsurface disturbances to the existing McCrometer parking lot area. As compared to the proposed project, the Industrial Land Use Alternative would result in similar impacts to all other issue areas. While the Industrial Use Alternative would meet most project objectives, it would not meet the underlying goal to provide additional commercial uses that utilize the site's location along a major thoroughfare in an urbanized area on an infill site. Overall, the Industrial Use Alternative would be the environmentally superior alternative.

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Chapter 6: Other CEQA Considerations

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Chapter 7: Alternatives

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9 List of Preparers

9.1 Lead Agency

City of Hemet

H.P. Kang	Community Development Director
Monique Alaniz-Flejter	Principal Planner
Steve R. Loriso, P.E.	Acting City Engineer
Mike Myers, P.E.	Engineering Consultant to the City of Hemet
Steven P. Graham	Interim City Attorney

9.2 Preparers of the Environmental Impact Report

Dudek

Carey Fernandes	Principal
Dawna Marshall	Project Manager
Joe Harrison	Environmental Analyst
Andrew Capobianco	Environmental Planner
Mark Storm	Acoustic Services Manager
Connor Burke	Noise Specialist
Jennifer Reed	Senior Air Quality Specialist
David Larocca	Senior Air Quality Specialist
Samantha Wang	Air Quality Specialist
Wendy Worthy	Senior Project Manager
Anna Cassady	Associate Biologist
Dennis Pascua	Transportation Services Manager
Sabita Tewani	Transportation Planner
Mladen Popovic	Transportation Planner
Amanda Meroux	Assistant Transportation Planner
Angela Pham	Archaeologist
Jessica Colston	Archaeologist
Daniel Kil	Publications Production Coordinator
Corinne Price	Technical Editor
Andrew Greis	GIS Specialist

In association with:

GK Pierce Architects

Glenn K Pierce, AIA	Architect

MD Acoustics

Mike Dickerson	Noise Specialist

Ninyo & Moore

Nissa Morton	Principal Geologist
Gregory Farrand	Principal Geologist

Sladden Engineering

Matthew Cohrt	Principal Geologist
Brett Anderson	Principal Engineer

Blaine Womer Civil Engineering

Blaine Womer	President