

NEWLAND SIMPSON ROAD PROJECT

SCH NO. 2023120462

prepared for
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Hemet, CA 92543

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Draft Environmental Impact Report

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DRAFT
ENVIRONMENTAL IMPACT REPORT
NEWLAND SIMPSON ROAD PROJECT
HEMET, CALIFORNIA
STATE CLEARINGHOUSE NO. 2023120462

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Table of Contents

Section	Page
1. Executive Summary.....	1-1
2. Introduction.....	2-1
3. Project Description.....	3-1
4. Environmental Setting.....	4-1
5. Environmental Impact Analysis	5-1
5.1 Aesthetics.....	5.1-1
5.2 Agriculture and Forest Resources	5.2-1
5.3 Air Quality	5.3-1
5.4 Biological Resources.....	5.4-1
5.5 Cultural Resources	5.5-1
5.6 Energy.....	5.6-1
5.7 Geology and Soils	5.7-1
5.8 Greenhouse Gases.....	5.8-1
5.9 Hazards and Hazardous Materials.....	5.9-1
5.10 Hydrology and Water Quality	5.10-1
5.11 Land Use and Planning	5.11-1
5.12 Noise	5.12-1
5.13 Population and Housing.....	5.13-1
5.14 Public Services.....	5.14-1
5.15 Transportation	5.15-1
5.16 Tribal Cultural Resources.....	5.16-1
5.17 Utilities and Service Systems	5.17-1
5.18 Wildfire	5.18-1
6. Other CEQA Considerations.....	6-1
7. Effects Found Not Significant.....	7-1
8. Alternatives	8-1
9. EIR Preparers and Persons Contacted	9-1

Figures

Figure	Page
FIGURE 3-1: REGIONAL LOCATION.....	3-3
FIGURE 3-2: LOCAL VICINITY	3-5
FIGURE 3-3: AERIAL VIEW.....	3-7
FIGURE 3-4A: SITE PHOTOS.....	3-9
FIGURE 3-4B: SITE PHOTOS	3-11
FIGURE 3-5: EXISTING GENERAL PLAN LAND USE.....	3-17
FIGURE 3-6: PROPOSED GENERAL PLAN LAND USE	3-19
FIGURE 3-7: CONCEPTUAL SITE PLAN.....	3-21
FIGURE 3-8: BUILDING 1 ELEVATIONS	3-23
FIGURE 3-9: BUILDING 2 ELEVATIONS	3-25
FIGURE 3-10: CONCEPTUAL LANDSCAPE PLAN.....	3-27
FIGURE 3-11: OFF-SITE IMPROVEMENTS	3-29
FIGURE 3-12: TRUCK ROUTES.....	3-31
FIGURE 5-1: CUMULATIVE PROJECT LOCATIONS	5-7
FIGURE 5.2-1: FARMLAND DESIGNATIONS.....	5.2-5
FIGURE 5.3-1: SENSITIVE RECEPTOR LOCATIONS	5.3-19
FIGURE 5.3-2: CONSTRUCTION EMISSIONS SOURCES	5.3-33
FIGURE 5.3-3: ONSITE OPERATIONAL EMISSIONS SOURCES	5.3-35
FIGURE 5.3-4: PROJECT OFF-SITE TRUCK EMISSIONS SOURCES.....	5.3-37
FIGURE 5.10-1: DRAINAGE MANAGEMENT AREA PLAN	5.10-15
FIGURE 5.10-2: DAM INUNDATION MAP	5.10-23
FIGURE 5.12-1: NOISE MEASUREMENT LOCATIONS	5.12-7
FIGURE 5.12-2: HEMET-RYAN AIRPORT NOISE CONTOURS	5.12-9
FIGURE 5.12-3: SENSITIVE RECEIVER LOCATIONS	5.12-13
FIGURE 5.12-4: CONSTRUCTION NOISE SOURCES.....	5.12-19
FIGURE 5.12-5: OPERATIONAL NOISE SOURCES	5.12-25
FIGURE 5.18-1: FIRE HAZARD SEVERITY ZONES	5.18-7

Tables

Table	Page
TABLE 1-1: SUMMARY OF IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE.....	1-5
TABLE 2-1: ENVIRONMENTAL TOPICS IDENTIFIED IN THE NOP FOR FURTHER EVALUATION	2-2
TABLE 2-2: SUMMARY OF NOP COMMENT LETTERS	2-3
TABLE 2-3: SUMMARY OF SCOPING MEETING COMMENTS	2-6
TABLE 3-1: DEVELOPMENT SUMMARY	3-14
TABLE 3-2: BUILDING 1 SUMMARY	3-14
TABLE 3-3: BUILDING 2 SUMMARY	3-15
TABLE 3-4: CONSTRUCTION SCHEDULE.....	3-33
TABLE 3-5: CONSTRUCTION EQUIPMENT ASSUMPTIONS.....	3-34
TABLE 3-6: PROJECT APPROVALS/PERMITS	3-36
TABLE 4-1: SURROUNDING EXISTING LAND USE, ZONING, AND SPECIFIC PLAN DESIGNATIONS.....	4-2
TABLE 5-1: CUMULATIVE PROJECTS LIST	5-5
TABLE 5.1-1: DEVELOPMENT STANDARD CONSISTENCY.....	5.1-9
TABLE 5.1-2: GENERAL PLAN CONSISTENCY REGARDING SCENIC QUALITY	5.1-9
TABLE 5.3-1: AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS.....	5.3-2
TABLE 5.3-2: AIR QUALITY MONITORING SUMMARY 2020-2022.....	5.3-16
TABLE 5.3-3: ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN (SCAB)	5.3-16
TABLE 5.3-4: SCAQMD REGIONAL AIR QUALITY THRESHOLDS.....	5.3-21
TABLE 5.3-5: SCAQMD LOCALIZED SIGNIFICANCE THRESHOLDS.....	5.3-22
TABLE 5.3-6: OVERALL CONSTRUCTION EMISSIONS SUMMARY WITHOUT MITIGATION MEASURES	5.3-26
TABLE 5.3-7: OVERALL CONSTRUCTION EMISSIONS SUMMARY WITH MITIGATION MEASURES	5.3-26
TABLE 5.3-8: SUMMARY OF PEAK OPERATIONAL EMISSIONS	5.3-27
TABLE 5.3-9: TRAFFIC VOLUMES FOR INTERSECTIONS EVALUATED IN 2003 AQMP	5.3-29
TABLE 5.3-10: LOCALIZED CONSTRUCTION-SOURCE EMISSIONS WITHOUT MITIGATION.....	5.3-29
TABLE 5.3-11: LOCALIZED SIGNIFICANCE EMISSIONS FROM PROJECT OPERATION	5.3-30
TABLE 5.3-12: SUMMARY OF CONSTRUCTION CANCER AND NON-CANCER RISKS.....	5.3-39
TABLE 5.3-13: SUMMARY OF OPERATIONAL CANCER AND NON-CANCER RISKS.....	5.3-40
TABLE 5.3-14: SUMMARY OF CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER RISKS.....	5.3-41
TABLE 5.4-1: POTENTIAL SPECIAL-STATUS PLANT SPECIES LIST.....	5.4-5
TABLE 5.4-2: POTENTIAL SPECIAL STATUS ANIMAL SPECIES LIST.....	5.4-10
TABLE 5.6-1: ESTIMATED CONSTRUCTION ELECTRICITY USAGE.....	5.6-7
TABLE 5.6-2: ESTIMATED CONSTRUCTION FUEL CONSUMPTION.....	5.6-8
TABLE 5.6-3: ESTIMATED CONSTRUCTION WORKER FUEL CONSUMPTION (AUTOMOBILES)	5.6-9
TABLE 5.6-4: ESTIMATED CONSTRUCTION VENDOR FUEL CONSUMPTION.....	5.6-10
TABLE 5.6-5: PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION.....	5.6-11
TABLE 5.6-6: STATIONARY SOURCE EQUIPMENT FUEL CONSUMPTION ESTIMATES.....	5.6-11
TABLE 5.6-7: ON-SITE CARGO HANDLING EQUIPMENT FUEL CONSUMPTION ESTIMATES	5.6-11
TABLE 5.6-8: PROJECT ANNUAL OPERATIONAL NATURAL GAS AND ELECTRICITY DEMAND SUMMARY	5.6-12
TABLE 5.8-1: PROJECT CONSTRUCTION GREENHOUSE EMISSIONS	5.8-11
TABLE 5.8-2: PROJECT GENERATED GREENHOUSE GAS EMISSIONS.....	5.8-12
TABLE 5.8-3: PROJECT CONSISTENCY WITH HEMET GENERAL PLAN GHG POLICIES.....	5.8-14
TABLE 5.9-1: HAZARDOUS MATERIALS SITES NEAR PROJECT SITE.....	5.9-11

TABLE 5.10-1: IDENTIFICATION OF RECEIVING WATERS	5.10-9
TABLE 5.10-2: IMPERVIOUS SURFACE AREA FOR PROJECT SITE	5.10-13
TABLE 5.11-1: SCAG RTP/SCS CONSISTENCY ANALYSIS	5.11-19
TABLE 5.11-2: GENERAL PLAN CONSISTENCY	5.11-21
TABLE 5.12-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS	5.12-6
TABLE 5.12-2: SIGNIFICANCE CRITERIA SUMMARY.....	5.12-16
TABLE 5.12-3: CONSTRUCTION REFERENCE NOISE LEVELS	5.12-17
TABLE 5.12-4: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY	5.12-18
TABLE 5.12-5: CONSTRUCTION NOISE LEVEL COMPLIANCE.....	5.12-21
TABLE 5.12-6: NIGHTTIME CONCRETE POUR NOISE LEVEL COMPLIANCE.....	5.12-22
TABLE 5.12-7: DAYTIME OPERATIONAL NOISE LEVELS.....	5.12-23
TABLE 5.12-8: NIGHTTIME OPERATIONAL NOISE LEVELS	5.12-23
TABLE 5.12-9: OPERATIONAL NOISE LEVEL COMPLIANCE	5.12-24
TABLE 5.12-10: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES.....	5.12-27
TABLE 5.12-11: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES	5.12-27
TABLE 5.12-12: EXISTING WITHOUT PROJECT CONTOURS	5.12-28
TABLE 5.12-13: EXISTING WITH PROJECT CONTOURS	5.12-29
TABLE 5.12-14: OPENING YEAR CUMULATIVE (2025) WITHOUT PROJECT CONTOURS.....	5.12-29
TABLE 5.12-15: OPENING YEAR CUMULATIVE (2025) WITH PROJECT CONTOURS.....	5.12-30
TABLE 5.12-16: EXISTING WITH PROJECT TRAFFIC NOISE LEVEL INCREASES	5.12-31
TABLE 5.12-17: OPENING YEAR WITH PROJECT TRAFFIC NOISE INCREASES.....	5.12-31
TABLE 5.12-18: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT.....	5.12-33
TABLE 5.12-19: PROJECT CONSTRUCTION VIBRATION LEVELS.....	5.12-34
TABLE 5.13-1: POPULATION TRENDS IN THE CITY OF HEMET	5.13-3
TABLE 5.13-2: HOUSING TRENDS IN THE CITY OF HEMET	5.13-3
TABLE 5.13-3: EMPLOYMENT TRENDS IN THE CITY OF HEMET	5.13-3
TABLE 5.13-4: EMPLOYMENT BY INDUSTRY.....	5.13-4
TABLE 5.13-5: JOBS - HOUSING TRENDS IN THE CITY OF HEMET	5.13-4
TABLE 5.14-1: FIRE STATIONS	5.14-6
TABLE 5.15-1: EXISTING ROADWAY CHARACTERISTICS WITHIN PROJECT AREA	5.15-8
TABLE 5.15-2: EXISTING PEAK HOUR LEVELS OF SERVICE.....	5.15-8
TABLE 5.15-3: RELATIONSHIP BETWEEN CONTROL DELAY AND LOS AT SIGNALIZED INTERSECTIONS	5.15-11
TABLE 5.15-4: RELATIONSHIP BETWEEN DELAY AND LOS AT UNSIGNALIZED INTERSECTIONS	5.15-12
TABLE 5.15-5: PROPOSED PROJECT TRIP GENERATION.....	5.15-14
TABLE 5.15-6: PROJECT COMPLETION CONDITIONS PEAK HOUR LEVELS OF SERVICE.....	5.15-15
TABLE 5.15-7: DAILY CONSTRUCTION VEHICLE TRIPS.....	5.15-16
TABLE 5.15-8: PROJECT VMT/SERVICE POPULATION COMPARISON	5.15-18
TABLE 5.15-9: PROJECT EFFECT ON CITYWIDE VMT	5.15-20
TABLE 5.17-1: EMWD WATER SUPPLY 2022.....	5.17-4
TABLE 5.17-2: EMWD PROJECTED WATER SUPPLY (AF)	5.17-4
TABLE 5.17-3: DEMANDS FOR POTABLE AND RAW WATER (AF)	5.17-5
TABLE 5.17-4: LANDFILL CAPACITY	5.17-15
TABLE 8-1: ALTERNATIVE 2 TRIP GENERATION.....	8-14
TABLE 8-2: ALTERNATIVE 3 TRIP GENERATION.....	8-20
TABLE 8-3: IMPACT COMPARISON OF THE PROPOSED PROJECT AND ALTERNATIVES.....	8-22
TABLE 8-4: COMPARISON OF THE PROPOSED PROJECT AND ALTERNATIVES' ABILITY TO MEET OBJECTIVES.....	8-24

Appendices

Appendix	Title
APPENDIX A	NOP AND NOP COMMENTS
APPENDIX B	LESA MODEL MEMO
APPENDIX C	AIR QUALITY IMPACT ANALYSIS
APPENDIX D	HEALTH RISK ASSESSMENT
APPENDIX E	BIOLOGICAL RESOURCES ASSESSMENT
APPENDIX F	CULTURAL RESOURCES ASSESSMENT
APPENDIX G	ENERGY TABLES
APPENDIX H	GEOTECHNICAL INVESTIGATION
APPENDIX I	PALEONTOLOGICAL RESOURCES ASSESSMENT
APPENDIX J	GREENHOUSE GAS IMPACT ANALYSIS
APPENDIX K	PHASE I ENVIRONMENTAL SITE ASSESSMENT
APPENDIX L1	PRELIMINARY HYDROLOGY REPORT
APPENDIX L2	WATER QUALITY MANAGEMENT PLAN
APPENDIX M	NOISE IMPACT ANALYSIS
APPENDIX N	TRAFFIC IMPACT ANALYSIS
APPENDIX O	VEHICLE MILES TRAVELED ANALYSIS
APPENDIX P	FINAL WATER SUPPLY ASSESSMENT
APPENDIX Q	SERVICE LETTER RESPONSES

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1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Newland Simpson Project (proposed Project). This Draft EIR has been prepared in conformance with State and City of Hemet environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the City's website (<https://www.hemetca.gov/797/Environmental-Documents>).

Written comments related to environmental issues in the Draft EIR should be addressed to:

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A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The proposed Project is located in the western portion of the City of Hemet at the intersection of Warren Road and Simpson Road. Regional access to the Project site is provided by State Route 79 located approximately 3.9 miles west from Domenigoni Parkway, and State Route 74 North about 3.2 miles north from Warren Road. The existing site and surrounding area are shown in Figure 3-1, Regional Location. Local access is provided via Simpson Road. Specifically, the Project site is located within Section 25, Township 5 South, Range 2 West, within the Winchester United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The Project site encompasses approximately 74.88 gross acres (71.11 net acres) and is comprised of 2 parcels identified as Assessor's Parcel Numbers (APN) 465-140-043, to the west of Warren Road, and APN 465-140-042, to the east of Warren Road. The lot is relatively flat with no existing structures or improvements on site. The Project site is currently utilized for farming activities with existing irrigation infrastructure as shown in Figures 3-2, *Local Vicinity*, Figure 3-3, *Aerial*, and 3-4, *Existing Site Photos*.

1.2 PROJECT DESCRIPTION SUMMARY

The proposed Project would develop the entire approximately 71.11 net acre site with two new speculative industrial buildings totaling approximately 1,192,418 square feet (SF), a trailer parking lot, and related improvements. Entitlements for the Project would include a General Plan Amendment to change the existing land use designation from Mixed Use (MU) under Figure 2.1 of the Hemet General Plan Land Use Plan to Business Park (B-P), consistent with the current Business Park (B-P) zoning for the site. (see Figure 3-5, *Existing General Plan Land Use*, and Figure 3-6, *Proposed General Plan Land Use*). Entitlements also include a Conditional Use Permit (CUP) and Site Plan Review from the City of Hemet to construct two new speculative warehouse buildings totaling 1,192,418 SF, an ancillary trailer parking lot, and related site

improvements and a Tentative Parcel Map (TPM) to split 465-140-043 into two separate parcels, one for each warehouse building.

Building and Architecture. The proposed structures would consist of two new approximately 60-foot-tall industrial buildings that would support warehouse, distribution, and office uses. The proposed building (Building 1) on the westernmost portion of the Project would consist of approximately 883,080 SF, inclusive of approximately 838,926 SF of warehouse space and approximately 44,154 SF of office space and 144 dock doors. Building 1 would result in a FAR of 0.47. The proposed Project would develop the approximately 18.39 net acre, central portion of the Project site with an approximately 309,338 SF speculative high-cube warehouse building (Building 2). Building 2 would include approximately 293,871 SF of warehouse space and approximately 15,467 SF of office space and include 50 dock-high doors and two grade-level doors. Building 2 would result in a FAR of 0.39. Finally, the proposed Project would develop the approximately 8.5 net acre easternmost portion of the Project site with an ancillary truck trailer parking lot and an approximately 64,078 SF detention basin. The Project site includes a 20-foot landscape setback from Simpson Road and a 5-foot setback from the southeastern property line. The proposed truck trailer parking lot includes 160 trailer parking stalls with 70-foot-wide drive aisles. Access to Site 3 would be via Simpson Road from a 40-foot driveway. Figure 3-7, *Conceptual Site Plan*, illustrates the proposed site plan.

Circulation and Street Improvements. Access to Building 1 would be provided via three proposed driveways on Simpson Road. The western and eastern driveways on Simpson Road would be 40-foot-wide and provide truck access while the middle driveway would be 26-foot-wide and be limited to passenger vehicle access. The western driveway to Building 2 on Simpson Road would be 40-foot-wide and would provide truck access. The eastern driveway would be 26-foot-wide and would be limited to passenger vehicle access. Finally, access to the truck trailer parking lot east of Warren Road would be provided from a 40-foot-wide driveway on Simpson Road which would allow truck access. Trucks are expected to primarily utilize Warren Road and Domenigoni Parkway, which are designated truck routes within the city (See Figure 3-12, *Truck Routes*). Onsite circulation would be provided by internal drive aisles around the buildings. Sidewalks would be constructed along the Project frontages on Simpson and Warren Road. Sidewalk area would be dedicated to the City as part of the Project.

Parking. The Project would provide a total of 419 trailer parking spaces located throughout the Project. A total of 204 trailer spaces would be located along the east and west sides of Building 1, 55 would be located on the eastern side of Building 2, and 160 would be located in the truck trailer parking lot east of Warren Road. Additionally, 1,297 passenger vehicle spaces, inclusive of accessible (ADA) spaces, would be provided for employees and visitors in surface lots to the north and south of each warehouse.

Landscaping. The proposed Project would include approximately 483,977 SF (or 11.11 acres) of landscaping that would cover approximately 24.5-percent of the site. Landscaping would be provided along the perimeter of each building, along street frontages and site boundaries, and throughout the parking lot areas.

Infrastructure. The proposed Project would construct onsite water lines to connect to the existing 24-inch water main in Simpson Road. The Project would construct onsite recycled water lines that would connect to the existing 36-inch recycled water line in Simpson Road.

The Project would also construct onsite sewer lines to connect to a new 24-inch sewer main in Simpson Road, which would also be constructed by the Project.

Runoff from the Project site would be collected and treated by four underground and two aboveground infiltration basins, located throughout the site. Onsite basins would include an emergency pump overflow that would discharge onsite and ultimately discharge to Salt Creek Channel, mimicking existing conditions.

The proposed Project would include a 14-foot dedication to Simpson Road and would widen Simpson Road to a 46.51-foot width. Additionally, the Project would include a 12-foot vacation of the Warren Road right-of-way and would widen Warren Road to a width of 64 feet, as well as the construction of new sidewalks on all Project frontages.

1.3 PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The primary purpose and goal of the Project is to develop an underutilized property with a speculative warehouse, an employment-generating use, to help grow the economy in the City of Hemet. The Project would achieve this goal through the following objectives:

- To make efficient use of underutilized property in the City of Hemet by adding to its potential for employment-generating uses in order to attract new businesses and promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property to host a variety of industrial uses permissible under current zoning code and help meet demand for businesses in the Inland Empire.
- To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.
- To develop an underutilized property consistent with the current zoning that is conveniently located in proximity to State Route (SR) 74 and State Route (SR) 79 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

1.3 SUMMARY OF ALTERNATIVES

Section 8.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Project. The alternatives that are analyzed in detail in Section 8.0 are summarized below.

- **Alternative 1: No Project/No Development Alternative.** This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (December 18, 2023), which is undeveloped and used for agricultural purposes.
- **Alternative 2: Reduced Project Alternative.** This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a single 225,000 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 81 percent and this alternative would not include the development of the 8.5-acre easternmost portion of the Project site. The remaining 66.38-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project except for the eastern-most parcel, which would not be disturbed under this alternative.
- **Alternative 3: No Project/Buildout of Existing Land Use Alternative.** This alternative consists of developing the Project site in a manner that is consistent with the existing General Plan Land Use Designation of Mixed Use (MU). According to the General Plan, the MU designation for the site is intended to facilitate the creation of mixed-use, higher intensity environments that offer opportunities

for people to live, work, and shop within a compact area. This alternative assumes that all 74.88-acres of the Project site would be developed pursuant to the existing General Plan designation as a mixed-use center with commercial, residential, and recreational uses. This alternative would not require a General Plan Amendment; however, it would require a zone change from Business Park to Mixed Use. The No Project/Build out of Existing Land Use Alternative would consist of a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. This Alternative would convert the 8.5 net acre area east of Warren Road into a recreational park with a parking lot.

1.4 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR. Section 7.0, *Effects Not Found Significant*, establishes that the proposed Project would not result in impacts related to certain thresholds from CEQA Appendix G including Mineral Resources and Recreation. Thus, no further assessment of those impacts was required in the Draft EIR. Therefore, the numbering of impacts shown in Table 1-1 reflects the omission of further evaluation for certain thresholds.

Relevant standard conditions of approval are identified, and mitigation measures are provided for all potentially significant impacts. The level of significance of impacts after the proposed mitigation measures are applied are identified as either significant and unavoidable, less than significant, or no impact.

Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-1: The Project would not have a substantial adverse effect on a scenic vista.		Less than significant	None required	Less than significant
Impact AE-2: The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.		Less than significant	None required	Less than significant
Impact AE-3: The Project would not conflict with applicable zoning and other regulations governing scenic quality.		Less than significant	None required	Less than significant
Impact AE-4: The Project would not create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.	PPP AE-1: 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.	Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.2 Agriculture and Forest Services				
Impact AG-1: The Project would convert prime farmland, unique farmland, or farmland of statewide importance (Farmland) as shown on the maps prepared pursuant to the Farmland mapping and monitoring		Potentially Significant	None feasible	Significant and unavoidable

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
program of the California Resources Agency, to non-agricultural use.				
Impact AG-2: The Project would not conflict with an existing zoning for agricultural use, or a Williamson Act contract.		Less than significant	None required	Less than significant
Impact AG-3: The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).		No impact	None required	No impact
Impact AG-4: The Project would not result in the loss of forest land or conversion of forest land to non-forest use.		No impact	None required	No impact
Impact AG-5: The Project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.		Potentially significant	None feasible	Significant and unavoidable
Cumulative		Potentially significant	None feasible	Significant and unavoidable
5.3 Air Quality				
Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan.		Potentially significant	Mitigation Measures AQ-1 and AQ-2, as listed below	Less than significant
Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable	PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which	Potentially significant	Mitigation Measure AQ-1: The Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC paints	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>federal or state ambient air quality standard.</p>	<p>includes the following:</p> <ul style="list-style-type: none"> - All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. - The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day. - The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less. <p>PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.</p> <p>PPP AQ-4: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with</p>		<p>have been reformulated to be more stringent than the regulatory VOC limits put forth by SCAQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.</p> <p>Mitigation Measure AQ-2: Prior to the start of construction activities, the Project Applicant, or the Applicant designee, shall ensure that all diesel-powered equipment is powered with CARB-certified Tier 4 Final engines, except where the Project Applicant establishes to the satisfaction of the City of Hemet that Tier 4 Final equipment is not available. An exemption from these requirements may be granted by the City if the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment to the maximum extent feasible. Before an exemption may be considered by the City, the Project Applicant shall be required to demonstrate that at least two construction fleet owners/operators were contacted and that those owners/operators confirmed Tier 4 Final equipment is not/would not be available. In order to meet this requirement to demonstrate that such equipment is not available, the Applicant must seek bids/proposals from contractors of large fleets, defined by the CARB as, “A fleet with a total max hp (as defined below) greater than 5,000 hp.” In the event that Tier 4 Final equipment is not available, Tier 4 interim equipment shall be required. In the event that Tier 4 Interim equipment is not available, Tier 3 equipment shall be used. All construction equipment shall be tuned</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Rule 1470, regulating the use of diesel-fueled internal combustion engines.		and maintained in accordance with the manufacturer's specifications.	
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations.		Less than significant	None required	Less than significant
Impact AQ-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	PPP AQ-3: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.	Less than significant	None-required	Less than significant
Cumulative	<p>PPP AQ-1: Rule 403, as listed previously.</p> <p>PPP AQ-2: Rule 1113, as listed previously.</p> <p>PPP AQ-3: Rule 402, as listed previously.</p> <p>PPP AQ-4: Rule 1470, as listed previously.</p>	Potentially significant	<p>Mitigation Measure AQ-1: As listed previously.</p> <p>Mitigation Measure AQ-2: As listed previously.</p>	Less than significant
5.4 Biological Resources				
Impact BIO-1: The Project would not have a substantial adverse effect,		Potentially significant	Mitigation Measure BIO-1: A pre-construction/ clearance burrowing owl	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>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.</p>			<p>survey shall be performed not more than 30 days prior to initial ground disturbance activity to determine presence/absence of the species. A qualified biologist shall survey the Project site and a buffer zone, 500-feet outside the Project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow shall be flagged, and a 160-foot diameter buffer shall be established during nonbreeding season or a 250-foot diameter buffer during the breeding season. If burrows onsite are unoccupied, construction may proceed.</p> <p>If the site survey determines the presence of burrowing owl, mitigation in accordance with the California Department of Fish and Wildlife CDFW shall be implemented as follows:</p> <ul style="list-style-type: none"> • If burrowing owls are identified as being resident on-site outside the breeding season (September 1 to February 14) they may be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the CDFW Staff Report on Burrowing Owl Mitigation (March 2012). • If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance from the active burrow, to be determined by the biologist, to prevent disturbance during grading or construction. Installation and removal of the fencing shall be done with a biological monitor present. • Active relocation and eviction/passive 	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			relocation shall require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.	
<p>Impact BIO-2: The Project would not 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 US Fish and Wildlife Service.</p>		No Impact	None required	No Impact
<p>Impact BIO-3: The Project would not 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.</p>		No Impact	None required	No Impact
<p>Impact BIO-4: The Project would not 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?</p>		Potentially Significant	<p>Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant shall conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys shall be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist shall determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities shall stay outside of a 200-foot</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			buffer around the active nests. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.	
Impact BIO-5: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?.		No Impact.	None required.	No Impact.
Impact BIO-6: The Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	PPP BIO-1: MSHCP Fees. Prior to the issuance of any grading permits, fees required pursuant to the Western Riverside MSHCP shall be submitted to the Western Riverside County MSHCP. The Western Riverside MSHCP requires a per-acre local development impact and mitigation fee payment prior to the issuance of a grading permit.	Potentially significant	Mitigation Measure BIO-1: As listed previously.	Less than significant
Cumulative	PPP BIO-1: MSCHP Fees, as listed previously.	Less than Significant	Mitigation Measure BIO-1: As listed previously. Mitigation Measure BIO-2: Nesting Bird Survey. As listed previously.	Less than significant
5.5 Cultural Resources				
Impact CUL-1: The Project would not		No impact	None required.	No impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				
<p>Impact CUL-2: The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?.</p>		Potentially Significant	<p>Mitigation Measure CUL-1: Cultural Resources Monitoring Program. Prior to issuance of grading permits the applicant/developer shall provide evidence to the City of Hemet Planning Division that a qualified professional archeologist meeting the Secretary of Interior’s PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to prepare a Cultural Resource Monitoring Program (CRMP) and to conduct monitoring of rough grading activities. The CRMP shall be developed in coordination with the consulting tribe(s) and address the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this Project. The Archaeologist shall conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe(s) Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session shall focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.</p> <p>The retained Qualified archeologist and Consulting Trib(s) representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>In the event that a resource is inadvertently discovered during ground-disturbing activities, work shall be halted within 60 feet of the find until it can be evaluated by the qualified archaeologist. Construction activities can continue in other areas. If the find is considered a “resource” the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the developer/applicant’s expense. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to consulting tribe(s) for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the Project and implement the Plan accordingly.</p> <p>Mitigation Measure CUL-2: Final Monitoring Report. A final monitoring report shall be prepared by the qualified</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			archaeologist prior to issuance of any certificate of occupancy. The final monitoring report(s) created as a part of the Project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe(s) for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe(s).	
<p>Impact CUL-3: The Project would not disturb any human remains, including those interred outside of formal cemeteries?</p>		Potentially Significant	<p>Mitigation Measure CUL-3: Inadvertent Discovery of Human Remains.</p> <p>A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), and work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; Project personnel/observers will be restricted. The County Coroner shall be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. No photographs shall be taken except by the coroner, with written approval by the consulting Tribe(s).</p> <p>B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>24 hours of determination pursuant to subdivision (c) of HSC §7050.5.</p> <p>C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98</p> <p>D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial shall not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations shall be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Division.</p>	
Cumulative		Potentially significant	Mitigation Measures CUL-1 through CUL-3, As listed previously.	Less than significant
5.6 Energy				
Impact E-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
unnecessary consumption of energy resources, during Project construction or operation?				
Impact E-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval	Less than significant	None required	Less than significant
Cumulative	PPP E-1: CalGreen Compliance, as listed previously.	Less than significant	None required	Less than significant
5.7 Geology and Soils				
Impact GEO-1 i: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.		No Impact	None required	No Impact
Impact GEO-1 ii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	PPP GEO-1: CBC Compliance. The Project is required to comply with the California Building Standards Code as included in Chapter 14, Article II, Division 3, Section 14-40 of the Hemet Municipal Code to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project are required to be incorporated into grading plans and building specifications as a	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	condition of construction permit approval.			
Impact GEO-1 iii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.	PPP GEO-1: CBC Compliance. As listed previously.	Less than significant	None required	Less than significant
Impact GEO-1 iv: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.		Less than significant	None required	Less than significant
Impact GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil.		Less than significant	None required	Less than significant
Impact GEO-3: The Project would not 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.	PPP GEO-1: CBC Compliance. As listed previously.	Less than significant	None required	Less than significant
Impact GEO-4: The Project would not 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.		Less than significant	None required	Less than significant
Impact GEO-5: The Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.		No Impact	None required	No Impact
Impact GEO-6: The Project would not directly or indirectly destroy a unique		Potentially significant	Mitigation Measure PAL-1: Paleontological Monitoring. Prior to the	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
paleontological resource or site or unique geologic feature.			<p>issuance of grading permits, the Applicant shall provide a letter to the City, or City designee, from a professional paleontologist, stating that a qualified paleontologist (who meets the Society of Vertebrate Paleontology's (SVP, 2020) definition for qualified profession paleontologist) has been retained to provide services for the proposed Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the City for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. Prior to commencement of grading activities, the City of Hemet Planning Division, or designee, shall verify that all Project grading and construction plans specify the requirements herein related to the PRIMP and the unanticipated discovery of paleontological resources.</p> <p>The PRIMP shall also require that in areas mapped as late to middle Pleistocene old alluvial fan deposits, monitoring will be conducted full-time in undisturbed alluvium starting at the surface. In areas mapped as Holocene to late Pleistocene young alluvial valley deposits, monitoring shall be conducted full-time in undisturbed alluvium starting at a depth of five feet below the surface during grading or excavation activities. In the event paleontological resources are encountered, ground disturbing activity within 50 feet of the area shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered pursuant to the guidelines of the Society of Vertebrate Paleontology (SVP, 2010).</p> <p>Criteria for discarding specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project construction, then recovery techniques shall be applied. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage, and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. If no institution accepts the fossil(s), they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the City, or City designee. The report and inventory, when submitted to the City of Hemet Planning Division, shall signify completion of the</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			program to mitigate impacts to paleontological resources.	
Cumulative	PPP GEO-1: CBC Compliance. As listed previously.	Less than significant	MM PAL-1: Paleontological Monitoring. As listed previously.	Less than significant
5.8 Greenhouse Gas Emissions				
<p>Impact GHG-1: The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>		Potentially Significant	<p>Mitigation Measure GHG-1: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating all light bulbs and light features within the Project are Energy Star certified.</p> <p>Mitigation Measure GHG-2: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient toilets (1.5 gallons per minute [gpm]).</p> <p>Mitigation Measure GHG-3: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide waterless urinals).</p> <p>Mitigation Measure GHG-4: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient faucets (1.28 gpm).</p> <p>Mitigation Measure GHG-5: Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board</p>	Significant and Unavoidable

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>(CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.</p> <p>Mitigation Measure GHG-6: Prior to issuance of a building permit, the Project Applicant shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.</p> <p>Mitigation Measure GHG-7: Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed on Simpson Road and Warren Road.</p> <p>Mitigation Measure GHG-8: Prior to issuance of an occupancy permit, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any</p>	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 72 hours.</p> <p>Mitigation Measure GHG-9: All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.</p> <p>Mitigation Measure GHG-10: Prior to issuance of a Certificate of Occupancy for each building/occupancy providing for 250 or more employees, each owner/tenant shall develop a use/occupant-specific transportation demand management (TDM) program. The TDM program shall be submitted to the City Planning Division and City Building & Safety Division for review and approval as part of tenant improvements plan(s) documentation. Recommended California Air Pollution Control Officers Association (CAPCOA) TDM program elements are listed below:</p> <ul style="list-style-type: none"> ▪ Provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities. • Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and where applicable transit. • Commute trip reduction (CTR) programs offered to encourage the use of vanpools, carpooling, public transit, and biking. • Provide CTR program marketing 	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			including information sharing and marketing to promote and educate employees about their travel choices to the employment location. <ul style="list-style-type: none"> • CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work. • Provision of on-site facilities to provide end of trip services for bicycling such as secure bike parking and storage lockers. • Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles. 	
Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	PPP E-1: CALGreen Compliance, listed above.	Potentially significant	None required	Significant and Unavoidable
Cumulative	PPP E-1: CALGreen Compliance, listed above.	Potentially Significant	Mitigation Measure GHG-1 through GHG-10: as listed previously.	Significant and Unavoidable
5.9 Hazards and Hazardous Materials				
Impact HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	PPP HYD-1: NPDES/SWPPP. Since this Project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans (SWPPP) during the life of this permit. Prior to issuance of any grading or construction permits - whichever comes first - the Applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	SWPPP and a monitoring program and reporting plan for the construction site.			
<p>Impact HAZ-2: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>PPP HYD-1: NPDES/SWPPP, as listed previously.</p> <p>PPP HYD-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Department. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development Project in order to minimize the adverse effects on receiving waters.</p>	Less than significant	None required	Less than significant
<p>Impact HAZ-3: The 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.</p>		No impact	None required	No Impact
<p>Impact HAZ-4: The Project would not 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, create a significant hazard to the public or the environment.</p>		Less than significant	None required	Less than significant
<p>Impact HAZ-5: The Project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a</p>		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the Project area.				
Impact HAZ-6: The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.		Less than significant	Non required	Less than significant
Impact HAZ-7: The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.		Less than significant	Non required	Less than significant
Cumulative	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
5.10 Hydrology and Water Quality				
Impact HYD-1: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
Impact HYD-2: The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
Impact HYD-3: The Project would not	PPP HYD-1: NPDES/SWPPP , as	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	listed previously. PPP HYD-2: WQMP , as listed above.			
Impact HYD-4: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
Impact HYD-5: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
Impact HYD-6: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
Impact HYD-7: The Project would not be located in flood hazard, tsunami,		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
or seiche zones, and risk release of pollutants due to Project inundation.				
Impact HYD-8: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
Cumulative	PPP HYD-1: NPDES/SWPPP , as listed previously. PPP HYD-2: WQMP , as listed above.	Less than significant	None required	Less than significant
5.11 Land Use and Planning				
Impact LU-1: The Project would not physically divide an established community.		No impact	None required	No Impact
Impact LU-2: The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.12 Noise				
Impact NOI-1: The Project would 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.	PPP NOI-1: Construction Noise. Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of	Potentially Significant	None feasible	Significant and Unavoidable

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	<p>October through May. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistent with these provisions is exempt from regulation.</p> <p>PDF NOI-1: All construction activities shall comply with HMC Section 30-32[a][43], restricting construction activities to the approved hours of construction as set forth on a permit or other city entitlement as issued the building official, planning commission, or city council, or as otherwise prohibited by the Hemet Building Code.</p> <p>PDF NOI-2: Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards).</p> <p>PDF NOI-3: All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.</p> <p>PDF NOI-4: Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.</p> <p>PDF NOI-5: The construction contractor shall limit equipment and</p>			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	material deliveries to the same hours specified for construction equipment. PDF NOI-6: Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment. PDF NOI-7: No music or electronically reinforced speech from construction workers shall be allowed.			
Impact NOI-2: The Project would not result in generation of excessive groundborne vibration or groundborne noise levels.		Less than significant	None required	Less than significant
Impact NOI-3: The Project 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.		Less than significant	None Required	Less than significant
Cumulative	PPP NOI-1: Construction Noise, as listed above. PDF NOI-1 through NOI-7, as listed above.	Potentially Significant	None feasible	Significant and unavoidable
5.13 Population and Housing				
Impact POP-1: The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
extension of roads or other infrastructure).				
Impact POP-2: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.		No impact	None required	No impact
Cumulative		Less than significant	None required	Less than significant
5.14 Public Services				
Impact PS-1: The Project would not result in substantial adverse physical impacts associated with fire protection services or the provision of new or altered fire station facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.		Less than significant	None required	Less than significant
Impact PS-2: The Project would not result in substantial adverse physical impacts associated with police services or the provision of new or altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.		Less than significant	None required	Less than significant
Impact PS-3: The Project would not result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities.	PPP PS-1: School Impact Fees. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Hemet Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact PS-4: The Project would not result in substantial adverse physical impacts associated with park and recreational facilities or the provision of new or physically altered park facilities.		Less than significant	None required	Less than significant
Impact PS-5: The Project would not result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered public facilities.		Less than significant	None required	Less than significant
Cumulative	PPP PS-1: School Impact Fees. As listed previously.	Less than significant	None required	Less than significant
5.15 Transportation				
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.		Less than significant	None required	Less than significant
Impact TR-2: The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).	PDF TR-1: Sidewalks. The Project would construct sidewalks along the Project’s frontage on Simpson Road and Warren Road.	Potentially significant	Mitigation Measure GHG-10, as listed previously.	Significant and unavoidable
Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).		Less than significant	None required	Less than significant
Impact TR-4: The Project would not result in inadequate emergency access.		Less than significant	None required	Less than significant
Cumulative	PDF TR-1: Sidewalks. The Project would construct sidewalks along the	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Project's frontage on Simpson Road and Warren Road.			
5.16 Tribal Cultural Resources				
<p>Impact TCR-1: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).</p>		Potentially Significant	<p>Mitigation Measure CUL-1 through CUL-3, as listed previously.</p> <p>Mitigation Measure TCR-1: Tribal Monitoring Services Agreement. Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI), Soboba Band of Luiseño Indians, or Agua Caliente Band of Cahuilla Indians (ACBCI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.</p> <p>Mitigation Measure TCR-2: Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field</p>	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			<p>and collected so the monitored grading can proceed.</p> <p>If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:</p> <ul style="list-style-type: none"> A. Full avoidance. B. If avoidance is not feasible, Preservation in place. C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction. D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the 	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Federal Curation Standards (CFR 79.1)	
<p>Impact TCR-2: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		Potentially significant	<p>Mitigation Measure CUL-1 through CUL-3, as listed previously.</p> <p>Mitigation Measures TCR-1 through TCR-2, as listed previously.</p>	Less than significant
<p>Cumulative</p>		Potentially significant	<p>Mitigation Measure CUL-1 through CUL-3, as listed previously.</p> <p>Mitigation Measures TCR-1 through TCR-2, as listed previously.</p>	Less than significant
<p>5.17 Utilities and Service Systems</p>				
<p>Impact UT-1: The Project would not require or result in the relocation or construction of new water facilities, the construction or relocation of which could cause significant environmental effects.</p>		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact UT-2: The Project would not have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years.		Less than significant	None required	Less than significant
Impact UT-3: The Project would not require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-4: The Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.		Less than significant	None required	Less than significant
Impact UT-5: The Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-6: The 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.		Less than significant	None required	Less than significant
Impact UT-7: The Project would comply with federal, state, and local statutes and regulations related to solid waste.		No impact	None required	No impact
Impact UT-8: The Project would not require or result in the relocation or		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.				
Cumulative		Less than significant	None required	Less than significant
5.18 Wildfire				
Impact WF-1: The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan based on its location near state responsibility area and lands classified as very high fire hazards severity zones.		Less than significant	None required	Less than significant
Impact WF-2: The Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire based on its location near state responsibility area and lands classified as very high fire hazard severity zones.		Less than significant	None required	Less than significant
Impact WF-3: The Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities)(that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment based on its location near state responsibility areas and lands classified as very high fire hazard severity zones.		Less than significant	None required	Less than significant
Impact WF-4: The Project would not expose people or structures to significant risks, include downslope or downstream flooding or landslides, as		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
a result of runoff, post fire slope instability, or drainage discharge changes based on its location near state responsibility areas and lands classified as very high fire hazard severity zones.				
Cumulative		Less than significant	None required	Less than significant

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2. Introduction

This Draft Environmental Impact Report (Draft EIR) is an informational document that evaluates the environmental effects that may result from the planning, construction, and operation of the proposed Newland Simpson Road Project (Project), which includes approval of a General Plan Amendment, Conditional Use Permit, Site Plan Review, and Tentative Parcel Map. The term Project includes all discretionary and administrative approvals and permits required for its implementation.

2.1 PURPOSE OF CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City of Hemet (City), acting as the lead agency, has prepared this Draft EIR to provide the public, decisionmakers, as well as all responsible and trustee agencies with information about the potential environmental effects of the proposed Project.

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (State CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (State CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 LEGAL AUTHORITY

This Draft EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA Section 21067 and State CEQA Guidelines Article 4 and Section 15367, the City of Hemet is the Lead Agency under whose authority this Draft EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the City has the obligations to: (1) ensure that this Draft EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this Draft EIR as part of its decision making process; (3) make a statement that this Draft EIR reflects the City's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each

unavoidable significant environmental effect stating the reasons why mitigation measures or Project alternatives identified in this Draft EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (State CEQA Guidelines Sections 15090 through 15093).

Pursuant to State CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project, or
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed.

2.3 ENVIRONMENTAL IMPACT REPORT PROCESS

A project-level analysis has been provided pursuant to State CEQA Guidelines Section 15161. This Draft EIR meets the content requirements discussed in State CEQA Guidelines Article 9, beginning with State CEQA Guidelines Section 15120.

2.3.1 Notice of Preparation

Pursuant to the requirements of CEQA, the City issued a Notice of Preparation (NOP) for the Project, which was distributed on December 18, 2023 for a public review period of 32 days through January 19, 2024. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR and to solicit comments from the public regarding potential Project environmental impacts. As provided in the NOP, the City determined through the initial review process that impacts related to the following topics shown on Table 2-1 are potentially significant and required a detailed level of analysis in this Draft EIR. Mineral Resources and Recreation are discussed in Chapter 7, Effects Found Not to be Significant, as they were determined to be less than significant. However, they were still identified in the NOP for further evaluation.

Table 2-1: Environmental Topics Identified in the NOP for Further Evaluation

<ul style="list-style-type: none"> • Aesthetics • Agriculture & Forestry Resources • Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards & Hazardous Materials • Hydrology and Water Quality 	<ul style="list-style-type: none"> • Land Use and Planning • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire
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The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the EIR being prepared. Comments received on the NOP

are included in Appendix A and summarized in Table 2-2, which also includes a reference to the Draft EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-2: Summary of NOP Comment Letters

Comment Letter and Comment	Relevant Draft EIR Section
State Agencies	
Native American Heritage Commission, December 19, 2023	
<p>This letter states that compliance with AB 52 applies to any project for which a notice of preparation, notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. In addition, if the Project involves the adoption of an amendment to a general plan or a specific plan, or the designation of proposed designation of open space, on or after March 1, 2015, it may also be subject to Senate Bill 18. The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. A brief summary of portions of AB 52 and SB 18, as well as the NAHC’s recommendations for conducting consultation is provided. Examples of mitigation measures that, if feasible, would avoid or minimize significant adverse impacts to tribal cultural resources are also provided.</p>	<p>5.5 Cultural Resources, 5.6 Tribal Cultural Resources</p>
California Air Resources Board, January 18, 2024	
<p>This letter provides a summary of the Project description and states that industrial developments can result in high daily volumes of heavy-duty diesel truck traffic and operation of onsite equipment that can emit toxic diesel particulate matter (DPM) and contribute to regional air pollution and climate change. The comment states that the Project will expose nearby communities to elevated levels of air pollution as the closest residence is within 815 feet of the Project’s eastern boundary and CARB is concerned with the potential health impacts associated with construction and operation of the Project.</p> <p>The letter states that the Draft EIR should include a health risk assessment for operational health risks and should determine if the operation of the Project in conjunction with past, present, and reasonably foreseeable projects would result in a cumulative cancer risk impact. The comment says that CARB urges the City to include all air pollution reduction measures listed in Attachment A. The comment states the Project will potentially have cold storage and would require transport refrigeration units (TRUs), which would emit diesel exhaust. The comment states that if no cold storage would be used, the City should require a Project design measure or condition restricting cold storage. The comment states that the HRA should follow OEHHA guidance and evaluate and present the existing baseline, future baseline, and future year with Project.</p> <p>The letter states that the Draft EIR should quantify and discuss cancer risks from construction based on OEHHA guidance. The letter states that the Project should include all existing and emerging zero-emission technologies to minimize DPM and NOx emissions and GHG emissions. CARB encourages the City to implement the applicable measures listed in Attachment A of the letter. Attachment A of the letter includes CARB’s recommended air pollution emission reduction measures for warehouses and distribution centers.</p>	<p>3.0 Project Description, 5.3 Air Quality, 5.8 Greenhouse Gas Emissions</p>

Comment Letter and Comment	Relevant Draft EIR Section
Regional Agencies	
South Coast Air Quality Management District, January 19, 2024	
<p>This letter requests that the South Coast Air Quality Management District (SCAQMD) receive a copy of the Draft EIR upon its completion, including all technical appendices related to air quality, health risk, and greenhouse gas emissions and electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files. SCAQMD recommends that the Lead Agency use SCAQMD’s CEQA Air Quality Handbook and website as guidance when preparing air quality and greenhouse gas analyses and use the California Emissions Estimator Model for emissions modeling. SCAQMD recommends all emissions be calculated and compared to SCAQMD’s regional pollutant thresholds and localized significance thresholds. The comment acknowledges that SCAQMD should be identified as a Responsible Agency if the Project requires a permit from SCAQMD. SCAQMD is concerned about potential health risk impacts of siting warehouses within close proximity of sensitive land uses and the area surrounding the Project has an estimated cancer risk of over 250 in one million based on the MATES V Carcinogenic Risk interactive map.</p> <p>The comment states that if the Project results in significant air quality impacts, the DEIR should analyze mitigation measures and lists the following possible measures for consideration:</p> <ul style="list-style-type: none"> • Requiring zero-emissions or near-zero emissions on-road haul trucks • Limit the daily number of trucks allowed to the number analyzed in the EIR • Provide EV charging stations or electrical infrastructure for future EV charging stations • Maximize use of solar energy by installing solar arrays • Use light colored roofing and paving materials • Utilize only Energy Star appliances • Use of water based or low VOC cleaning products that go beyond requirements of SCAQMD Rule 1113 • Clearly mark truck routes with signs so trucks will not travel next to or near sensitive land uses • Design the Project so that truck entrances and exits are not facing sensitive receptors • Design the Project so that any check-in point for trucks is inside Project boundaries to ensure no trucks are queuing outside • Design the Project so that any truck traffic inside the Project is located as far away from sensitive receptors as possible • Provide overnight truck parking inside the Project • Implement building filtration systems with MERV 13 or better <p>The letter states that SCAQMD has adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305, which will reduce regional and local emissions of nitrogen oxides and particulate matter, including diesel particulate matter. SCAQMD recommends that the Lead Agency review Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional Project requirements and CEQA mitigation measures can be identified and</p>	<p>3.0 Project Description, 5.3 Air Quality, 5.6 Energy, 5.8 Greenhouse Gas Emissions</p>

Comment Letter and Comment	Relevant Draft EIR Section
implemented at the proposed Project that may help future warehouse operators meet their compliance obligation.	
Local Agencies	
City of San Jacinto, December 28, 2023	
This email requests that the City of San Jacinto be provided the traffic scoping agreement for review when available and states that the City would like to review the Draft EIR when it is available.	5.15 Transportation
Riverside County Airport Land Use Commission, December 28, 2023	
This comment states that a legislative action would trigger review by the Airport Land Use Commission (ALUC) for consistency with the Hemet-Ryan Airport Land Use Compatibility Plan.	3.0 Project Description, 5.9 Hazards & Hazardous Materials
Riverside County Department of Waste Resources, January 19, 2024	
This letter provides comments from the Riverside County Department of Waste Resources (RCDWR) on the proposed Project and states that construction of the Project would result in a significant amount of construction and demolition waste, which could exceed landfill capacity. The Draft EIR should consider quantitatively analyzing this potential solid waste impact and discuss feasible mitigation measures or regulatory compliance. The letter provides information regarding the transfer stations and landfills where waste from the Project would be taken and their capacity. The letter provides measures to reduce the Project's solid waste impacts and to comply with the State's mandate of 50 percent solid waste diversion from landfilling (AB 75) such as compliance with AB 1826, SB 1383, and AB 341.	5.17 Utilities & Service Systems
Organization Comments	
CARE CA, January 19, 2024	
This letter provides a summary of the Project description and the purpose of an EIR. The comment states that CARE CA request a complete analysis of all identified impacts, imposition of all feasible mitigation, and a study of a reasonable range of alternatives. The letter states that the City should avoid developing objectives that are so narrow that they exclude meaningful alternatives. The comment states that the Draft EIR should clearly discuss assumptions regarding the type of warehouse use to ensure that impacts are comprehensively evaluated. The comment states that if cold storage is not proposed, a condition should be placed on the Project restricting the use of cold storage. The comment states the Project would bring in truck traffic which would result in health impacts and the City should ensure that air quality impacts are properly disclosed. The comment states that CARE CA looks forward to reviewing future environmental documents.	3.0 Project Description, 5.3 Air Quality

2.3.2 Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the Project. An in-person scoping meeting was held on January 3, 2024, at 5:00 p.m. at the City of Hemet Public Library. Comments received during the public scoping meeting are summarized in Table 2-3.

Table 2-3: Summary of Scoping Meeting Comments

Comment Letter and Comment	Relevant Draft EIR Section
Local Agencies	
Lisa Lien	
<p>This commenter expressed concern that the existing farmland would be converted to industrial uses as they currently operate the farm onsite. They asked if compensation would be provided as they rent the land and have provided a lot of onsite improvements. In addition, they expressed concerns regarding potential air quality impacts to nearby sensitive receptors including homes and schools.</p>	<p>5.2 Agriculture and Forestry Resources, 5.3 Air Quality</p>

2.3.3 Draft EIR

Topics requiring a detailed level of analysis that are evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the City. Pursuant to State CEQA Guidelines Section 15125.2(a) which states, “[a]n EIR shall identify and focus on the significant effects on the environment,” the City determined that Project impacts on the below topics would not be significant. Consequently, these topics are not analyzed in this Draft EIR, but are further discussed in Section 7.0, *Effects Found Not to Be Significant*:

- Mineral Resources
- Recreation

The Draft EIR analyzes the remaining topics listed in Table 2-1, above.

The City has filed a Notice of Completion with the Governor’s Office of Planning and Research, State Clearinghouse on May 17, 2024 indicating that this Draft EIR has been completed and is available for review and comment. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. During the 45-day review period, the Draft EIR is available for public review digitally on the City’s Planning Division website (<https://www.hemetca.gov/797/Environmental-Documents>) or physically at the following location:

City of Hemet Planning Division
445 East Florida Avenue
Hemet, CA 92543

Written comments related to environmental issues in the Draft EIR should be addressed to:

Monique Alaniz-Flejter, Community Development Director
City of Hemet Planning Department
445 East Florida Avenue
Hemet, CA 92543
Email: MFlejter@hemetca.gov

2.3.4 Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR

will be considered by the City Council. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other responsible and trustee agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who comment on the Draft EIR.

2.4 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures, applicable Project design features, applicable regulations and regulatory requirements, and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5 Environmental Impact Analysis:** This section provides a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; any applicable Project design features; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.
- **Section 6 Other CEQA Considerations:** This section describes the significant and unavoidable impacts that would occur from implementation of the Project and provides a summary of the environmental effects of the implementation of the Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.
- **Section 7 Effects Found Not to be Significant:** This section describes the potential environmental effects related to the Project that were determined not to be significant during preparation of this EIR.
- **Section 8 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 9 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and City staff that assisted with the preparation and review of this document. This section also lists other individuals and/or organizations that were contacted for information that is included in this Draft EIR document.

2.5 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation “by reference all or portions of another document...[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project is within the geographical limits of the City of Hemet and is covered by its General Plan. The General Plan was adopted on January 24, 2012 and provides the fundamental basis for the City’s land use and development policies. The General Plan was the subject of an environmental review under CEQA; and a Final EIR for the General Plan was certified by the City in 2012 (State Clearinghouse Number 2010061088). The Draft EIR contains information relevant to the Project. Accordingly, the Draft EIR for the General Plan is herein incorporated by reference in accordance with State CEQA Guidelines Section 15150. The General Plan and related EIR documents are available at <https://www.hemetca.gov/444/Final-Environmental-Impact-Report> and the City of Hemet Planning Division, 445 E. Florida Avenue, Hemet, CA 92543.

3. Project Description

3.1 INTRODUCTION

Consistent with the requirements of State CEQA Guidelines Section 15124, this section provides a description of the following:

1. Project's location and boundaries;
2. Project's statement of objectives;
3. Project's technical, economic, and environmental characteristics; and
4. Intended uses of this Draft EIR.

A "Project," as defined by State CEQA Guidelines Section 15378(a), means the following:

[T]he whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land ... enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans.

3.2 PROJECT LOCATION

The proposed Project is located in the southwestern portion of the City of Hemet, as shown in Figure 3-1, *Regional Location*. The Project site encompasses approximately 74.88 gross acres (71.11 net acres). The Project site is comprised of two parcels identified as Assessor's Parcel Numbers (APNs) 465-140-043 (62.91 net acres) and 465-140-042 (8.20 net acres) that are located southwest and southeast of the intersection of Warren Road and Simpson Road, respectively. The Project site is located within Section 25, Township 5 South, Range 2 West, within the Winchester United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

Regional access to the Project site is provided by State Route (SR) 79 located approximately 3.9 miles west from Domenigoni Parkway, which is adjacent to southern border of the Project site in the southern portion of the City of Hemet, and SR 74 North, which bifurcates the City of Hemet, about 3.2 miles north via Warren Road, as shown in Figure 3-2, *Local Vicinity*. Local access is provided via Simpson Road, Warren Road, Olive Avenue, and El Fuego Road.

The Project site is currently undeveloped and utilized for farming activities with existing irrigation infrastructure and roadways as shown in Figure 3-3, *Aerial* and Figure 3-4, *Existing Site Photos*. The Project site has an existing General Plan land use designation of Mixed Use (MU), specifically Mixed-Use Area #4 as shown in Figure 3-5, *Existing General Plan Land Use*. The Project site has an existing zoning designation of Business Park (B-P). The Project site is not located within a Specific Plan or Redevelopment Plan Area.

3.3 PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts.

The primary purpose and goal of the Project is to develop an underutilized property with high-cube warehouses, an employment-generating use, to help grow the economy in the City of Hemet. The Project would achieve this goal through the following objectives:

- To make efficient use of underutilized property in the City of Hemet by adding to its potential for employment-generating uses in order to attract new businesses and promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property to host a variety of industrial uses permissible under current zoning code and help meet demand for businesses in the Inland Empire.
- To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.
- To develop an underutilized property consistent with the current zoning that is conveniently located in proximity to State Route 74 and State Route 79 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

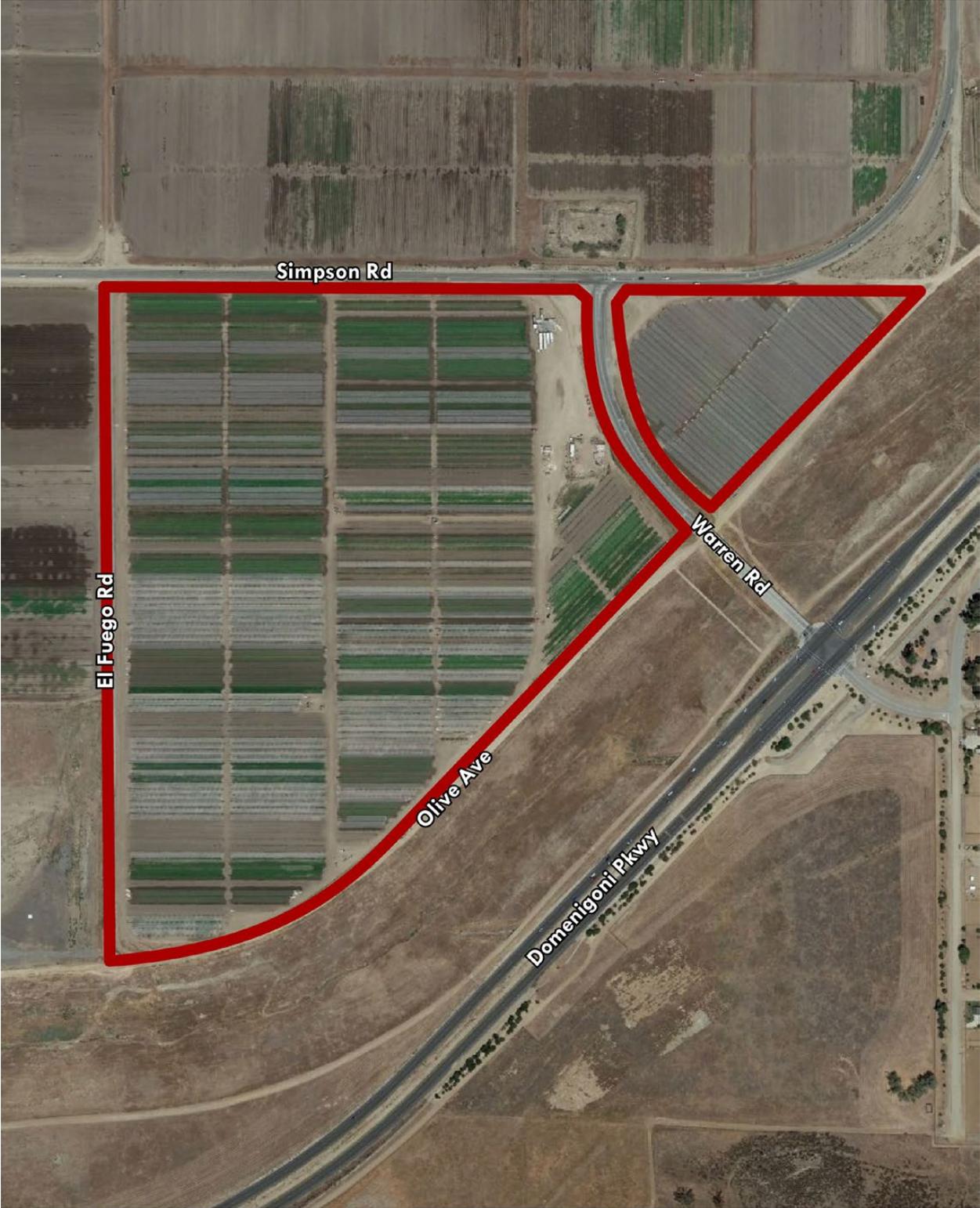
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Local Vicinity



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Aerial View



 Project Site



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Site Photos



View of the site from the northwest corner at Simpson Rd and El Fuego Rd.



Northeast corner at Simpson Rd.

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Site Photos



Southwest corner of site from the intersection of Olive Ave and El Fuego Rd.



View of the site from the southeast on Warren Rd where it crosses over Olive Ave.

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3.4 PROJECT CHARACTERISTICS

3.4.1 Project Summary

The Project proposes the development of two new concrete tilt up warehouse and distribution buildings with an associated truck trailer parking area on approximately 74.88 gross acres (71.11 net acres) of land located in the City of Hemet. Building 1, located on the westernmost parcel, is proposed as an approximately 883,080 square foot (SF) warehouse building (inclusive of an approximately 44,154 SF office component) and Building 2, located in the center of the Project site between Building 1 and the truck trailer parking area across Warren Road, is proposed as an approximately 309,338 SF warehouse building (inclusive of an approximately 15,467 SF office component). The truck trailer parking area located on the easternmost parcel of the Project site, across Warren Road from Buildings 1 and 2, would include 160 truck trailer parking stalls. There are currently no known tenants for the proposed warehouse buildings.

Associated facilities and improvements of the Project site include loading dock doors (144 for Building 1; 50 for Building 2), approximately 1,297 automobile parking stalls, approximately 419 truck trailer stalls, and approximately 483,977 SF of native drought tolerant streetscape landscaping. The Project would also install new lighting throughout the proposed parking lots, signage near the entrances to the proposed buildings, fencing surrounding the Project site, and gates to access the truck courts. Related on-site and off-site improvements include a recycled water service connection to the recycled water line in Simpson Road, installation of a new sewer line in Simpson Road, installation of sidewalks, two underground infiltration basins at Building 1, two underground and one aboveground infiltration basins in Building 2, and an aboveground infiltration basin in the Trailer Parking Site.

Access and circulation for the proposed Project includes a total of six driveways serving Building 1, Building 2, and the Trailer Parking Lot. Building 1 would be accessible via Simpson Road from two driveways for trucks and passenger vehicles, each 40 feet in width, and one 26-foot-wide driveway for passenger vehicles. Internal circulation would be provided by 26-foot to 40-foot drive aisles. Building 2 would be accessible via Simpson Road from a 40-foot-wide driveway for trucks and passenger vehicles and 26-foot-wide driveway for passenger vehicles. Internal circulation would be provided by 26-foot to 70-foot drive aisles. Access to the proposed trailer parking lot beyond Warren Road to the east would be via Simpson Road from a 40-foot driveway. The proposed trailer parking lot would include 70-foot-wide drive aisles.

To develop the proposed warehouse uses, the Applicant for the proposed Project is requesting approval of a General Plan Amendment (GPA) to change the existing General Plan land use designation of the site from Mixed Use (MU) to Business Park (B-P), as shown on Figure 3-6, *Proposed General Plan Land Use, Site Plan Review*, and a Conditional Use Permit (CUP) from the City of Hemet to allow for the Project. The proposed Project would also include a Tentative Parcel Map (TPM) to split APN 465-140-043 into two parcels on the west side of Warren Road that would each be developed with a high-cube warehouse and APN 465-140-042, to the east of Warren Road, would be developed with the ancillary trailer parking lot. Table 3-1 summarizes the proposed development.

Table 3-1: Development Summary

Development Sites	Land (Net Acres)	Land Use	Proposed Development	Truck Trailer Parking Stalls	Non-Trailer Parking Stalls Provided
Building 1	44.22	High-Cube Warehouse	883,080 SF Warehouse	204	945
Building 2	18.39	High-Cube Warehouse	309,338 SF Warehouse	55	352
Trailer Parking Site	8.50	Trailer Parking	160 Trailer Stalls	160	-
Total	71.11		1,192,418 SF	419 Stalls	1,297 Stalls

Each of the three sites comprising the overall Project site and its respective project features are described in the following sections.

3.4.2 Building 1 Project Features

Building Summary

The proposed Project would develop the approximately 44.22 net acre, westernmost portion of the Project site with an approximately 883,080 SF speculative high-cube warehouse building (Building 1), as shown on Figure 3-7, *Conceptual Site Plan*. Building 1 would include approximately 838,926 SF of warehouse space and approximately 44,154 SF of office space and include 144 dock-high doors and four grade-level doors. Building 1 would result in a FAR (Floor Area Ratio) of 0.47 based on its respective lot area.

Table 3-2: Building 1 Summary

Warehouse	838,926 SF
Office	44,154 SF
Total Square Footage	883,080 SF
Dock Doors	144

As proposed, Building 1 would include a landscape setback of approximately 20 feet along the northern border of the site along Simpson Road, building setbacks of approximately 185 feet from the east and west property lines, a landscape setback of approximately 20 feet along the western property line, and a landscape setback of approximately 5 feet along the southern property line.

Architectural Features

Building 1 would have a maximum height of approximately 60 feet at the parapet. Conceptual elevations are shown in Figure 3-8, *Building 1 Elevations*. The proposed Project would utilize a varied color scheme and glazing with various building finish materials, such as painted stucco, metal cladding, and windows; and architectural projections. The proposed elevation materials would include painted concrete in shades of gray, white, and yellow; and windows would have blue glazing. Tenant signage would be included near main driveway entrances.

Parking and Loading Dock Summary

Building 1 would include 144 dock high doors and four grade level doors. Building 1 would include 945 auto parking stalls, which would be located to the north and south of the building, and 204 trailer parking stalls, which would be provided to the east and west sides of the building.

Access and Circulation

As depicted in Figure 3-7, *Conceptual Site Plan*, Building 1 would be accessible via Simpson Road from two driveways accessible by both trucks and passenger vehicles, each 40 feet in width, and one 26-foot-wide driveway limited to passenger vehicles. Internal circulation would be provided by 26-foot to 40-foot drive aisles. The proposed truck courts would be secured via sliding gates at the entrances to each truck court. Fencing would be installed surrounding the building and associated parking areas.

3.4.3 Building 2 Project Features

Building Summary

The proposed Project would develop the 18.39 net acre, central portion of the Project site, between Building 1 and Warren Road, with an approximately 309,338 SF speculative high-cube warehouse building (Building 2), as shown on Figure 3-7, *Conceptual Site Plan*. Building 2 would include approximately 293,871 SF of warehouse space and 15,467 SF of office space and include 50 dock-high doors and two grade-level doors. Building 2 would result in a FAR of 0.39 based on its respective lot area.

Table 3-3: Building 2 Summary

Warehouse	293,871 SF
Office	15,467 SF
Total Square Footage	309,338 SF
Dock Doors	50

As proposed, Building 2 would include a landscape setback of approximately 20 feet on the northern border of the site along Simpson Road, a landscape setback of approximately 5 feet along the southern property line, and a landscape setback of approximately 25 feet along Warren Road. Building 2 would include an infiltration basin located in the southern portion of the site with a design capture volume of 4,368 cubic feet.

Architectural Features

Building 2 would have a maximum height of approximately 60 feet at the parapet. Conceptual elevations are shown in Figure 3-9, *Building 2 Elevations*. The proposed Project would utilize a varied color scheme and glazing with varied building finish materials of stucco, metal cladding, and windows. The proposed painted concrete would be in shades of gray, white, and yellow; and the windows would have blue glazing, consistent with Building 1. Tenant signage would be included at the main driveway.

Parking and Loading Dock Summary

Building 2 would include 50 dock high doors and two grade level doors. Building 2 would include 352 auto parking stalls, which would be located to the north, east, and south of the building, and 55 trailer parking stalls, which would be provided to the east side of the building.

Access and Circulation

As depicted in Figure 3-7, *Conceptual Site Plan*, Building 2 would be accessible via Simpson Road from a 40-foot-wide driveway for trucks and passenger vehicles and a 26-foot-wide driveway limited to passenger vehicles. Internal circulation around the Building 2 area would be provided by 26-foot to 70-foot drive aisles. The proposed truck court would be secured via sliding gates at the entrance to the truck court. Fencing would be installed surrounding the building and associated parking areas.

3.4.4 Trailer Parking Site Project Features

The proposed Project would develop the 8.5 net acre easternmost portion of the Project site (Trailer Parking Site), across Warren Road from Buildings 1 and 2, with an ancillary trailer parking lot and an approximately 64,078 SF detention basin. The lot includes a 20-foot landscape setback from Simpson Road to the north, a 25-foot landscape setback from Warren Road to the west, and a 5-foot setback from the southeastern property line. The proposed trailer parking lot includes 160 trailer parking stalls with 70-foot-wide drive aisles. Access to the Trailer Parking Site would be via Simpson Road from a 40-foot driveway accessible by trucks and passenger vehicles. Fencing would be installed surrounding the truck trailer lot.

3.4.5 Landscaping and Fencing

The proposed Project would include approximately 483,977 SF (or 11.11 acres) of landscaping that would cover about 24.5-percent of the Project site. Proposed landscaping would include 24-inch box and 15-gallon trees along with various shrubs, and groundcover to screen the proposed buildings, parking, and loading areas from off-site viewpoints. Landscaping would be provided along the perimeter of each building and throughout the parking areas and site boundaries as shown in Figure 3-10, *Conceptual Landscape Plan*. The Project would also include lighting throughout the parking areas, which would be hooded or oriented away from the property boundaries pursuant to City of Hemet Municipal Code Section 90-1046(e).

The Project would include fencing surrounding proposed buildings and the truck trailer lot.

3.4.6 Infrastructure Improvements

Water and Sewer Improvements

The Project would construct onsite water lines that would connect to the existing 24-inch water main in Simpson Road. In addition, the Project would construct onsite recycled water lines that would connect to the 36-inch recycled water main in Simpson Road.

The Project would construct onsite sewer lines that would connect to a new 24-inch sewer main in Simpson Road for 1,650 linear feet, which would also be constructed as part of the Project, as shown on Figure 3-11, *Off-Site Improvements*.

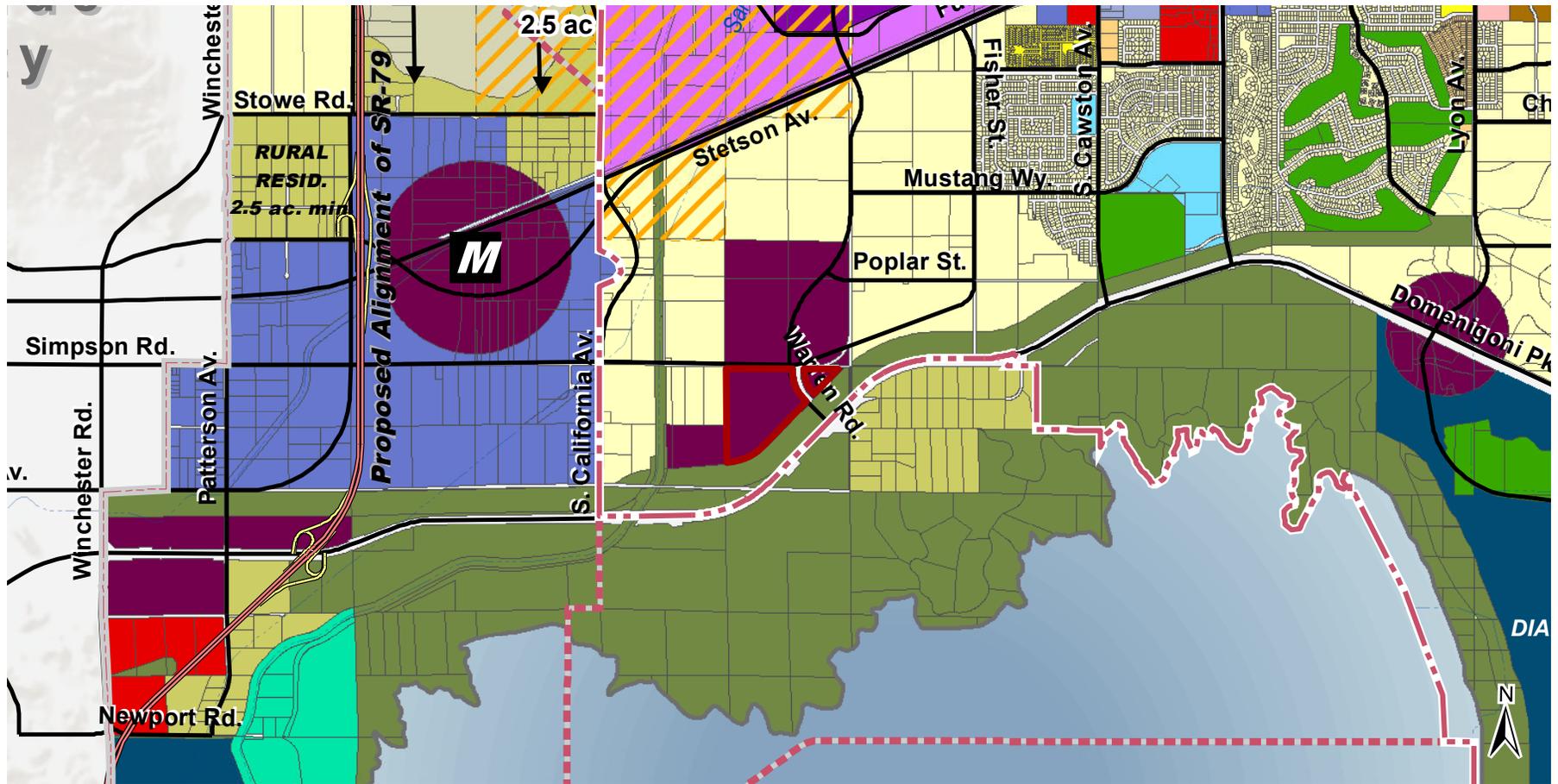
Drainage Improvements

The proposed Project's runoff would be collected by two underground infiltration chambers at Building 1, two underground infiltration chambers and one aboveground infiltration basin in the southwest corner of the lot containing Building 2, and an aboveground infiltration basin in the ancillary truck trailer lot. Onsite basins would include an emergency pump overflow that would discharge onsite and ultimately discharge to Salt Creek Channel, mimicking existing conditions. A 24-inch storm drain would be constructed on the Trailer Parking Site to connect with the existing drain line on Warren Road.

Street & Sidewalk Improvements

The proposed Project would include a 14-foot dedication to Simpson Road and would widen Simpson Road to a width of 46.51 feet. Additionally, the Project includes a 12-foot vacation of Warren Road (including 6 feet from Site 2 and 6 feet from the Trailer Parking Site) and would widen Warren Road to a 64-foot width with an overall 114-foot-wide streetscape. The Project would include construction of new sidewalks on all Project frontages as shown in Figure 3-7, *Conceptual Site Plan*.

Existing General Plan Land Use



LEGEND

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

Land Use Designations

- RR Rural Residential (0.0 - 2.0 du/ac)
- HR Hillside Residential (0.0 - 0.5 du/ac)
- LDR Low Density Residential (2.1 - 5.0 du/ac)
- LMDR Low Medium Density Residential (5.1 - 8.0 du/ac)
- MDR Medium Density Residential (8.1 - 18.0 du/ac)
- HDR High Density Residential (18.1 - 30.0 du/ac)
- VHDR Very High Density Residential (30.1 - 45.0 du/ac)

- NC Neighborhood Commercial (FAR 0.35)
- CC Community Commercial (FAR 0.40)
- RC Regional Commercial (FAR 0.50)
- MU Mixed Use (Varies)

Environmental Management Area

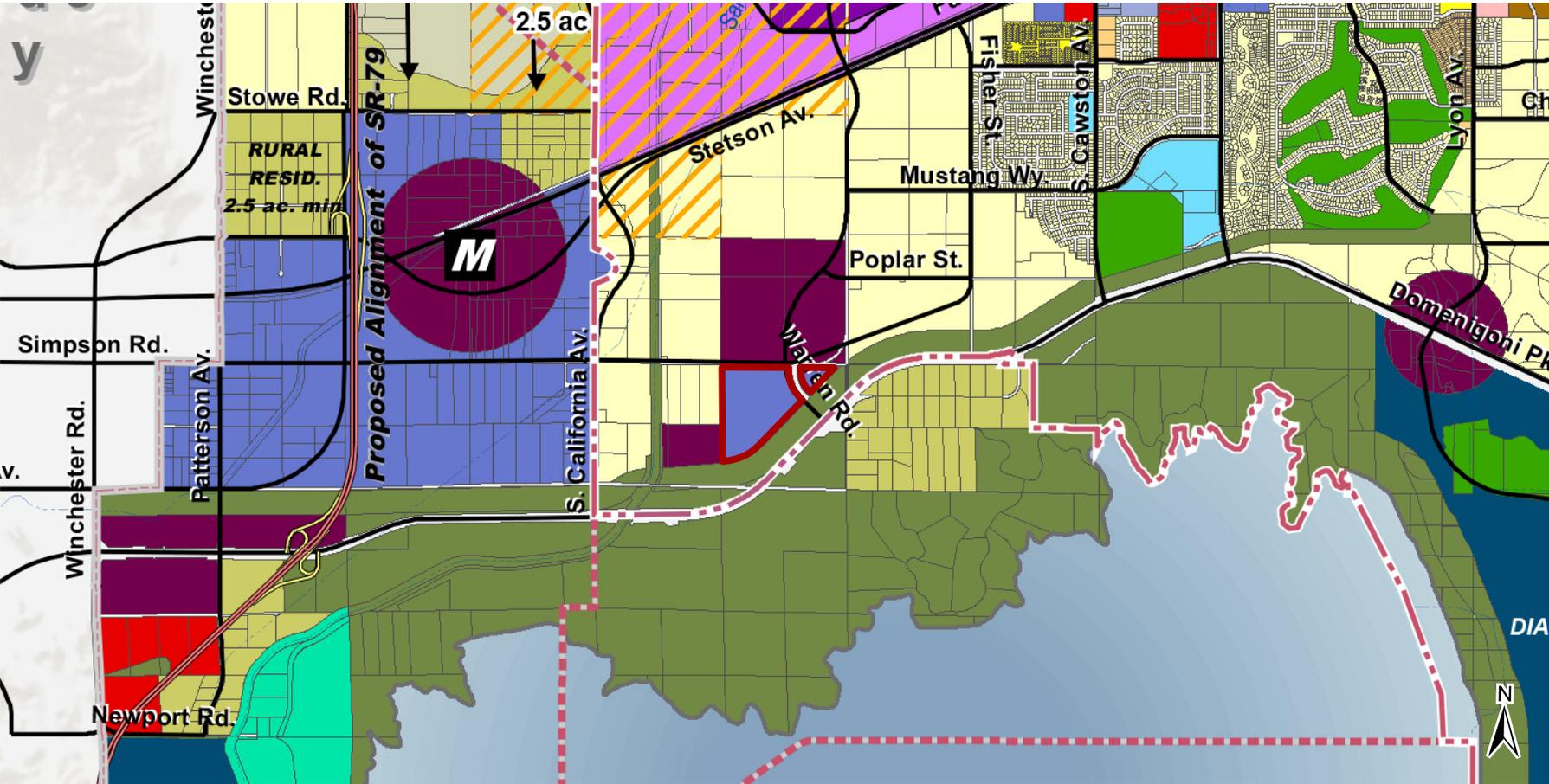
- Areas subject to MSHCP criteria

- ARPT Airport
- OP Office Professional (FAR 2.0)
- BP Business Park (FAR 0.60)
- I Industrial (FAR 0.45)

- QP/C Quasi-Public/Cultural
- PF Public Facilities
- SCH School
- P Park/Recreation
- OS Open Space
- A Agriculture

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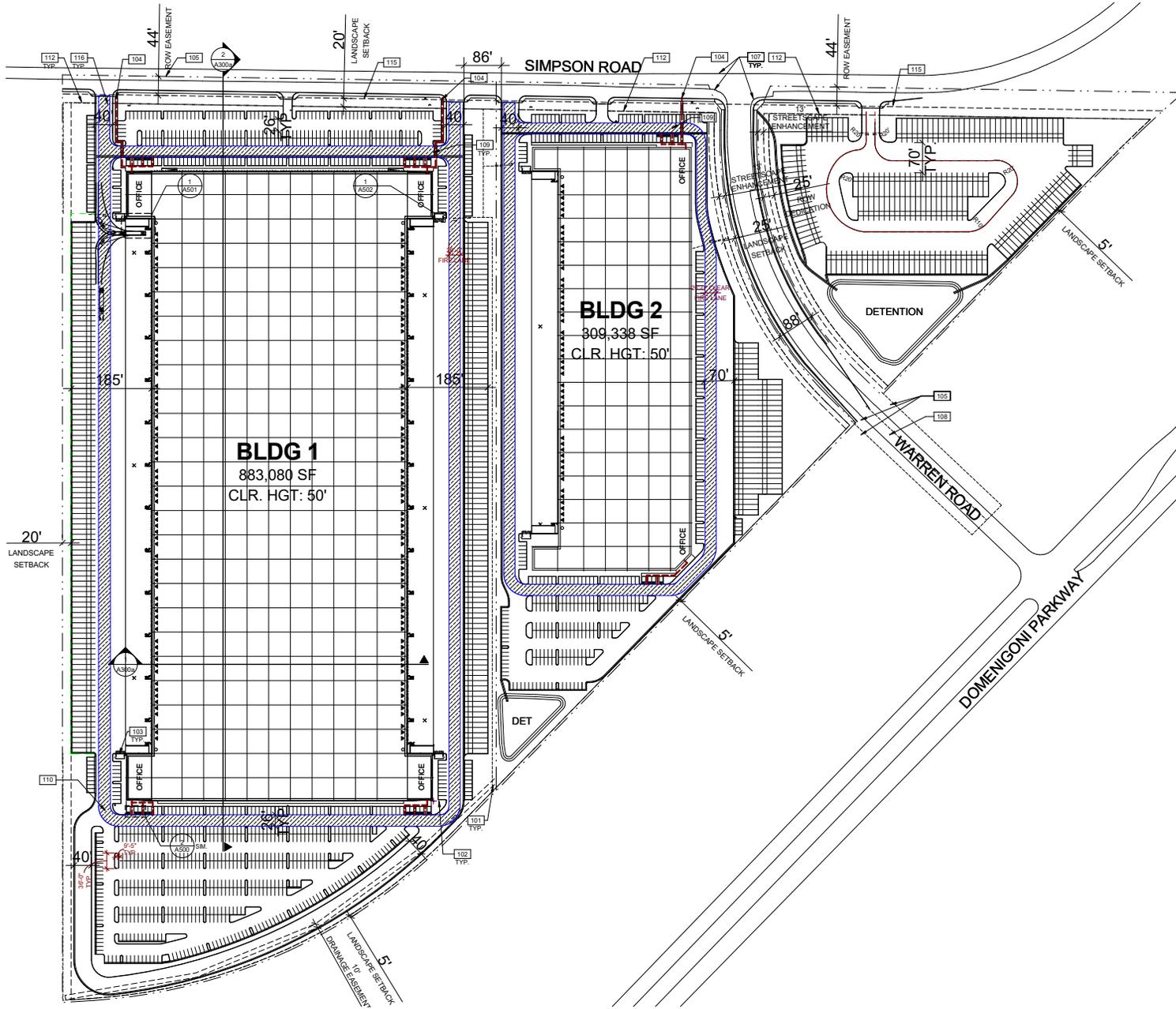
Proposed General Plan Land Use



LEGEND		Land Use Designations		Environmental Management Area	
	Hemet City Boundary		Rural Residential (0.0 - 2.0 du/ac)		Neighborhood Commercial (FAR 0.35)
	Planning Area		Hillside Residential (0.0 - 0.5 du/ac)		Community Commercial (FAR 0.40)
	Sphere of Influence		Low Density Residential (2.1 - 5.0 du/ac)		Regional Commercial (FAR 0.50)
	River/Lake		Low Medium Density Residential (5.1 - 8.0 du/ac)		Mixed Use (Varies)
	Creek/Canal		Medium Density Residential (8.1 - 18.0 du/ac)		Airport
	Railroad		High Density Residential (18.1 - 30.0 du/ac)		Office Professional (FAR 2.0)
	Metrolink (General Location)		Very High Density Residential (30.1 - 45.0 du/ac)		Business Park (FAR 0.60)
	Project Site				Industrial (FAR 0.45)
					Quasi-Public/Cultural
					Public Facilities
					School
					Park/Recreation
					Open Space
					Agriculture
					Areas subject to MSHCP criteria

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Conceptual Site Plan

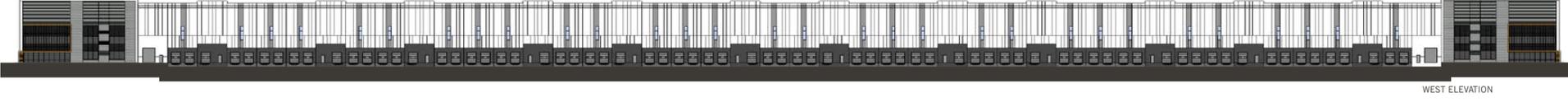
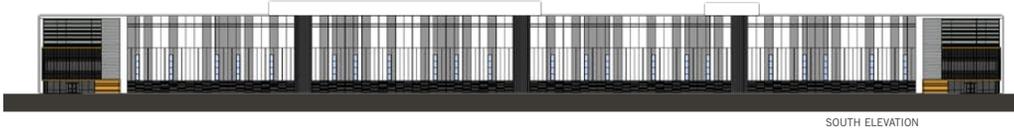
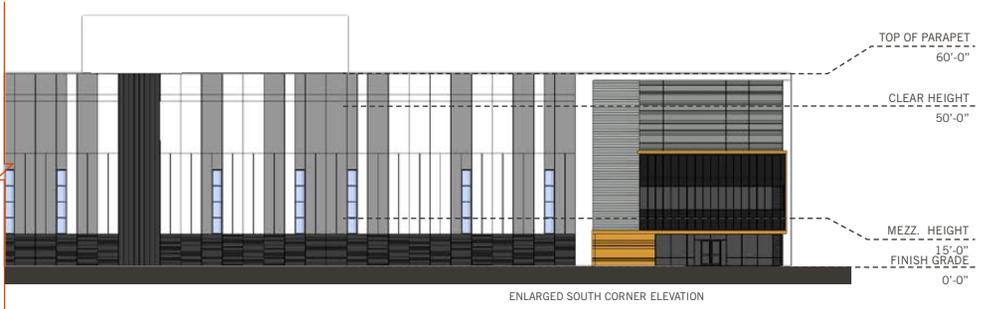
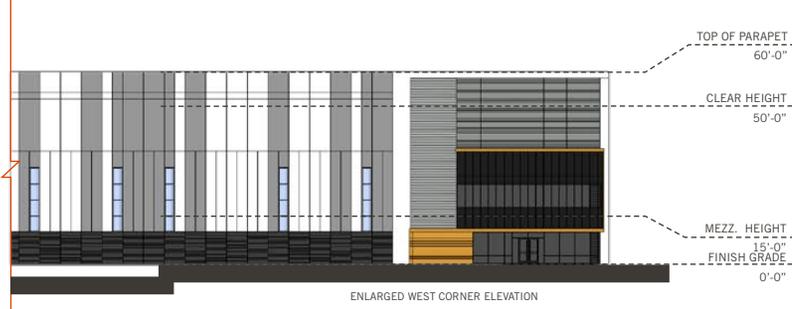


Simpson Road Hemet
City of Hemet

Figure 3-7

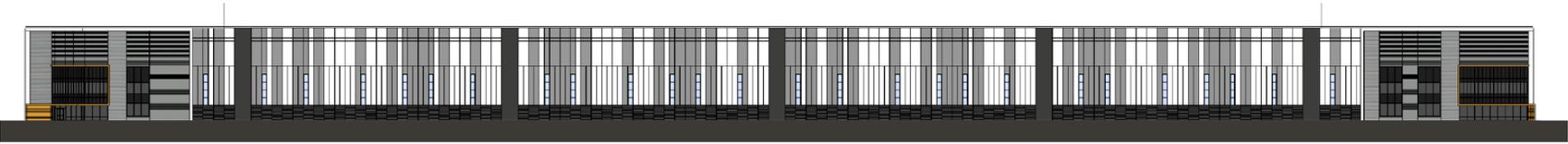
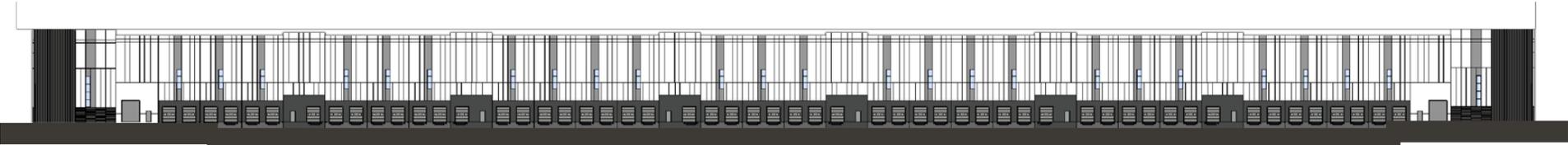
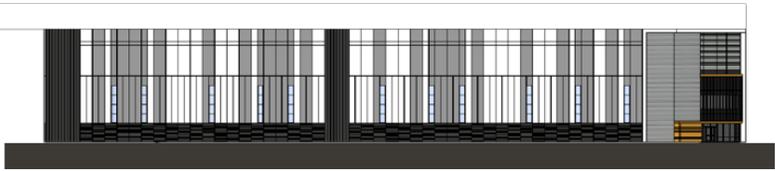
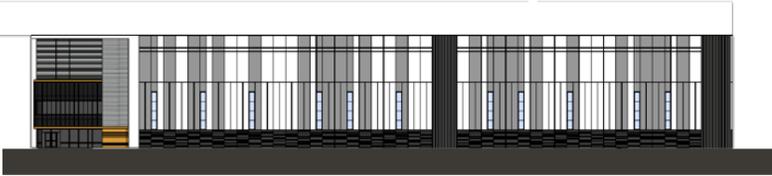
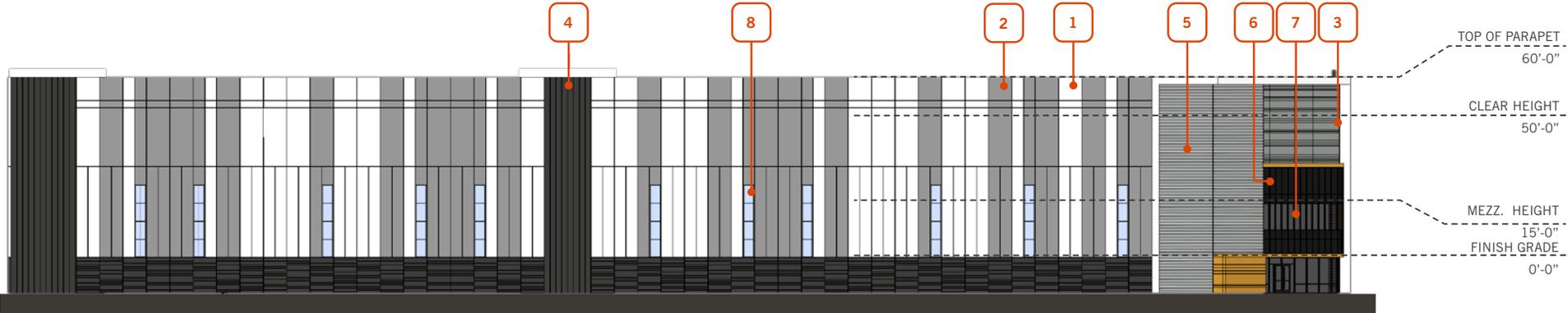
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Building 1 Elevations



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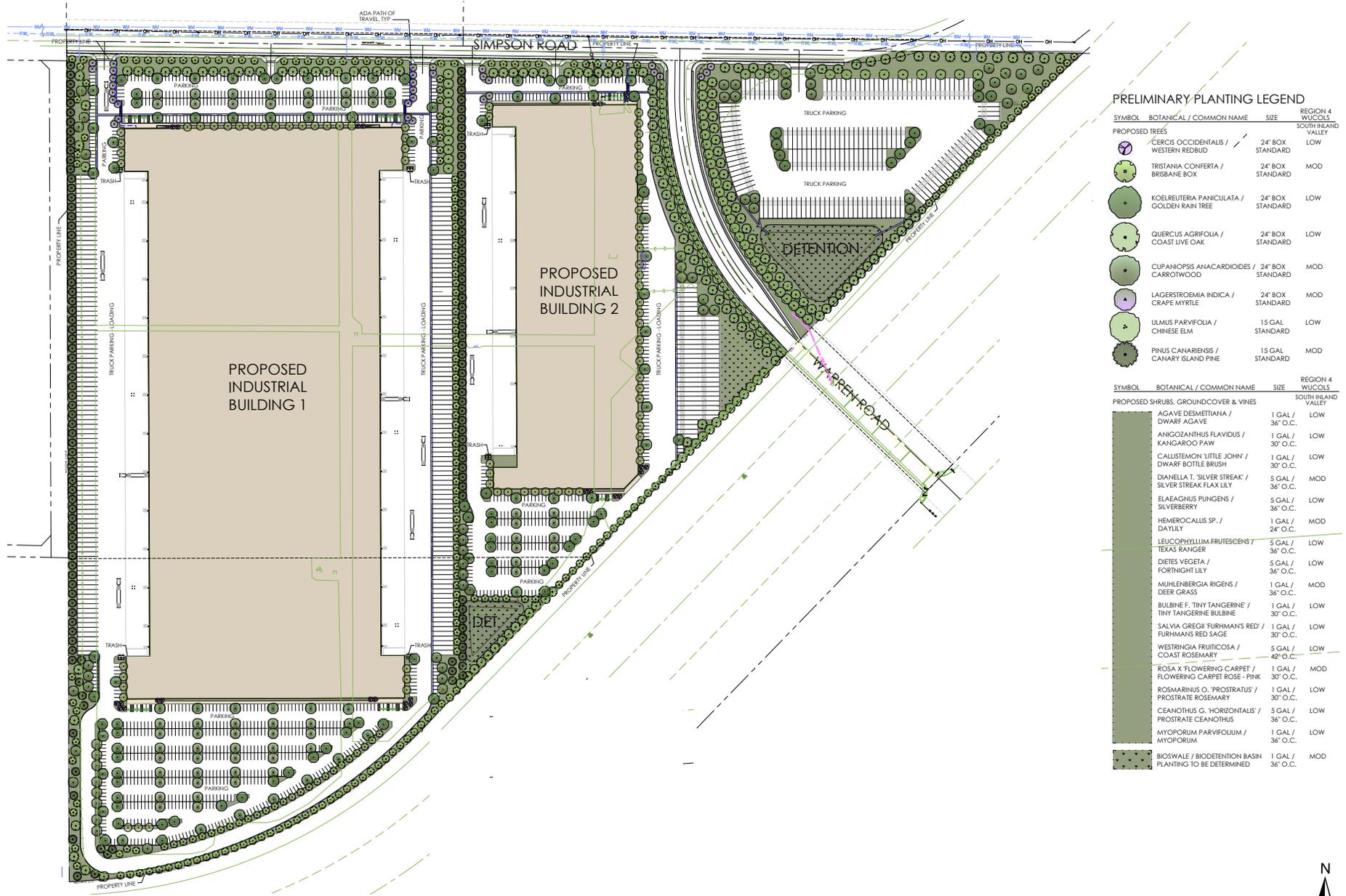
Building 2 Elevations



1 BASE COLOR SW7009 - PEARLY WHITE		4 ACCENT COLOR SW7069 - IRON ORE		7 CLEAR VISION GLASS VITRO - OPTIGRAY GLASS	
2 SECONDARY COLOR SW2849 - WESTCHESTER GRAY		5 METAL CLADDING SW2849 - WESTCHESTER GRAY		8 CLERESTORY	
3 ACCENT COLOR SW6685 - TRINKET		6 SPANDREL GLASS VITRO - OPTIGRAY GLASS			

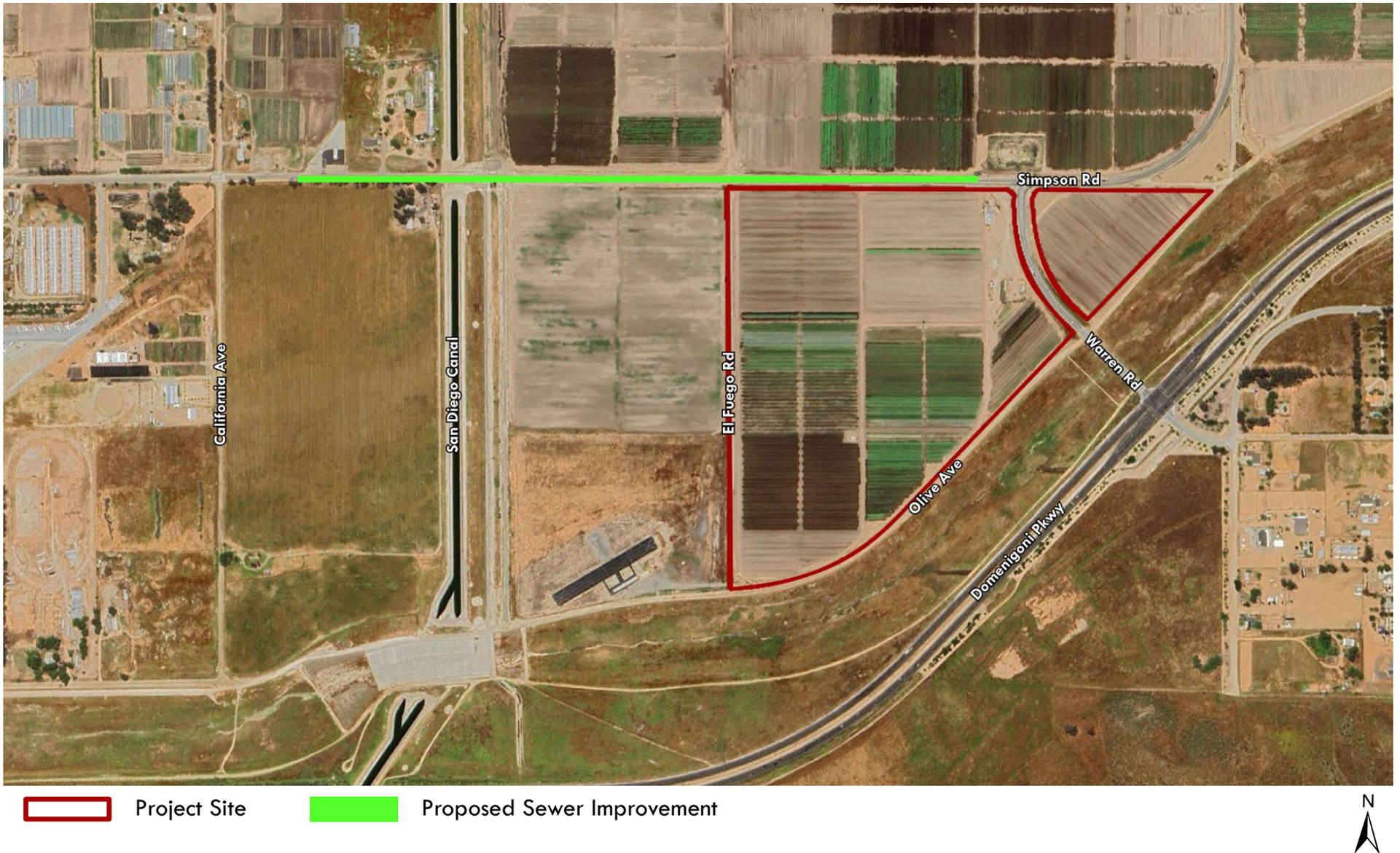
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Conceptual Landscape Plan



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Off-site Improvements



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Truck Routes



Newland Simpson Road Project
City of Hemet

Figure 3-12

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3.4.7 Site Operations

Although the proposed buildings are speculative warehouses and individual Project users have not been identified, the proposed buildings are anticipated to operate up to 24 hours a day, 7 days a week as high-cube fulfillment center warehouses. The warehousing and distribution uses could include multiple shifts with operational activities 24 hours per day. The proposed Project would not include any cold storage facilities that would generate increased air quality and transportation impacts.

The buildings are designed such that business operations would be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, truck and trailer storage, and the loading and unloading of trailers at designated loading bays. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Furthermore, the Project buildings would each feature a solar-ready roof, consistent with Title 24 requirements.

Dock doors on the warehouse buildings would not be occupied by a truck at all times of the day. There are many more dock door positions that have been provided for the warehouse buildings than are needed for receiving and shipping volumes. It is anticipated that the dock doors that are in use at any given time would usually be selected based on interior building operation efficiencies (i.e., trucks dock closest to where the goods carried by the truck are stored inside the warehouse). As a result, many dock door positions would remain frequently inactive throughout the day. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

3.4.8 Construction

Construction activities for the Project would take approximately 14 months and include site preparation, grading, building construction, paving, and architectural coatings. Construction is anticipated to start in the first quarter of 2025. Grading work of soils is expected to result in import of 96,300 cubic yards of soil.

Construction would occur within the hours allowable by the Hemet Municipal Code Section 67-10, which limits construction to occur 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. Saturday construction is permitted between the hours of 7:00 a.m. and 6:00 p.m. Sunday construction is prohibited.

Table 3-4, *Construction Schedule*, provides the anticipated schedule for construction of the Project.

Table 3-4: Construction Schedule

Construction Activity		Working Days
Project Site Construction	Site Preparation	15
	Grading	50
	Building Construction	186
	Architectural Coating	33
Off-Site Construction	Grubbing/Clearing	4
	Grading	6
	Drainage/Utilities	164
	Paving	12

The types of heavy equipment that would be used during construction are listed in Table 3-5, *Construction Equipment Assumptions*. Even though daily construction activities are permitted to occur over an 11- to 12-hour period, construction equipment is not in continual operation and some pieces of equipment are used only periodically throughout a typical day. Thus, eight hours of daily use per piece of equipment (approximately two-thirds of the daily period over which construction activities are allowed) is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities that require air temperatures to be lower than occur during the day), the Project applicant would be required to obtain authorization and a permit for nighttime work from the City of Hemet.

Table 3-5: Construction Equipment Assumptions

Construction Activity		Equipment	Amount	Hours Per Day
Project Construction	Site Preparation	Rubber Tired Dozers	4	8
		Crawler Tractors	4	8
	Grading	Excavators	6	8
		Graders	6	8
		Rubber Tired Dozers	6	8
		Scrapers	6	8
		Crawler Tractors	6	8
	Building Construction	Cranes	2	8
		Forklifts	4	8
		Generator Sets	1	8
		Welders	1	8
		Tractors/Loaders/Backhoes	6	8
	Architectural Coating	Air Compressors	4	8
Off-Site Construction	Grubbing/Clearing	Rubber Tired Dozers	4	8
		Crawler Tractors	4	8
		Excavators	4	8
		Signal Boards	3	8
	Grading	Crawler Tractors	2	8
		Excavators	2	8
		Graders	2	8
		Rollers	6	8
		Rubber Tired Loaders	3	8
		Scrapers	2	8
		Signal Boards	8	8
	Tractors/Loaders/Backhoes	4	8	
	Drainage/Utilities	Air Compressors	2	8
Generator Sets		2	8	

		Plate Compactor	2	8
		Pumps	2	8
		Tractors/Loaders/Backhoes	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	4	8
		Tractors/Loaders/Backhoes	4	8
Rubber Tired Dozers	2	8		

3.4.9 General Plan Amendment

The Project would include a General Plan Amendment to change the existing land use designation from Mixed Use (MU) to Business Park (B-P), to be consistent with the current Business Park (B-P) zoning for the site and warehousing and distribution uses proposed by the Project (see Figure 3-5, *Existing General Plan Land Use*, and Figure 3-6, *Proposed General Plan Land Use*).

3.4.10 Zoning

The Project site is zoned Business Park (B-P) under the Hemet Zoning Map. According to the Hemet Municipal Code, the Business Park zone is intended to reserve appropriately located areas as shown on the zoning map to provide sites for single and multi-tenant light industrial, flex office, and office uses that include corporate and general business offices, medical uses, research and development, e-commerce, and new technology. Ancillary support commercial uses, restaurants, and hospitality uses that serve the business community may also be permitted. Businesses located within the Business Park zone are generally located on large parcels in a campus-like setting with attractive landscaping and architectural design (see Figures 3.7). The Business Park zone is consistent with the business park, industrial, and certain identified mixed-use designations of the City’s General Plan. The proposed Project is consistent with the existing zoning associated with the Project site.

The Project Site is not located within a Specific Plan or Redevelopment Plan Area.

3.5 PROJECT DESIGN FEATURES AND EXISTING PLANS, PROGRAMS, OR POLICIES

Throughout the impact analysis in this Draft EIR, reference is made to existing Plans, Programs, or Policies (PPPs) currently in place which effectively reduce environmental impacts. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, Project-specific mitigation is introduced. The City of Hemet would include these PPPs along with Mitigation Measures in the Mitigation Monitoring and Reporting Program (MMRP) for the Project to ensure their implementation.

3.6 DISCRETIONARY APPROVALS AND PERMITS

The City of Hemet has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this Draft EIR pursuant to State CEQA Guidelines Section 15050. The City’s Planning Commission will consider the Project and will make a decision whether to recommend approval or denial of the Project to the City Council. The City Council is the final decision-making body for the City and will

review the environmental impact information provided herein (see discussions under Section 3.4 above) to either approve or deny the Project, including all associated discretionary actions. The City, including the Planning Commission and City Council, will consider the information contained in this Draft EIR and the Project’s administrative record in its decision-making processes. In the event of approval of the Project and certification of its Draft EIR, the City would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

A list of actions under City jurisdiction is provided in Table 3-6, *Project Approvals/Permits*. Additional discretionary, ministerial and/or administrative actions may be necessary from other governmental agencies to fully implement the Project. Table 3-6 lists the government agencies that are expected to use the Project’s Draft EIR during their consultation and review of the Project and its implementing actions and provides a summary of the subsequent actions associated with the Project.

Table 3-6: Project Approvals/Permits

Public Agency	Approval and Decisions
City of Hemet	
Project – Discretionary Approvals	
City of Hemet Planning Commission	<ul style="list-style-type: none"> • Recommend approval, conditional approval, or denial of the Project, including the General Plan Amendment, Conditional Use Permit, Site Plan Review, and Tentative Parcel Map • Recommend that the City Council reject or certify this EIR along with appropriate CEQA Findings and Mitigation Monitoring and Reporting Program
City of Hemet City Council	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny the Project, including the General Plan Amendment, Conditional Use Permit, and Tentative Parcel Map • Reject or certify this EIR along with appropriate CEQA Findings and Mitigation Monitoring and Reporting Program
Subsequent City of Hemet and Ministerial Approvals	
City of Hemet Implementing Approvals	<ul style="list-style-type: none"> • Approval of a variance for building height • Approve Final Parcel Maps, lot line adjustments, or parcel mergers, as may be appropriate • Approve precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate • Issue Grading Permits • Issue Building Permits • Issue Occupancy Permits • Approve Road Improvements Plans • Issue Encroachment Permits • Accept public right-of-way dedications • Approve Water Quality Management Plan (WQMP)
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Permits and approvals associated with the operation of stationary equipment, if required
Eastern Municipal Water District	<ul style="list-style-type: none"> • Approval of design conditions, water, and sewer improvement plans
Riverside County Flood Control & Water Conservation District	<ul style="list-style-type: none"> • Approval of storm drain connections, if applicable

4. Environmental Setting

The purpose of this chapter is to provide a description of the environmental setting of the proposed Project, as it existed at the time the Notice of Preparation (NOP) was published, from both a local and a regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft EIR.

4.1 REGIONAL SETTING AND LOCATION

The proposed Project is located in the City of Hemet in Riverside County. The City of Hemet encompasses approximately 30 square miles and is located east of the cities of Homeland and Winchester, west of the unincorporated community of Valle Vista, and south of the City of San Jacinto. Interchanges with State Route 74 (SR-74) and SR-79 provide regional highway access to the City.

4.2 LOCAL SETTING AND LOCATION

The proposed Project is located in the western portion of the City of Hemet at the southwest and southeast corners of the intersection of Warren Road and Simpson Road. Regional access to the Project site is provided by State Route (SR) 79 located approximately 3.9 miles west from Domenigoni Parkway, and SR 74 North about 3.2 miles north from Warren Road. The existing Project site and surrounding area are shown in Figure 3-1, *Regional Location*. Local access is provided via Simpson Road. Specifically, the Project site is located within Section 25, Township 5 South, Range 2 West, within the Winchester United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The Project site, inclusive of off-site improvement areas, encompasses approximately 74.88 gross acres and is comprised of two parcels identified as Assessor's Parcel Numbers (APNs) 465-140-043 and 465-140-042. The Project site is undeveloped and currently utilized for farming activities with existing irrigation infrastructure as shown in Figure 3-2, *Local Vicinity*, Figure 3-3, *Aerial*, and Figure 3-4, *Existing Site Photos*.

4.3 EXISTING LAND USE AND ZONING

The Project site has a General Plan land use designation of Mixed Use (MU), specifically Mixed-Use Area #4, and zoning designation of Business Park (B-P). The Business Park zoning "provides for single and multi-tenant light industrial, flex office, and office uses" with a maximum allowable floor area ratio (FAR) of 0.6. Warehouses are a permitted use within this zoning. The General Plan land use designation would be changed from Mixed Use (MU) to Business Park (B-P), consistent with the current Business Park (B-P) zoning for the site and warehouse uses as proposed by the Project. The Project site is not located within a Specific Plan or Redevelopment Plan Area.

4.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The surrounding land uses are described in Table 4-1 below along with General Plan Land Use and Zoning designations.

Table 4-1: Surrounding Existing Land Use, Zoning, and Specific Plan Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Simpson Road followed by agricultural uses.	Mixed Use (MU)	Specific Plan (SP – R), Mixed Use (MU)
West	El Fuego Road followed by agricultural uses and a small model plane airpark.	Low Density Residential (LDR), Mixed Use (MU)	Specific Plan (SP-R), Business Park (B-P)
South	Olive Avenue followed by undeveloped land followed by Salt Creek Channel followed by Domenigoni Parkway.	Open Space (OS)	Open Space General (OS-G)
East	Vacant land followed by Domenigoni Parkway and single-family residences.	Open Space (OS), Rural Residential (RR)	Open Space General (OS- G), Single Family Residential (R-1-7.2)

4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

CEQA Guidelines § 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the EIR's NOP was released for public review normally be used as the comparative baseline for the EIR. The NOP for this EIR was released for public review on December 18, 2023. The following pages include a description of the physical environmental condition ("existing conditions") on a regional and local basis of that approximate date. More information regarding the Project site's environmental setting is provided in the specific subsections of EIR Section 5.0, *Environmental Analysis*.

4.5.1 Aesthetics

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located in the western portion of the City of Hemet. The City of Hemet General Plan aims to preserve regionally significant scenic vistas and natural features, including the Domenigoni Mountains to the south as well as the Reinhardt Canyon and San Bernardino Mountains to the north. The City of Hemet General Plan describes that in addition to scenic corridors, scenic resources include distant views that provide visual relief from less attractive views of nearby features. As discussed in the General Plan, other designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

The Project site is located in an undeveloped area surrounded by vacant land and agricultural uses. Views of the surrounding foothills are available from public vantage points traveling east to west on Simpson Road and north to south on Warren Road. However, there are no scenic vistas within the Project vicinity.

State Scenic Highway

There are no Officially Designated State Scenic Highways in the vicinity of the proposed Project (Caltrans, 2022). The closest Officially Designated State Scenic Highway is SR 74 located at the west boundary of the San Bernardino National Forest, approximately 9.8 miles northeast from the Project site. Likewise, there are no County-designated scenic highways that run through the Project vicinity. Both Warren Road and Simpson Road are designated as Scenic Highways by the City of Hemet.

Visual Character of the Project Site

The Project site is currently zoned as Business Park (B-P), which provide sites for single and multi-tenant light industrial, flex office, and office uses that include corporate and general business offices, medical uses, research and development, e-commerce, and new technology. B-P areas lack any significant visual resources or unique aesthetic characteristics. The Project site consists of undeveloped agricultural land that is currently used for row crops.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site consists primarily of vacant land, agricultural uses, and single-family residential uses. There is no consistent architectural or visual theme within the surrounding area.

The parcels adjacent to the Project site directly north and west contain agricultural uses; parcels to the south and east are undeveloped lots.

Light and Glare

The Project site is currently utilized for agricultural production which includes row crops, and does not include any sources of nighttime lighting. The only source of nighttime lighting in the Project vicinity comes from the headlights of passing vehicles. Sensitive receptors relative to lighting and glare include motorists passing through the Project area and single-family residents to the southeast of the Project.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by vehicle windows reflecting light.

4.5.2 Agricultural Resources

Agricultural Resources

Natural resources in Riverside County and City of Hemet include agricultural and grazing lands. In 2020, there were 214,915 acres of agricultural use, excluding ranching, in the County. In 2015, the County had approximately 132,183 acres of Prime Farmland, 42,096 acres of Farmland of Statewide Importance, and 37,726 acres of Unique Farmland (Riverside County, 2015). The Hemet General Plan EIR describes that, as of 2010, there was little agricultural production within the City. The General Plan EIR projects that continued population growth, and areas designated for residential, commercial, and industrial development, would result in the conversion of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to nonagricultural land use (Hemet, 2012).

The Project site has a General Plan designation of Mixed Use (MU) and zoning of Business Park (B-P). Approximately 9.2 acres of the site are designated as Prime Farmland and approximately 63.9 acres of the site are designated as Farmland of Statewide Importance by the California Department of Conservation Farmland Mapping and Monitoring Program. A portion along the southern border of the Project site is designated as other land. The Project site is flat and currently utilized for farming activities. The Project site does not contain any existing structures or improvements but has existing irrigation infrastructure throughout the site supporting the existing farming uses.

Forest Resources

The Project site is located in the City of Hemet, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition. There are no forest resources in the Project's vicinity under existing conditions (Riverside County, 2015).

4.5.3 Air Quality

The Project site is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within the Hemet/San Jacinto Valley (SRA 28). It should be noted that there are no monitoring stations within SRA 28, as such the following stations were used to report air quality data for O₃, CO, NO₂, PM₁₀, and PM_{2.5}.

- SRA 24 (Perris Valley) – O₃ (for the years 2020 and 2021) and PM₁₀ (for the year 2020)
- SRA 25 (Elsinore Valley) – O₃ (for the year 2022), CO, and NO₂, PM₁₀ (for the years 2021 and 2022)
- SRA 23 (Metropolitan Riverside County 3) – PM_{2.5}

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. The federal PM₁₀ standard had no exceedances in 2020, 2021, or 2022. The State PM₁₀ standard was exceeded 6 times in 2020, 4 times in 2021, and only 1 time in 2022. The PM_{2.5} federal standard had 5 exceedances in 2020, 13 exceedances in 2021, and no exceedances in 2022. The 1-hour ozone State standard was exceeded 34 times in 2020, 25 times in 2021, and 17 times in 2022. The 8-hour ozone State and Federal standard was exceeded 74 times in 2020, 60 times in 2021, and 37 times in 2022. In addition, the CO, SO₂, and NO₂ standards were not exceeded in this area during the 3-year period.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of

recreation. The closest sensitive receptors to the Project site are residential uses such as single-family homes located approximately 930 feet southeast of the Project's southern boundary, southeast of Domenigoni Parkway and residential uses that are located approximately 2,000 feet to the northeast of the Project site at the northeast corner of the intersection of Poplar Street and Warren Road.

4.5.4 Biological Resources

The Project site is flat and currently utilized for farming activities. The Project site is surrounded by agricultural land to the north and west, and Salt Creek Channel to the south and east. The approximately 74.88-acre Project site does not contain any existing structures or improvement on the site but has existing irrigation infrastructure throughout the site supporting farming activities. In addition, portions of Warren Road and Simpson Road are located within the Project site. Elevations on the site range from 1504 feet AMSL in the northeastern corner of the site to just under 1494 feet AMSL in the southwestern corner. According to the United States Department of Agriculture (USDA) Web Soil Survey, nine soil classes occur on the Project site. Soils on the Project site are classified as: Domino fine sandy loam (Dt), saline-alkali; Domino silt loam (Dv), saline-alkali; Exeter sandy loam (EoB), slightly saline-alkaline, 0 to 5 percent slopes; Greenfield sandy loam (GyA), 0 to 2 percent slopes; Hanford coarse sandy loam (HcA), 0 to 2 percent slopes; Hanford coarse sandy loam (HcC), 2 to 8 percent slopes; Pachappa fine sandy loam, 0 to 2 percent slopes; Traver loamy fine sand (Tr2), saline alkali, eroded; and Traver fine sandy loam (Ts), saline alkali (Hernandez, 2024).

Vegetation Communities and Land Covers

The 74.88-acre Project site includes agricultural fields and disturbed or developed areas. The Project site and offsite improvement areas contain approximately 63.45 acres of agricultural fields. These areas were being actively cultivated during the field survey on July 8, 2022, and consisted of tilled dirt. Sparse non-native vegetation such as Russian thistle (*Salsola tragus*) and shortpod mustard (*Hirschfeldia incana*) occurred on the boundaries of these areas. The Project site and offsite improvement areas also contain approximately 11.43 acres of disturbed areas that consist of previously graded areas such as dirt roads that have very sparse vegetation such as Russian thistle and paved areas, and portions of Simpson Road and Warren Road that have no vegetation.

Special-Status Plant Species

According to the CNDDDB, a total of 53 sensitive species of plants have the potential to occur on or within the vicinity of the Project site. Of that, a total of 18 plant species are listed as state and/or federally Threatened, Endangered, Rare, or Candidate species; or are 1B.1 listed plants on the CNPS Rare Plant Inventory. No special-status plant species were observed onsite during the field survey. Additionally, based on habitat requirements for these species and the availability and quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (Hernandez, 2024).

Special-Status Wildlife Species

Sensitive animal species include federally and state listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. According to the CNDDDB, a total of 61 sensitive species of animals have the potential to occur on or within the vicinity of the Project site. Of that, 12 special-status wildlife species were identified as having a potential

to occur in the vicinity of the Project site, based on the literature review, but none of the species were observed onsite during biological surveys.

Although the Project site consists of active agricultural lands that are continually disturbed, the habitat assessment determined that the Project site provides suitable burrows/nesting opportunities for burrowing owl. As such, focused protocol surveys were conducted for burrowing owl pursuant to the requirements of the Western Riverside MSHCP from July 8 to July 29, 2022. The surveys found that no burrowing owl are present within the Project site; however, a pair of burrowing owls are present within the surrounding 500-foot buffer area within the Salt Creek Channel.

Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features were observed on the Project site during the field investigation. Further, no blue-line streams have been recorded on the Project site.

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site consists of active agricultural fields surrounded by agricultural lands, residential development, and busy roads. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (Hernandez, 2024).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 0.25-mile south of the Project site for Coastal California gnatcatcher within the Domenigoni Mountains (Hernandez, 2024).

Western Riverside MSHCP

The Project site is located within the Harvest Valley/Winchester Area Plan of the MSHCP. The Project site is not located within a MSHCP Criteria Cell or Cell Group. Additionally, the Project site is located within the designated survey area for burrowing owl pursuant to Section 6.3.2 of the MSHCP and within the Narrow Endemic Plant Species Survey Area (NEPSSA) for Munz's onion, San Diego ambrosia, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis (Hernandez, 2024).

4.5.5 Cultural Resources

Historic

Euro-American development in Riverside County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. In the late 18th century, the San Gabriel, San Juan Capistrano, and San Luis Rey missions began colonizing southern California and gradually expanded their use to the Inland Empire, and western Riverside County, for raising grain and cattle to support the missions. In 1869, with the development of the transcontinental railroad, land speculators, developers, and colonists began to invest in southern California. The first colony in present-day Riverside County was the City of Riverside, where Judge John Wesley North founded Riverside on part of the Jurupa Rancho. In May 1893, voters living within portion of San Bernardino County and San Diego County approved the formation of Riverside County.

In January 1887, William F. Whittier and Edward L. Mayberry formed the Lake Hemet Water Company and the Hemet Land Company. The Hemet Land Company purchased 6,000 acres of sloping land with the goal of subdividing the land, guaranteeing water by the Lake Hemet Water Company, and selling irrigated parcels to farmers and town merchants. The Lake Hemet Dam was constructed starting in 1891 and was completed in 1895. The formation of the Dam led to the incorporation of the City of Hemet in 1910. In the 1960s, large-scale residential development began in the City and the City continued to experience steady growth through 2010 (BFSA, 2024a).

Project Site

Currently, the Project site includes approximately 74.88 acres of disturbed areas, developed roadways, and agricultural fields. Based on historical aerials, the Project site has historically been used for agricultural uses since at least 1967. The Cultural Resources Study identified 45 previously recorded resources within one mile of the boundaries of the Project site consisting of seven bedrock milling sites, one bedrock milling site with associated artifact scatter, five lithic scatters, eight isolates, three multicomponent sites with bedrock milling features with associated artifact scatters as well as historic trash scatters, one multicomponent site with bedrock milling features with associated artifact scatters as well as historic trash scatters and a mine, one historic-aged mining and mill site, one historic-aged mine, two sites containing historic-aged structural remains and a trash scatter, one site containing historic-aged structural remains, one historic-aged farm property, three historic-aged farm properties with trash scatters, two historic-aged single family properties, four historic-aged trash scatters, two historic-aged water conveyance systems, the San Jacinto/Pleasant Valley Canal, the San Diego Aqueduct and San Diego Canal, and a historic-aged railroad alignment (BFSA, 2024a). None of these resources are within the Project site.

The field survey conducted as part of the Cultural Resources Study did not identify any cultural resources onsite (BFSA, 2024a).

Archaeological

The Cultural Resources Study (BFSA, 2024a) identified 21 prehistoric resources recorded within one mile of the Project site. These prehistoric resources include seven bedrock milling sites, one bedrock milling site with associated artifact scatter, five lithic scatters, and eight isolates. In addition, four multicomponent sites were identified with bedrock milling features with associated artifact scatters. None of the archaeological resources are within the Project site as determined by the Cultural Resources Study.

4.5.6 Energy

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Hemet. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2022 approximately 48 percent of power that SCE delivered to customers came from carbon-free resources (SCE, 2022).

The Project site is currently served by the electricity distribution systems that exist along the roadways adjacent to the Project site.

4.5.7 Geology and Soils

Regional Setting

The City of Hemet generally lies within the eastern portion of the Perris block of the Peninsular Ranges of Southern California. The Peninsular Ranges are characterized by steep, elongated ranges and valleys that generally trend northwestward. The bedrock geology that dominates the eastern portion of the Perris Block specifically, consists of Cretaceous and older crystalline and metamorphic rock.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain. The Project site is mostly flat with a slight slope southerly. According to the Geotechnical Investigation, the maximum site elevation differential is 9 feet (SCG, 2024).

Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone, nor is it within a Riverside County fault zone (SCG, 2024). There are no known active faults within 500 feet of the Project site. According to the Geotechnical Investigation, there is no evidence of faulting on the Project site, therefore the possibility of fault rupture is low. The nearest active fault zones are the San Jacinto Fault Zone, located approximately 5 miles northeast of the Project site, and the Elsinore Fault Zone, located approximately 13.1 miles southwest of the Project site. Both of these faults, as well as other faults in the Southern California region could cause moderate to intense ground shaking at the Project site.

Ground Rupture

Ground rupture occurs when movement on a fault breaks the rough to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The state has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones

that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. There are no fault zones within vicinity of the Project site. Therefore, ground rupture potential at the Project site is considered to be low.

Soils

The Geotechnical Investigation describes that artificial fill, and native alluvium were encountered at the ground surface of all boring locations. The artificial fill extends to depths of approximately 3 to 8 feet below existing site grades and consists of very loose to medium dense silty sands and sandy silts as well as stiff to very stiff silty clays. Native alluvium was encountered beneath the fill soil at all boring locations, extending at least to the maximum depth explored of 50 feet below ground surface (bgs). The alluvium generally consists of loose to medium dense silty sands, sandy silts, sands with varying amounts of silt with varying clay content (SCG, 2024).

Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface Project site soils consist of silty sands, sands, and sandy silts. The Geotechnical Investigation explains that these soils are classified as non-expansive (SCG, 2024).

Groundwater

Groundwater was encountered during drilling at depths between approximately 34 and 41 feet bgs (SCG, 2024). The historic high groundwater level was determined to reach approximately 30 feet bgs (SCG, 2024).

During the Geotechnical Investigation, groundwater was encountered on site at depths ranging from approximately 34 to 41 feet bgs. According to the Riverside County GIS website, the Project site is located within a zone of moderate to high liquefaction susceptibility. As such, additional testing was conducted as a part of the Geotechnical Investigation to determine the site-specific liquefaction potential. Based on the soils testing, on-site soils were found to be potentially liquefiable (SCG, 2024).

Due to the lack of active faults or fault zones within the vicinity, the Project site has low potential for lateral spreading (SCG, 2022). The Geotechnical Investigation concluded that soils within the Project site have an estimated differential settlement of 2 inches or less within the upper 50 feet of the soil (SCG, 2024).

Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of 3 to 13 percent would be expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet is estimated to occur within the Project site (SCG, 2024).

Landslides

Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. Earthquake-induced land sliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical, and subsurface groundwater conditions are conducive to permanent ground displacements. The site slopes downward to the south at a gradient of approximately 0.6 percent, with a maximum site elevation differential of approximately 14 feet (SCG, 2024). There are no slopes within the immediate vicinity of the Project site. The nearest slopes are approximately 0.3 mile southeast of the Project site, at the foothills of the Domenigoni Mountains.

Unique Geologic Feature

Unique geologic features refer to unique physical features or structures on the earth's crust. The Project site consists of Holocene and late Pleistocene (present day to approximately 120,000 years ago) young alluvial fan deposits (Qyvs_a). These deposits are underlain by potentially fossiliferous, older Pleistocene-aged deposits. According to the Paleontological Survey, the younger deposits that overlie the potentially fossiliferous deposits are likely thin; however, the exact depth of the older Pleistocene-aged deposits is unknown. The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of the City and state.

Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The young Holocene-aged alluvial fan deposits mapped at the surface in the Project are considered to have low potential to yield significant paleontological resources. However, the underlying late Pleistocene alluvial fan deposits are considered to have high paleontological sensitivity (BFSA, 2024b).

A paleontological literature review and records search was conducted for the Project site (included as Appendix I). The records search did not identify any previously recorded fossil localities within the boundaries of the Project. The closest known recorded fossil locality is less than one mile northeast of the Project site, consisting of the bones of an extinct horse and other unidentified large mammal remains. Additionally, numerous terrestrial Ice Age vertebrate fossils have been discovered at localities near the Diamond Valley Lake Reservoir, approximately one to two miles southeast of the Project site (BFSA, 2024b). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Project site are considered to have a high potential to yield significant paleontological resources.

4.5.8 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature.

Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects of global warming in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;

- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

There are also many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The proposed Project is located in the southwestern portion of the City of Hemet at the southeast and southwest corners of the intersection of Warren Road and Simpson Road. The primary GHG emissions in the City of Hemet are from on-road transportation, building energy, water use, and wastewater generation.

The Project site encompasses approximately 74.88 gross acres and is comprised of two parcels. The Project site is currently utilized for farming activities with existing irrigation infrastructure. In addition, the Project site contains portions of Warren Road and Simpson Road. Existing GHG emissions occur from operation of the site for farming activities and vehicle trips associated with this use.

4.5.9 Hazards and Hazardous Materials

Environmental Site Conditions

The Project site is currently utilized for farming of row crops and contains no existing structures, other than irrigation infrastructure. Uses surrounding the Project site include the following:

- **South:** Olive Avenue followed by Salt Creek Channel followed by Domenigoni Parkway.
- **North:** Simpson Road followed by agricultural uses.
- **East:** Salt Creek Channel followed by Domenigoni Parkway and single-family residences.
- **West:** El Fuego Rd followed by agricultural uses and a small model plane airport.

The Phase I Environmental Site Assessment (Phase I ESA) identifies that the Project site has been historically utilized for agricultural purposes as early as 1949 and by 2016, structures were present in the north-central portion of the site (Terracon, 2022). As such, there is a potential that agricultural chemicals such as pesticides, herbicides, and fertilizers, were used onsite and exist in site soils. There are currently no structures on site.

The Phase I ESA did not identify any hazardous materials sites or recognized environmental conditions (RECs) within or adjacent to the Project site. However, the Phase I ESA determined that there are two sites in proximity of the Project site that are listed on hazardous materials databases as shown in Table 5.9-1. Neither of these sites are considered a REC for the Project site. There are also no off-site hazardous material sources of environmental concern surrounding the Project site.

Other Environmental Conditions

According to the City of Hemet General Plan Public Safety Element and the Department of Conservation California Earthquake Hazards Zone Application ("EQ Zapp"), the Project site is not within:

- Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- Fire: high or very high fire hazard severity zone. However, the Project site is in proximity to Moderate and Very High Fire Hazard zones, which are located to the south of the Project site.

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C2085G), the Project site is primarily located in "Zone X", which is an area that has less than a 1% annual chance flood hazard (FEMA, 2023).

According to the Hemet-Ryan Airport Land Use Compatibility Plan, the Project site is located within the Airport Influence Area boundary in "Zone E," which is the outermost zone and does not have compatibility criteria limits. Further, the Project site is outside all three of the designated Hemet-Ryan Airport noise contours (55 CNEL, 60 CNEL and 65 CNEL) (County of Riverside ALUCP, 2017).

Evacuation Routes

According to the Hemet General Plan Public Safety Element, the City has no designated evacuation routes but would follow appropriate protocols listed in the City's EOP and Riverside County LHMP as needed. Further, in case of emergency evacuation, principal responsibility would lie with the police department (City of Hemet, 2012).

4.5.10 Hydrology and Water Quality

Regional Hydrology

The City of Hemet contains river systems, numerous lakes and reservoirs, and natural drainage areas. Major waterways within the City include Diamond Valley Lake, the San Jacinto River, San Diego Aqueduct, Hemet Channel, Lake Hemet Main Canal, Salt Creek Channel, Bautista Wash, and Casa Loma Canal Aqueduct. The City is located within the Santa Ana River Basin and the San Diego Basin. The Santa Ana River Basin drains into the Pacific Ocean in Orange County, while the San Diego Basin drains into the Pacific Ocean in San Diego County.

Watershed

Watersheds are defined as areas of land where the water that is under it, or that drains off it, flows to the same place. The Santa Ana Regional Water Quality Control Board (RWQCB) identifies watersheds and various groupings and subdivisions (e.g., watershed management areas, watersheds, hydrologic areas, and hydrologic subareas) in the Santa Ana RWQCB Basin Plan. The proposed Project site is located within the Santa Ana River Watershed.

The San Jacinto Basin is drained by the San Jacinto River and is recharged by surface runoff from adjacent mountains and hills, by rainfall directly on the valley floor and by return flow from water applied from overlying uses. The San Jacinto Basin serves as a natural storage reservoir and filtering system for wells constructed therein. In addition, the San Jacinto Basin has a Groundwater Replenishment Program which uses untreated imported water to recharge the San Jacinto Basin.

The City of Hemet has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a MS4 Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

Groundwater Basin

Groundwater is the supply of fresh water found beneath the Earth's surface, which is a major source of drinking water in southern California and within the City of Hemet. A groundwater basin is an area underlain by permeable materials capable of storing a substantial amount of water. Groundwater basins are three-dimensional and include both the surface extent and all subsurface fresh water-yielding material.

The largest sources of groundwater for the Project area are the Hemet-San Jacinto Basins, which underlie a majority of the Project area with water-bearing strata. The Hemet-San Jacinto Basins consist of the Hemet South, Hemet North, Canyon, and San Jacinto Upper Pressure subbasins. These basins have a potential capacity of approximately 1.3 million acre-feet; however, only 400,000 acre-feet are estimated to be usable. Groundwater storage in all of the Hemet-San Jacinto Basins has been reduced about 14,000 AFY due to overdraft for the period from 1958 to 2001. Current estimates of overdraft are approximately 10,000 AFY. Projections of water supply show the need for an additional 15,000 AFY to accommodate future growth. (City of Hemet General Plan EIR).

The Project area is within the Hemet South Groundwater Basin, a subbasin of the San Jacinto Groundwater Basin. It is estimated that about 40,000 acre-feet of groundwater can be withdrawn from the Hemet and San Jacinto Groundwater Basins during an average year without depleting the aquifer as natural recharge is augmented by spreading imported and reclaimed water within the basins.

Surface Water Quality

The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The proposed Project site drains to Salt Creek Channel of the City's Master Drainage Plan, discharging, through the Railroad Canyon Reservoir of the San Jacinto River to Temescal Creek, and then into Reach 3 of the Santa Ana River and the Prado Basin Management Zone before ultimately flowing to the Pacific Ocean. The Basin Plan for the Santa Ana Region is the basis for the Santa Ana RWQCB regulatory programs. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained (or maintained) to protect the designated beneficial uses, and describes implementation programs to protect waters in the region.

Existing Drainage

Topographically, the proposed Project site is relatively flat, with elevations ranging from just over 1504 feet AMSL in the northeastern corner of the site to just under 1494 feet AMSL in the southwestern corner. The Project site naturally drains to the west and south, with slopes generally less than 0.5% throughout.

The Project site is approximately 74.88 gross acres and is bound on north by Simpson Road, on the east and south by Salt Creek Channel, and on the west by neighboring properties. The Project site consists of undeveloped, agricultural land and developed roadways on the south side of Simpson Road in the City of Hemet. Street curbs and gutters have been the primary flood control devices in the City including the Project

area. Similar to the Project area, most stormwater collected in the City is ultimately discharged into Salt Creek Channel, from which flows ultimately discharge into Lake Elsinore.

Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C2085G), the Project site is within a “0.2% Annual Chance Flood Hazard, Zone X” flood plain area defined as areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile. In addition, Zone X flood plain areas are outside the 100-year floodplain.

Stormwater drainage infrastructure and maintenance services for the Project area are provided by both the Riverside County Flood Control and Water Conservation District (RCFCWCD) and the City of Hemet. The major stormwater drainage facility within the Project vicinity is the Salt Creek Channel, which the City owns and maintains. Located within Hemet, the City owns 24 retention and detention basins; 26 basins are privately owned and maintained; and one basin is owned and maintained by the RCFCWCD.

4.5.11 Land Use and Planning

The Project site is located in the western portion of the City of Hemet at the southeast and southwest corners of the intersection of Warren Road and Simpson Road. The 74.88 gross acre (71.11 net acres) Project site consists of the following Assessor Parcel Numbers (APNs) 465-140-043 and 465-140-042. The Project site has a General Plan designation of Mixed Use (MU) and zoning designation of Business Park (B-P). The proposed Project would require a General Plan Amendment to change the existing MU land use to Business Park (B-P), consistent with the current zoning designation. Additionally, the Project site is located within Section 25, Township 5 South, Range 2 West, within the Winchester United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The surrounding uses, described below, are dominated by vacant land and agricultural uses.

- **North:** Simpson Road followed by agricultural uses.
- **West:** El Fuego Rd followed by agricultural uses and a small model plane airport.
- **South:** Olive Avenue followed by undeveloped land followed by Domenigoni Parkway.
- **East:** Vacant land followed by Domenigoni Parkway and single-family residences.

4.5.12 Noise

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.11-1. The noise level measurements were positioned as close to the Project site as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets. A description of these locations and the existing noise levels are provided in Section 5.11, Table 5.11-3.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels

of around 63 VdB (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airport Noise

The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Exhibit HR-5 of the Hemet-Ryan Airport Land Use Compatibility Plan. The Project site is located outside the 55 dBA CNEL noise level contour boundaries and industrial land uses are considered *clearly acceptable*.

Sensitive Receivers

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The noise sensitive receptors that are in the vicinity of the Project site are described below. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

- R1 Location R1 represents the existing residence at 35125 Simpson Road, approximately 1,607 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2 Location R2 represents the existing residence at 35224 Simpson Road, approximately 1,834 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3 Location R3 represents the existing residence at 5599 Cottage Drive, approximately 1,993 feet northeast of the Project site. Receiver R3 is placed in the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4 Location R4 represents the existing residence at 28744 Warren Road, approximately 930 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5 Location R5 represents the existing residence at 28758 Warren Road, approximately 1,066 feet southeast of the Project site. Receiver R5 is placed in the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

4.5.13 Population and Housing

The Project site is comprised of two parcels which are currently utilized for farming activities. There are no existing structures or improvements on site. The Project site has a General Plan land use designation of Mixed Use (Mixed-Use Area #4) and a zoning designation of Business Park. Mixed Use Area #4, which includes

the Project site, encompasses 247 acres, and has a planned development capacity of 579 dwelling units, 820,000 SF of non-residential development, and population of 1,376 persons. The Project site does not currently contain any housing.

Population

According to SCAG's 2020-2045 RTP/SCS, the population of Hemet is anticipated to increase from 81,500 persons in 2016 to 124,000 persons in 2045, an increase in 42,500 persons (Table 5.13-1). This represents a 52 percent increase between 2016 and 2045. Comparatively, the entire population of Riverside County is anticipated to increase from 2,364,000 persons in 2016 to 3,252,000 persons in 2045, an increase of 888,000 persons. This represents a 38 percent increase.

Estimates of population for cities and counties in California are determined by the Department of Finance (DOF) annually. As of January 2023, the City of Hemet had an estimated population of 89,918 persons while the County of Riverside had an estimated population of 2,439,234 persons (DOF, 2023). Thus, the current population of the City of Hemet and the County of Riverside are within the existing SCAG regional growth projections.

Housing

According to SCAG's 2020-2045 RTP/SCS, the City of Hemet is projected to add approximately 23,600 households by 2045 (Table 5.13-2). Comparatively, the County as a whole is expected to add approximately 370,000 households by 2045.

Along with population, estimates of the number of housing units are determined by the DOF and updated annually. As of January 2023, there were an estimated 36,550 and 872,930 housing units within the City of Hemet and County of Riverside, respectively (DOF, 2023). Thus, the existing number of housing units in the City of Hemet and the County of Riverside are within SCAG regional growth projections.

Employment

According to SCAG's 2020-2045 RTP/SCS, the City of Hemet is projected to add approximately 18,500 jobs between 2016 and 2045 (Table 5.13-3). This represents an increase of approximately 85 percent. Comparatively, the entire County is projected to add approximately 360,000 jobs (or 48 percent) between 2016 and 2045.

The most recent count of jobs in the City of Hemet is from the SCAG 2022 Spatial and Statistical Summary, which estimated 21,126 jobs in 2021 (SCAG, 2022). In addition, the annual average number of jobs in the County of Riverside for 2021 totaled 669,804 (SCAG, 2022). Since 2016, the number of jobs within both regions has decreased. Thus, the current employment numbers within the City of Hemet and the County of Riverside are within SCAG regional growth projections.

Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

According to the SCAG Environmental Justice Technical Report, the SCAG Region had a jobs-housing ratio of 1.19 in 2016 (SCAG, 2020c). Communities with more than 1.19 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.19 are "housing rich," meaning that more housing is provided than employment opportunities in the area. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 5.13-4 provides the jobs-to-housing ratios for the City and Riverside County, based on data from SCAG.

4.5.1.4 Public Services

Fire Services

The Project site would be served by Hemet Fire Department (HFD). HFD provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, hazard abatement, acts of terrorism and natural disaster response. The HFD currently consists of three battalion chiefs, 15 fire captains, 21 firefighters/paramedics, one fire prevention officer, one emergency services coordinator, two public safety dispatchers, and one public safety call taker.

The City of Hemet is served by a total of five fire stations as listed in Section 5.14, Table 5.14-1. The fire station closest to the Project site is Station 4, which is located at 1035 S. Cawston Avenue, approximately 2.6 roadway miles northeast of the Project.

Law Enforcement Services

The Hemet Police Department (HPD) is responsible for law enforcement and public safety activities in Hemet. Within the Project Area, the Riverside County Sheriff's Department provides that function and services the unincorporated county areas. The HPD headquarters are located at 450 E. Latham Street, 3.0 miles east of the Project site, and has one substation. The Riverside County Sheriff's Department Hemet Station is located at 43950 Acacia Avenue, 7.7 miles east from the Project site.

The HPD currently services the entire City of Hemet, a population of 89,646, with sworn officers, support staff, and a large contingent of part time volunteers. The City of Hemet also has a standard response time of 9 minutes for emergency calls in urban areas, and a standard of 7 minutes per emergency response calls in non-urban areas, which the HPD has met (General Plan Public Services Element). The HPD is currently capable and has the resources to service the area of Hemet adequately. The HPD headquarters, that serves the site, is located at 450 E. Latham Street, 7.6 miles northeast from the Project site. There are also additional auxiliary support divisions in the headquarters department. The HPD is staffed by 91 sworn police personnel.

The Riverside County Sheriff's Department also operates a station in the City of Hemet located at 43950 Acacia Avenue, approximately 8.42 miles away from the Project site. This station services unincorporated areas of Aguanga, Anza, Anza Borrego State Park, East Hemet, Cahuilla, Castile Canyon, Diamond Valley, Eden Hot Springs, Gilman Hot Springs, Idyllwild, Indian Creek, Jack Rabbit Trail, Lake Riverside, Mountain

Center, Mount San Jacinto Community College, Pine Cove, Pine Meadows, Pinyon Pines, Sage, Santa Rosa Tribal Nation, Santa Rosa Wilderness, San Jacinto, Soboba Hot Springs, Soboba Tribal Nation, and Valle Vista.

Park Services

Parks within the City and vicinity are maintained and operated by the City of Hemet Public Works Department, Valley-Wide Parks and Recreation District, Hemet Unified School District (HUSD), and the Riverside County Department of Parks and Recreation. Existing parks within the City include 17 parks on a total of approximately 700.25 acres (City of Hemet, 2012). At the estimated population of 90,436 in 2021, the ratio of existing parkland acres per 1,000 residents was 7.7 (US Census Bureau, 2021). The parks and recreation facilities closest to the Project site include Stoner Park at 4595 Shasta Blue Lane (approximately 1.9 roadway miles from the Project site), Brubaker Park at 3707 Mustang Way (approximately 1.9 roadway miles from the Project site), and Diamond Valley Lake (approximately 5 roadway miles from the Project site).

School Services

The Project site is within the Hemet Unified School District (HUSD) boundary. The HUSD currently operates 45 schools, including: one preschool, 16 elementary schools, eight middle schools, five high schools, four alternative schools, and one adult school (HUSD, 2023). As of the 2022/2023 school year, the HUSD had a total enrollment of 22,372 students (California Dept. of Education, 2023). The closest schools to the site are Harmony Elementary School, located at 1500 S. Cawston Avenue (approximately 1.4 miles northeast of the Project site), and West Valley High School, located at 3401 Mustang Way (approximately 1.5 miles northeast of the Project site).

Other Public Facilities

Other governmental services include a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. The library closest to the Project site and surrounding area is the Hemet Public Library, located at 300 E. Latham Avenue, approximately 7.2 roadway miles northeast of the Project site.

Additionally, the nearest medical facility to the Project site is the Hemet Global Medical Center, located at 1117 E. Devonshire Avenue, approximately 8.2 roadway miles northeast of the Project site.

4.5.15 Transportation

Existing Roadway Network

The existing roadway network in the vicinity of the Project site includes the following:

- **Interstate 215.** Interstate 215 (I-215) provides regional access to the Project site and is located approximately 8.5 miles west of the Project site and accessible via the Newport Road interchange. In this location, the freeway consists of four lanes in both directions. From Newport Road, I-215 connects to I-15 approximately 9 miles to the south and SR 60 approximately 19.5 miles north.
- **State Route 79.** SR 79 provides regional access to the Project site and is located approximately 2.9 miles west of the Project site and accessible via the Newport Road interchange. In this location, the highway consists of two lanes in both directions. SR 79 connects to I-15 and I-10, providing connections to San Bernardino County, Los Angeles County, and San Diego County.

- **State Route 74.** SR 74 provides regional access and is located approximately 2.6 miles to the north. In this location, the highway consists of two lanes in both directions. SR 74 connects to I-215 and SR 79.
- **Simpson Road.** Simpson Road is classified as a secondary road according to City of Hemet General Plan 2030. Simpson Road comprises two lanes between SR 79 and Warren Road. No bike lanes are proposed on Simpson Road as a part of the Roadway Circulation Master Plan and there are no sidewalks observed on either side of Simpson Road.
- **Mustang Way.** Mustang Way is classified as a secondary road according to City of Hemet General Plan 2030. Mustang Way features four lanes between Warren Road and Sanderson Avenue. Mustang Way includes Class 2 bike lane per the Roadway Circulation Master Plan. Sidewalks are provided on both sides of Mustang Way between Warren Road and Sanderson Avenue.
- **Domenigoni Parkway.** Domenigoni Parkway is designated as an arterial road according to City of Hemet General Plan 2030. Within the vicinity of the Project site, Domenigoni Parkway features four lanes between SR 74 and Warren Road. Domenigoni Parkway is not designated to include bike lanes and there are no sidewalks on Domenigoni Parkway.
- **Warren Road.** Warren Road is designated as an arterial road according to City of Hemet General Plan 2030. Warren Road features two lanes between SR 74 and Domenigoni Parkway. Even though Warren Road is designated as a Class II bike lane, no such lanes are currently observed near the study area. Sidewalks can be found on the eastern side of Warren Road between SR 79 and Whittier Avenue.
- **Stetson Avenue.** Stetson Avenue is classified as a major road according to the City of Hemet General Plan 2030. Stetson Avenue has been constructed as a four-lane road. No bike lanes are observed near the study area and sidewalks are not present between Warren Road and Cawston Avenue.

Existing Truck Routes

Regional truck routes follow SR 74, SR 79, and Domenigoni Parkway. The designation of Truck Routes is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Pursuant to Hemet Municipal Code Section 78-61, the City of Hemet designated truck routes on:

- Florida Avenue;
- Warren Road;
- Sanderson Avenue;
- State Street and San Jacinto Street north of Florida Avenue;
- Menlo Avenue between Sanderson Avenue and San Jacinto Street;
- Stetson Avenue between Sanderson Avenue and State Street; and
- Domenigoni Parkway.

Traffic Study Area

The study area provided below includes those intersections to which the Project would add 50 or more peak hour trips (EPD Solutions, 2024a). The traffic study area includes signalized intersections, all-way stop controlled (AWSC) intersections, and two-way stop controlled (TWSC) intersections. The following intersections were included in the analysis:

1. SR 79/SR 74 (Existing-Signal)
2. SR 79/Simpson Road (Existing-Signal)
3. SR 79/Domenigoni Parkway (Existing-Signal)
4. Warren Road/Simpson Road (Existing-AWSC)
5. Warren Road /Domenigoni Parkway (Existing-Signal)
6. Warren Road /SR 74 (Existing-Signal)

7. Warren Road /Stetson Ave (Existing-AWSC)
8. Warren Road /Mustang Way (Existing-Signal)
9. Project Driveway-1/Simpson Road (Proposed-TWSC)
10. Project Driveway-2/Simpson Road (Proposed-TWSC)
11. Project Driveway-3/Simpson Road (Proposed-TWSC)
12. Project Driveway-4/Simpson Road (Proposed-TWSC)
13. Project Driveway-5/Simpson Road (Proposed-TWSC)
14. Project Driveway-6/Simpson Road (Proposed-TWSC)

Existing Levels of Service

Among the eight existing intersections, intersection #3 (SR 79/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) operate at an unsatisfactory LOS during the AM & PM peak hour under Existing Conditions.

Existing Site Access

Access to the Project site is provided via Simpson Road, Domenigoni Parkway, Warren Road, Stetson Avenue, and Mustang Way.

Existing Transit Service

Riverside Transit Authority (RTA) operates public transit within the City of Hemet. RTA routes currently use the Hemet Valley Mall located near the intersection of Florida Avenue and Kirby Street as a hub for all routes serving Hemet and for routes connecting to regional destinations. Within Route 74, the closest bus stop to the Project site is located approximately 2 miles northeast at the intersection of Sanderson Avenue and West Thorton Avenue. Approximately 2.7 miles west of the Project site is an additional bus stop within Route 79 which is located at the Winchester Avenue and Simpson Road intersection.

Existing Bicycle and Pedestrian Facilities

The City's current bikeway circulation includes Class 1 bike paths (off road), Class 2 bike lanes (on road, two way and one way striped lanes), and Class 3 (on road, designated shared use) bike routes. While none of the roadways in the Project vicinity currently include bike routes or lanes, the existing designated bike routes nearest the Project site include Class 2 along the Project frontage of Simpson Road and Warren Avenue. Mustang Way and Domenigoni Parkway are designated to include Class 2 bike routes.

The existing pedestrian network within the City is comprised of street sidewalks, paseos in larger scale developments or along portions of Florida and Sanderson Avenues, and regional trails that may be shared with bicyclists or equestrians. As defined by the City's General Plan, Class 1 bike routes provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians, Class 2 bike routes provide a striped lane for one-way bike travel on a street only, and Class 3 bike routes provides for shared use with pedestrians or motor-vehicle traffic. Along the Project frontages of Simpson Road and Warren Road, there are no sidewalks on either side. Nearest the Project site, sidewalks are provided on both sides from Mustang Way between Warren Road and Sanderson Avenue. In addition, there are no sidewalks on Domenigoni Parkway, but sidewalks can be found on the eastern side of Warren Road between SR 79 and Whittier Avenue.

Existing Vehicle Miles Traveled

The Citywide VMT/Service Population is 24.3 and the VMT/Service Population for the Project traffic analysis zone (TAZ 731) is 5.5.

4.5.16 Tribal Cultural Resources

Native American Tribes

The Project is within an area considered the Traditional Tribal Land of the Cahuilla, the Gabrielino, and the Luiseño people. As part of development of the Cultural Resources Assessment (Appendix F), Brian F Smith and Associates (BFSA) conducted research using several resources to identify potential tribal cultural resources within the Project site. The assessments included a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR), background and literature research, a search of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC), outreach efforts with Native American tribal representatives, an examination of geological maps, and an intensive-level pedestrian survey of the Project site. No tribal cultural resources were identified as part of BFSA's site survey and records search of the Project site.

Site Conditions

As discussed in Section 5.5, *Cultural Resources*, the Project site is vacant and utilized for agricultural activities. The Cultural Resources Assessment (BFSA, 2024a) identified that the Project site overlies Holocene- and late Pleistocene-aged young alluvial fan deposits, which are predominately characterized as gravel, sand, and silt. The site is not listed on the NAHC Sacred Lands File.

4.5.17 Utilities and Service Systems

Water Supply and Demand

The Project site is located within the water service area of the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD's water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities (EMWD, 2021).

The Eastern Municipal Water District's Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that EMWD services including most of the City of Hemet, other cities, and unincorporated areas in Riverside County.

EMWD has a diverse portfolio of local and imported water supplies to deliver treated water to its customers. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Imported water supplies are received from the Metropolitan Water District of Southern California.

EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California, local groundwater, desalinated groundwater, and recycled water (EMWD, 2020). The District's water supply is a combination of purchased or imported water, groundwater, and recycled water. Section 5.17, Table 5.17-1 summarizes EMWD's current retail and wholesale water supplies. The EMWD obtained the majority of its potable water supply from purchased or imported water from the Metropolitan Water District of Southern California. EMWD estimates that water supplies in the future are anticipated to be

obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the District's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045 (increase of 42,600 AFY) to meet the District's anticipated growth in water demands. Water demands within the District are summarized in Table 5.17-3.

Groundwater: EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants not only provide a reliable source of potable water, but they also protect potable sources of groundwater and support EMWD's groundwater salinity management program.

Imported Water: EMWD is a member agency of Metropolitan Water District of Southern California (Metropolitan) and relies on Metropolitan to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of EMWD's service area is supplied by Metropolitan's Mills Water Filtration Plant (WFP), while the southeastern portion of EMWD's service area is supplied by Metropolitan's Skinner WFP. Untreated water from Metropolitan is treated at EMWD's Perris and Hemet WFPs and is also delivered directly to a number of agricultural and wholesale customers.

EMWD's water supply reliability is primarily established through Metropolitan, of which EMWD is a member agency. In the 2020 Metropolitan UWMP, the reliability of water deliveries from the State Water Project and the Colorado River Aqueduct were assessed by Metropolitan. Metropolitan determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single dry, and multiple-dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the Metropolitan UWMP.

Recycled Water: Recycled water is used extensively in EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes. The majority of EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. EMWD's recycled water supply will expand as the population within EMWD's service area continues to grow. EMWD currently uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. EMWD stores recycled water during low demand periods and does not discharge recycled water. The District anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge.

Surface Water: EMWD has the right to divert up to 5,760 AFY of San Jacinto River flows for recharge and subsequent use from September 1st through June 30th each year. EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is an ephemeral river and, consequently, river flows may be insufficient for any diversion at all in some years.

Demand: EMWD delivers water to both retail customers and to wholesale customer agencies. EMWD's primary retail customers can be divided into residential, commercial, industrial, institutional, landscape and agricultural irrigation sectors with the residential sector being EMWD's largest customer segment. Actual 2020 water demand and projected water demand are shown in Table 5.17-3. Projected demands for the

2020 UWMP were developed using information about planned development and land use. To track new developments, EMWD updates a Geographic Information System database that tracks proposed development quarterly. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments (SCAG). EMWD's growth forecasts include both the retail and wholesale service areas. EMWD's retail demand projections include the water savings needed to meet the Water Conservation Act of 2009, SB X7-7 requirements. Wholesale demand projections are based on communications with sub agencies and respective growth projections for those agencies.

Water Infrastructure

The Project site is currently served by the EMWD's water utility. Within the immediate vicinity of the Project site, an existing 24-inch domestic water line is located in Simpson Road.

Wastewater

EMWD provides wastewater treatment and recycled water services throughout its service area, which includes the Project site. Sewage from the City of Hemet is conveyed to the San Jacinto Regional Water Reclamation Facility, which has a treatment capacity of 14 million gallons per day (gpd), with a typical daily flow of 7 million gpd (EMWD, 2021). Thus, the remaining daily capacity of the San Jacinto Regional Water Reclamation Facility is approximately 7 million gpd.

Wastewater Infrastructure

The nearest sewer main crosses through Simpson Road approximately 400 feet east of the intersection of Simpson Road and California Avenue. The existing sewer main is 30 inches in diameter and lies in a northeasterly direction.

Drainage

The Project site currently is utilized as undeveloped agricultural land. As described in the Hydrology Report (Ware Malcomb, 2023), minimal impervious surfaces exist on site. Topographically, the Project site is relatively flat with an elevation of 1,504 feet AMSL to 1,494 feet AMSL with slopes of less than 0.5 percent throughout. The site drains from the west to the south as overland flow to Salt Creek, then downstream to Canyon Lake, and ultimately to Elsinore Lake (Ware Malcomb, 2023).

Solid Waste

The Project site is currently served by Waste Management Inc. for solid waste and recycling services. Recyclable waste and green waste would be largely processed at the Moreno Valley Solid Waste Recycling and Transfer Station, which is permitted for 2,500 tons per day (tpd) of operation. Solid waste generated by the Project would be disposed of at either the El Sobrante, Lamb Canyon, or Badlands Landfill. Each landfill is located approximately 33.5, 15, and 24 roadway miles from the site, respectively. Based on the average daily tonnage, the three landfills have a remaining capacity of approximately 10,779 tpd.

Electricity

Electricity is provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2022 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE

also purchases power from open market transactions, which do not have identifiable sources (California Energy Commission, 2022).

Natural Gas

The proposed Project is within the service area of Southern California Gas Company.

Telecommunications

Telecommunications would be provided to the proposed Project by a privately owned telecommunication company.

4.5.18 Wildfire

Fire Agencies

Several fire agencies provide fire protection services within the Project area, including both wildland fire and structural fire response. Both Hemet Fire Department and the California Department of Forestry and Fire Protection would provide fire protection services to the Project site and local vicinity. Further, the City of Hemet participates in California's mutual aid response system and mutual aid would be provided through the California Governor's Office of Emergency Services.

Wildland Fire Hazards

Per the latest CAL FIRE Fire Hazard Severity Zones Viewer, as shown in Figure 5.18-1, areas south and southeast of the Project site, across Salt Creek Channel, are designated as Moderate to Very High FHSZ (CAL FIRE, 2023a). However, as shown in Section 5.18, Figure 5.18-1, the Project site is not located within a FHSZ.

Topography and Vegetation

The Project site is currently flat and utilized for farming activities. The approximately 74.88-acre Project site does not contain any existing structures or improvements on the site but has existing irrigation infrastructure throughout the site. The Project site also contains portions of the Simpson Road and Warren Road rights-of-way. The Project site is bordered by the Hemet Model Masters Airpark and El Fuego Road to the west. The site is surrounded by agricultural land to the north and west, and Salt Creek Channel to the south and east.

Onsite agricultural areas are actively cultivated. Sparse non-native vegetation such as Russian thistle (*Salsola tragus*) and shortpod mustard (*Hirschfeldia incana*) occurred on the boundaries of these areas. El Fuego Road to the west of the site is a gravel road with occasional Russian thistle. Simpson Road to the north of the site and the portion of Warren Road transversing the Project site are developed and do not contain any vegetation. A dirt road followed by Salt Creek Channel is located to the south and east of the Project site. Areas within Salt Creek Channel are heavily disturbed with non-native and native grasses and shrubs.

No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1504 feet AMSL in the northeastern corner of the site to just under 1494 feet AMSL in the southwestern corner. The nearest slopes are located approximately 0.25-mile southeast of the Project site across Domenigoni Parkway within the Domenigoni Mountains.

Prevailing Winds

The predominant wind direction at the Project site area is from the west and north (NOAA, 2023). This suggests that a fire burning in the foothills southeast of the Project site would be unlikely to be blown across the site during normal prevailing wind conditions.

Large Fire History

According to CAL FIRE, relatively few larger wildfires have occurred within the region surrounding the Project site over the past three years:

- In June 2021, the Stowe Fire burned approximately 122 acres in the hills approximately 2.3 miles north of the Project site in the unincorporated community of Winchester. Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.
- In June 2021, the Kathryn Fire burned approximately 15 acres at the intersection of Sage Road and Cactus Valley Road, south of the City of Hemet. This fire occurred approximately 5.5 miles southeast of the Project site. Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.
- In September 2019, the Warren Fire burned approximately 19 acres in the Domenigoni Mountains north of Diamond Valley Lake. This fire occurred approximately 0.15 miles southeast of the Project site. Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.

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5. Environmental Impact Analysis

This Chapter focuses on evaluating the significant environmental effects of the proposed Project, which is described in Chapter 3.0, *Project Description*. This Chapter describes the existing physical environmental setting (also referred to as “baseline”) for each environmental topic, and the impacts that would result from implementation of proposed Project. Because existing federal, state, and local regulations will also shape how the proposed Project is implemented, and provide requirements for avoiding and reducing environmental impacts, a discussion of relevant regulations, plans, programs, and policies pertinent to each environmental issue addressed in each environmental topic section is provided. Additionally, as necessary, feasible mitigation measures are identified to reduce the significant impacts of proposed Project.

ENVIRONMENTAL TOPICS

The following sections in this chapter analyze the environmental topics listed below:

5.1 Aesthetics	5.10 Hydrology and Water Quality
5.2 Agriculture & Forestry Resources	5.11 Land Use and Planning
5.3 Air Quality	5.12 Noise
5.4 Biological Resources	5.13 Population and Housing
5.5 Cultural Resources	5.14 Public Services
5.6 Energy	5.15 Transportation
5.7 Geology and Soils	5.16 Tribal Cultural Resources
5.8 Greenhouse Gas Emissions	5.17 Utilities and Service Systems
5.9 Hazards and Hazardous Materials	5.18 Wildfire

This EIR evaluates the direct and indirect impacts resulting from construction and ongoing operations of the proposed Project. Under CEQA, EIRs are intended to focus their discussion on significant environmental impacts of a project on the environment and may limit discussion of other impacts to a brief explanation of why the impacts are not significant. The Notice of Preparation (NOP) that was prepared for the proposed Project and the responses received were used to help determine the scope of the environmental issues to be addressed in this EIR. Consistent with CEQA Guidelines Section 15128, issues considered Potentially Significant are addressed in this EIR.

Issues areas that would not be potentially impacted by the proposed Project (including: mineral resources and recreation), are not addressed beyond the discussion contained in Section 2.3, *Environmental Impact Report Process*, and Chapter 7.0, *Effects Found Not Significant*.

FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the proposed Project must address, and will shape its implementation.
- **Existing Conditions:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.”
- **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.

- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed.
 - The EIR's conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from the proposed Project.
 - An identification of significance comparing identified impacts of the proposed Project to the significance threshold with implementation of any existing regulations, prior to implementation of any required mitigation.
 - A discussion of potential cumulative impacts that could occur from implementation of the proposed Project and other cumulative projects.
 - A list of any existing regulations that reduce potential impacts.
 - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the proposed Project; and/or
 - compensate for the impact by replacing or providing substitute resources or environmental conditions.
 - Actions to be taken to ensure effective implementation of required mitigation measures.

ENVIRONMENTAL SETTING/BASELINE

The environmental setting is normally the existing conditions at a project site at the time the CEQA analysis begins (CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. CEQA Guidelines Section 15125 states that "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives."

CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see CEQA Guidelines Sections 15146, 15151, and 15204). In some instances, information is presented in the environmental setting that differs from the precise time of the NOP. This information is still considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to consider site conditions over a range of time periods. A NOP was prepared for the proposed Project, and was distributed on December 18, 2023 for a 32-day public review and comment period that ended on January 19, 2024. The NOP public review extended beyond the required 30-day review due to the inclusion of holidays within the review and comment period.

The intent of this Draft EIR is to provide a conservative analysis that identifies the reasonable maximum potential impact. Thus, this Draft EIR provides current conditions for certain topics, such as the 2020-2022 ambient air quality conditions provided in Section 5.3, *Air Quality*, and the existing noise level measurements identified in Section 5.12, *Noise*.

The baseline conditions relevant to the environmental issues being analyzed are described within Section 4.0, *Environmental Setting*, and within each subsection of this section. In some cases, (such as in Section 5.1.2, *Noise*), discussion of baseline conditions is also provided in the impacts analyses to provide context for the impact in the most reader-friendly format and organization.

THRESHOLDS OF SIGNIFICANCE/SIGNIFICANCE CRITERIA

CEQA Guidelines Section 15382 defines a significant effect on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”

The “Thresholds of Significance” subsections provide the specific thresholds of significance by which impacts are judged to be significant or less than significant in this EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance normally means the effect will be determined to be “significant” (CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a “significant” effect is not always possible because the significance of an activity may vary with the setting (CEQA Guidelines Section 15064(b)). Therefore, a Lead Agency has the discretion to determine whether to classify an impact described in an EIR as “significant,” depending on the nature of the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.

IMPACT SIGNIFICANCE CLASSIFICATIONS

The following classifications are used throughout the impact analysis in this EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined by Section 15382 of the CEQA Guidelines as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself “shall not be considered a significant effect on the environment ... [but] may be considered in determining whether the physical change is significant.” As defined in this EIR, a significant impact exceeds the defined significance criteria and therefore requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less than Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.
- **Less than Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. Feasible mitigation measures, including standard conditions of approval and applicable plans, programs, and policies, when implemented, will reduce the significant impact to a less-than-significant level.
- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. However, application of all feasible mitigation measures, standard conditions of approval, and applicable plans, programs, and policies would not reduce the impact to a less-than-significant level, and a significant and unavoidable impact would remain.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identify the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the Project record of findings (CEQA Guidelines Section 15093(a)).

CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed Project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts. According to Section 15355 of the CEQA Guidelines, 'cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this EIR focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

Additionally, pursuant to the CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all significant Project impacts that are evaluated within this EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, population and housing, public services, transportation, and utilities and service systems relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan

and relevant regional plans developed by the Southern California Association of Governments (SCAG). The cumulative analyses for other environmental issues use the list of projects approach; and identifies the list of past projects which have recently been constructed, present projects which have recently been approved and are under construction, and probable future projects that are under entitlement review that were known of at the time the NOP was published. As described previously, the cumulative project list is part of the environmental setting/baseline that includes past, present, and probable future projects for which development applications were submitted to lead agencies prior to publishing of the NOP.

Different types of cumulative impacts occur over different geographic areas or different cumulative study areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of noise, for which cumulative impacts are limited to the distance of sound travel. Thus, in assessing noise impacts, only development within and immediately adjacent to the Project site would contribute to a cumulative increase in noise analyzed, whereas cumulative public service impacts are based upon all development within the area serviced. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by the City of Hemet and the County of Riverside, and Figure 5-1 shows the cumulative project locations.

Table 5-1: Cumulative Projects List

No.	Cumulative Project	Location/Address	Description	Project Status
City of Hemet				
1.	High Pointe (SDR 22-0011)	Southeast corner of Stetson Avenue and Elk Avenue	228 apartment units	Pending Review
2.	Copenhagen (SDR 14-001)	450 Copenhagen Street	40 apartment units	Under Construction
3.	Montego Bay Apartments (SDR 22-009)	North of northeast corner of Sanderson Avenue and Devonshire Avenue	96 multi-family dwelling units	Approved
4.	Villa Madrid (TTM 31 864)	Northeast corner of Madrid Street and Devonshire Avenue	104 multi-family dwelling units	Pending Review
5.	Ramona Creek (MAP 21-005, TTM 38309)	Northwest corner of west Florida Avenue and Myers Street	363 dwelling units	Pending Review
6.	Delfinia at Devonshire (MAP 21-002, TPM 38141)	325 Sanderson Avenue	4.1-acre residential development	Pending Review
7.	Rancho Diamonte II (MAP 20-005, TTM 35393, EOT 22-002, SDR 22-002)	South of Mustang Way, east of Warren Road, west of Fisher Street	145 dwelling units	Approved
8.	Morgan Hill (MAP 20-004, TTM 35392, SDR 22-007 and MHC 22-002 and COAA 22-001 and EOT 21-005)	North of Thornton Avenue, south of New Stetson, east of Warren Road	150 dwelling units	Approved
9.	River Oaks COA Amendment (MAP 20-003, TTM 36892)	Southwest corner of Thornton Avenue and Chambers Avenue	85 dwelling units	Approved
10.	The Latham (SDR 20-002 (Mod.1 – SDR 21-018))	South of Latham Avenue, east of Lyon Avenue, west of Elk Street	111 dwelling units	Approved
11.	Tract No. 291129 (SDR 19-006)	East of Warren Road, south of Esplanade Avenue	92 dwelling units	Under Construction
12.	Tract 31513 (Tres Cerritos West)	North of Celeste Road, east of Old Warren Road	177 single-family dwelling units	Approved

No.	Cumulative Project	Location/Address	Description	Project Status
13.	Tract 29843 (EOT 08-001&2)	Northwest corner of Menlo Avenue and Cawston Avenue	456 senior dwelling units	Under construction
14.	TTM 36890 (SDR 21-017)	Northeast corner of Elk Street and Thornton Avenue	68 single-family dwelling units	Approved
15.	TTM 36889, 36891 & 36892 (SDR 21-015)	Southeast corner of Elk Street and Thornton Avenue	231 single-family dwelling units	Under Construction
16.	Kirby Industrial	West of Kirby Street, south of Acacia Avenue	831,348 SF high-cube warehouse	Pending Review
17.	JD Fields & Company (SDR 21-021)	Southeast corner W. Acacia Avenue and S. Gilmore Avenue	3,000 SF office; 22,000 SF warehouse	Pending Review
18.	Holiday Inn & Express (CUP 19-015)	3850 W Florida Avenue	80 room hotel	Approved
19.	O'Reilly's Auto Parts (SDR 20-015)	1667 S. Sanderson Avenue	7,453 SF auto parts store expansion; 5,001 SF commercial addition; new 10,000 SF department store	Under Construction
20.	National Tube Steel (SDR 23-002)	Wendtworth Drive and S. Sanderson Avenue	107,310 SF warehouse	Pending Review
21.	Marriot Townplace Suites	East of Myers Street, north of Florida Avenue	93 room hotel	Approved
22.	Shop n Go (EOT 21-001, CUP 16-008, VAR 18-001, TPM 37564, CUP 21-002)	855 N. Sanderson Avenue	4.06 acre convenience store	Approved
23.	Hemet 63	Southeast corner of Florida Avenue and Acacia Avenue	1,140,401 SF high-cube warehouse	Pending Review
County of Riverside				
24.	CZ07307	South of Simpson Road, east of Patterson Avenue	Zone change for 120.6 acres for single-family dwelling units	Approved

Cumulative Project Locations



Newland Simpson Road Project
City of Hemet

Figure 5-1

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5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Project site and evaluates the potential for the Project to impact scenic vistas, the visual character and quality of the Project site, and cause light, and glare impacts. The analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from Project implementation would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro 2020), and the Project application materials submitted to the City of Hemet described in Section 3.0, Project Description, of this Draft EIR. This section is also based, in part, on the following documents and resources:

- California Department of Transportation (Caltrans) Scenic Highway Mapping System (Caltrans 2018).
- City of Hemet General Plan Update 2010-2030, Adopted January 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2012
- City of Hemet Municipal Code

Aesthetics Terminology

- **Aesthetic Resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic Resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic Vistas** are defined as panoramic views of important visual features, such as canyons, hills, and mountains, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
- **Visual Character** broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.2 State Regulations

In 1963, the State Legislature established the California Scenic Highway Program through Senate Bill 1467. The purpose of the program is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. Scenic highways are classified as either Officially Designated or Eligible for designation and Caltrans maintains the lists of these highways. (Caltrans, 2021)

There are no officially State designated scenic roads or highway corridors within or adjacent to the Project site, or within the larger City of Hemet (Caltrans, 2023).

5.1.2.3 Local Regulations

Hemet General Plan

The Hemet General Plan contains the following policies related to aesthetics that are applicable to the Project:

Land Use Element

Goal LU-3 **Avoid land use conflicts and provide compatible development.**

Policy LU-3.5 **Buffering of New Development.** Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping, and building scale and orientation.

Community Design

Goal CD-5 **Promote 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-5.7 **Design Standards and Guidelines** Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.

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-5.16 **Industrial Design** Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance.

Goal 11 **Utilize the principles of safescape and defensible space to improve community image and personal safety.**

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.

City of Hemet Municipal Code

Sec. 90-1045 - General Requirements. Prior to the construction of any building or structure, a building permit shall be required in accordance with the latest city-adopted California Building Code. The following are minimum requirements, unless otherwise noted, and shall apply to all land, buildings and structures in their respective zones. All area dimensions are in square feet, unless otherwise noted. All linear dimensions are in feet, unless otherwise noted.

Sec. 90-1046(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.

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located in the western portion of the City of Hemet which has regionally significant scenic resources and natural features, including the Domenigoni Mountains to the south as well as the Reinhardt Canyon and San Bernardino Mountains to the north. The City of Hemet General Plan describes that in addition to scenic corridors, scenic resources include distant views that provide visual relief from less attractive views of nearby features. As discussed in the General Plan, other designated federal and state lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

The Project is located in an undeveloped area surrounded by vacant land and agricultural uses. Views of the surrounding foothills are available from public vantage points on traveling east to west on Simpson Road and north to south on Warren Road. However, there are no scenic vistas or designated scenic resources within the Project vicinity.

State Scenic Highway

There are no officially designated State Scenic Highways in the vicinity of the proposed Project (Caltrans 2022). The closest officially designated State Scenic Highway is State Route (SR) 74 located at the west boundary of the San Bernardino National Forest, approximately 9.8 miles northeast from the Project site. Likewise, there are no County-designated scenic highways that run through the Project vicinity. Both Warren Road and Simpson Road are designated as Scenic Highways by the City of Hemet.

Visual Character of the Project Site

The Project site consists of undeveloped land currently utilized for farming of row crops. Offsite improvement areas consist of developed roadways.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site consists primarily of vacant land, agricultural uses, and single-family residential uses. There is no consistent architectural or visual theme within the surrounding area.

The parcels adjacent to the Project site directly north and west contain agricultural uses, parcels to the south and east are undeveloped lots.

Light and Glare

The Project site is currently developed with agricultural uses and does not include any sources of nighttime lighting. The only sources of nighttime lighting in the Project vicinity comes from the headlights of passing vehicles. Sensitive receptors relative to lighting and glare include motorists passing through the Project area and single-family residents to the southeast of the Project.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by vehicle windows reflecting light. As a vacant parcel, there are currently no sources of light or glare within the Project site.

Project Renderings



Simpson Road Hemet
City of Hemet

Figure 5.1-1

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5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- AE-1 Have a substantial adverse effect on a scenic vista; or
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or
- AE-3 In nonurbanized 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; or
- AE-4 Create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding areas and the changes that would occur from Project implementation. The significance determination for scenic vistas is based on whether the vista can be viewed from public areas within or near the Project site and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. The evaluation of aesthetic character identifies the Project's development characteristics and its expected appearance, and compares it to the site's existing appearance and character, and to the character of adjacent existing and future planned uses to determine whether and/or to what extent a degradation of the visual character of the area and its scenic resources could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.).

The analysis of light and glare identifies light-sensitive land uses and describes the Project's proposed light and glare sources, and the extent to which Project lighting could spill off the Project site onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AE-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA.

Less than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. The City's General Plan EIR identifies views of the Domenigoni Mountains, San Jacinto Mountains, and the Lakeview Mountains to be considered scenic resources for the City; however, the City does not officially designate these as scenic vistas. Public views of the Domenigoni Mountains are visible from the Project site and to vehicles and pedestrians traveling north to south on Warren Road Avenue and traveling east or west on Simpson Road.

The Project would develop two industrial warehouse buildings that would be approximately 60-feet tall and would be set back from the adjacent streets so as not to encroach into the existing public long-distance views. The proposed Project has a minimum landscaped setback of 30-feet along Simpson Road and 20 feet from Warren Road, building setbacks of approximately 185-feet from the east and west property lines, and a landscape setback of approximately 10-feet along the southern property line. The building setbacks would ensure that public views along the nearby roads would not be impacted, and landscaping would ensure that views of the site would be broken up and avoid monotonous views of the large walls of the buildings. In addition, the Project would also install a 12-foot-wide sidewalk on all Project frontages on Warren Road and Simpson Road. The building height, massing, setbacks, new sidewalks and layered landscaping along Simpson Road and Warren would ensure that public views of the Domenigoni Mountains remain visible to vehicles and pedestrians traveling along Warren Road and Simpson Road, as shown in Figure 5.1-1. The buildings would be constructed with a maximum building height allowed of 60 feet based on the Project's provision of a setback at least 100 feet from the residential uses to the southeast and would continue to provide long range views of the surrounding foothills. Thus, long range views of the Domenigoni and Lakeview Mountains would continue to be available from public vantage points on surrounding streets. In addition, the proposed Project would be consistent with the City of Hemet General Plan policies LU 3.5, CD 4.2, CD 4.13, CD 5.2, CD 5.7, and CD 5.16, which would further reduce impacts related to scenic vistas. Therefore, the Project has a less than significant impact on any scenic vistas in the area.

IMPACT AE-2: THE PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY.

Less than Significant Impact. The Project site is currently developed with agricultural uses and there are no officially designated state scenic highways in the vicinity of the Project. The nearest Eligible State Scenic Highway is State Route 74, located 2.5 miles north of the Project site. The closest Officially Designated State Scenic Highway is State Route 74 located at the west boundary of the San Bernardino National Forest, approximately 9.8 miles northeast from the Project site (Caltrans, 2018). The Project site is not visible from State Route 74 at any point. Both Warren Road and Simpson Road are designated as Scenic Highways by the City of Hemet. The Project would comply with the landscaping, easement, and the 25-foot right of way setback regulations set by the Scenic Highway Setback Manual Design Criteria. Furthermore, there are no existing trees, rock outcroppings, or historic buildings within the Project site that would be removed or substantially damaged as a result of the Project. As discussed under Impact AE-1 above, long range views of the Domenigoni and Lakeview Mountains would continue to be available from public vantage points on surrounding streets. Therefore, the Project would not substantially damage scenic resources within a state scenic highway and impacts would be less than significant.

IMPACT AE-3: THE PROJECT WOULD NOT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Less than Significant Impact. The proposed Project would change the scenic quality of the Project site from an undeveloped site utilized for farming and would construct two high-cube warehouse buildings, parking lot, ornamental landscaping, and associated infrastructure. The Project Applicant would develop two new 60-foot-high warehouse buildings that would be set back from adjacent streets and would not encroach into public long-distance views. The proposed structures would consist of painted concrete and have accented glass windows and doors. Parking and landscaping areas would be located in the setback space between roadways and buildings, which would minimize the visual scale of the structures. The proposed Project Applicant would install landscaping onsite and along adjacent streets. Areas adjacent to the buildings would

be landscaped with trees and a variety of shrubs and ground covers. Additionally, the layering of landscaping between the proposed buildings and the surrounding roadways would provide visual depth and distance between the roadways and proposed structures, while functioning as a screen to trailer parking and truck yards.

The Project site is located in an “urbanized area,” as defined by Public Resources Code Section 21071. The site has a City of Hemet General Plan land use designation of Mixed Use (MU) and zoning designation of Business Park (B-P). The Project includes a General Plan Amendment to change the land use designation from Mixed Use (MU) to Business Park (BP), which would be consistent with the Project site’s existing zoning designation of B-P. The BP zoning designation provides for single and multi-tenant light industrial, flex office, and office uses. Thus, the following regulatory standards in the City’s Municipal Code are applicable to development of the Project site and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning. Table 5.1-1 illustrates Project consistency with the City’s development standards.

Table 5.1-1: Development Standard Consistency

City Development Standard		Project Consistency
Minimum Lot Size	20,000 SF	71.11 net acres (3,097,551 SF)
Minimum front yard Setback	20 feet	20 feet landscaped setback
Maximum Height	55 feet	60 feet ¹
Minimum Landscape Area	10% of parking area	483,977 SF (24.5%)
Maximum Floor Area Ratio	0.60	0.43
Minimum Street Setback	20 feet	The Project would be setback a minimum of 20 feet from Simpson Road and a minimum of 25 feet from Warren Road.
Parking	1 space/250 SF of office 1 space/1,000 SF of warehouse 1,367 required	1,297 stalls ²

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

¹The reviewing authority may authorize a ten percent increase in the maximum building height for structures that are setback a minimum of 100 feet from a residential use or zone, not including signs (City of Hemet Municipal Code, Chapter 90-1046(c)(3)).

²Consistent with approval of a parking variance.

City General Plan Regulations Governing Scenic Quality. Discussion of the Project’s consistency with the policies of the City of Hemet General Plan that govern scenic quality is provided in Table 5.1-2.

Table 5.1-2: General Plan Consistency Regarding Scenic Quality

General Plan Policy	Project Consistency
Land Use Element	
Goal LU-3 Avoid land use conflict and provide for compatible development.	Consistent. The Project would require a General Plan Amendment from the site’s existing land use designation of Mixed Use (MU) to Business Park (BP) to develop the proposed industrial warehouses located along Simpson Road. The surrounding area contains agricultural and vacant parcels. However, the

	surrounding areas are zoned for business park and mixed uses. As discussed in Section 5.12, <i>Population and Housing</i> , the Project would create job opportunities and provide economic growth.
Policy LU 3.5 Buffering of New Development. Require new development to provide a transition from adjoining development of different land use and intensity through the use of buffers setbacks, edge treatments, site design, landscaping and building scale and orientation.	Consistent. The Project would include landscaping along the perimeter of the site to create a buffer from adjacent properties and uses. The proposed warehouse buildings would also be setback a minimum of 20 feet.
Community Design Element	
Goal CD 4 Protect and preserve hillside areas as an important aesthetic and community resource.	Consistent. As discussed throughout this section, the proposed Project would not impede on public views of the Domenigoni mountains as the structures would be built to the height allowed for the use and would be set back from public view corridors on Simpson Road and Warren Road.
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	Consistent. As discussed throughout this section, the proposed Project would not impede on public views of the Domenigoni mountains as the structures would be built to the height allowed for the use and would be set back from public view corridors on Simpson Road and Warren Road.
Policy CD 4.13 Natural Setting Require all development projects and roadways to display sensitivity to the area's natural setting, be designed to minimize visual impacts, and to use natural topography as a guide.	Consistent. As discussed throughout this section, the proposed Project would not impede on public views of the Domenigoni mountains as the structures would be built to the height allowed under existing zoning for the use and would be set back from public view corridors on Simpson Road and Warren Road.
Goal CD-5 Promote attractive community design to make Hemet a more desirable place to live.	Consistent. As described throughout this section, the Project would comply with the City of Hemet's City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.
Policy CD 5.2 Scale and Character of Development. New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.	Consistent. As described throughout this section, the Project would comply with the City of Hemet's City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.
Policy CD 5.7 Design Standards and Guidelines. Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.	Consistent. As described throughout this section, the Project would comply with the City of Hemet's City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.
Policy CD 5.8 Lighting Aesthetics. Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate.	Consistent. The Project would provide lighting throughout the Project site along sidewalks and outdoor areas consistent with Section 90.1045 of the City's Municipal Code.
Policy CD 5.16 Industrial Design. Ensure that future industrial development follows adopted Industrial Design	Consistent. As described throughout this section, the Project would comply with the City of Hemet's City

<p>Guidelines and provides a clean and attractive appearance.</p>	<p>Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.</p>
<p>Goal CD-11 Utilize the principles of safescape and defensible space to improve community image and personal safety.</p>	<p>Consistent. The Project would be built in compliance with the CBC and the City Code guidelines for industrial development, which would include provisions for doorways and windows. In addition, Project frontages would be directed along Simpson Road and Warren Road.</p>
<p>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.</p>	<p>Consistent. The Project would provide lighting throughout the Project site along sidewalks and outdoor areas consistent with Section 90.1045 of the City's Municipal Code.</p>

Therefore, while the Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings and impacts would be less than significant.

IMPACT AE-4: THE PROJECT WOULD NOT CREATE NEW SOURCES OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Less than Significant Impact. There are no existing sources of light or glare within the Project site as it is currently utilized for agricultural purposes. Sources of light and glare from the Project vicinity come from vehicle headlights and reflecting windows as well as streetlights.

Construction

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, temporary lighting would be required to be hooded or oriented away from the property boundaries pursuant to City of Hemet Municipal Code Sec. 90-1046(e), as included herein as PPP AE-1, which would reduce impacts to a less than significant level.

Operation

Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot light poles, and outdoor building lighting. The proposed Project is located in an underdeveloped area that is primarily utilized for agricultural purposes. The spill of light onto surrounding properties and “night glow” would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of the existing regulatory requirements per City of Hemet Municipal Code Sec. 90-1046(e) would occur during the City’s permitting process and would ensure that impacts related to light and glare are less than significant.

The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with the City of Hemet Municipal Code Sec. 90-1046(e). Additionally, the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area. In addition, the proposed Project would be consistent

with the City of Hemet General Plan policies CD 5.8 and CD 11.8. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

5.1.7 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the proposed Project includes the viewshed from public areas that can view the Project site as well as locations that can be viewed from the Project site, this may include areas under a different jurisdiction such as Riverside County. Although views of the surrounding hills are available in the Project area, they are not panoramic. Additionally, these views are available throughout the cumulative aesthetics study area and are not unique to the Project site.

The only project within the viewshed of the proposed Project would be Rancho Diamonte II, which proposes 145 dwelling units on 4.1-acres approximately 0.55 miles north of the Project site along Sanderson Avenue. Other developments proposed in the cumulative study area would be required to comply with the applicable City of Hemet General Plan policies, which include policies and regulations to preserve vistas and important scenic resources such as views of the Domenigoni Mountains to the south as well as the Reinhardt Canyon and San Bernardino Mountains to the north. Accordingly, with buildout of the Project and other developments within the Project's viewshed, impacts to scenic vistas would not be cumulatively significant and the Project's contributions would be less than cumulatively considerable.

As discussed in Impact AE-2, the Project site is not within proximity to any designated State or County scenic routes. In addition, cumulative Projects within the cumulative study area for aesthetics would also not be within proximity to any designated State or County scenic routes. Therefore, the Project has no potential to contribute to a cumulatively significant impact to scenic resources within a designated scenic route.

The Project would not conflict with applicable design regulations of City of Hemet Ordinance 90-1045 for the Business Park zoning designation. Therefore, the Project has no potential to contribute to cumulatively considerable scenic quality impacts. Moreover, any new development in the cumulative study area would be subject to applicable development regulations and design standards imposed by the governing jurisdiction, which would ensure that development incorporates high quality building materials, architectural design, and landscaping to avoid potential adverse effects to local scenic quality.

With respect to potential cumulative light and glare impacts, the Project would be required to comply with City of Hemet General Plan Program CD-P-20 and the City of Hemet Municipal Code Sec. 90-1046(e), which sets standards for exterior lighting/fixtures. Any development project in the cumulative study area would be required to comply with the light reduction requirements applicable in their respective jurisdiction. Although cumulative development in the Project's surrounding area is expected to introduce new sources of artificial lighting and potentially reflective materials, the required compliance with the governing development code requirements would ensure that future cumulative development does not introduce substantial sources of artificial lighting or glare. As such, the Project would not contribute to cumulatively considerable adverse impacts to the existing daytime or nighttime views of the Project sites or their surroundings.

5.1.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

City of Hemet Sec. 90-1046

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP AE-1: 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.

5.1.9 PROJECT DESIGN FEATURES

None.

5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

The Project would result in no impact related to Impact AE-2 and less than significant impacts to Impact AE-1 and Impacts AE-3 and 4.

5.1.11 MITIGATION MEASURES

None required.

5.1.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to aesthetics would be less than significant. No significant and unavoidable aesthetic impacts would occur.

5.1.13 REFERENCES

California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map.

Accessed: 31 July 2023.

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

City of Hemet. 2012. City of Hemet General Plan. Accessed: 31 July 2023 from

<https://www.hemetca.gov/534/Final-General-Plan-2030>

City of Hemet. 2012. City of Hemet General Plan Final Program Environmental Impact Report. Accessed: 31 July 2023 from <https://www.hemetca.gov/444/Final-Environmental-Impact-Report>

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5.2 Agriculture and Forest Resources

5.2.1 Introduction

This section describes the agricultural resource conditions in the Project region and potential impacts from Project implementation. The analysis in this section is based, in part, on the following documents and resources:

- California Department of Conservation Farmland Mapping and Monitoring Program
- City of Hemet 2030 General Plan, Adopted January 2012
- City of Hemet 2030 General Plan Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances
- Land Evaluation and Site Assessment Model for the Newland Simpson Road Project (LESA Model), (Appendix B).

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

Forest and Timberland

The U.S. Forest Service (USFS) defines a forested area as "forest land" if it is at least one acre in size and at least 10 percent occupied by forest trees of any size or formerly having had such tree cover and not currently developed for non-forest use. Non-forest uses may include cropland, pasturelands, residential areas, and other land uses. Forest land includes transition zones which are those "areas located between heavily forested and non-forested lands that are at least 10 percent stocked with forest trees, and forest areas adjacent to urban and built-up lands." The majority of federal forest land is managed as the National Forest System, which includes the following.

"Timberland" is land owned by the federal government and designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Sections 51112 or 51113 (h) of the California Public Resources Code defines "Timberland Production Zone" (TPZ) is land used for growing and harvesting timber and compatible uses.

Forest Plans

The United States Forest Service (USFS) Land and Resources Management Plans (Forest Plans) describe the management of national forests. These plans apply only to federal lands under the administration of the USFS; they are not applicable to privately owned land within the national forest boundaries or privately owned land adjacent to the national forest boundaries. The following types of decisions are made in the Forest Plans:

1. Establishment of forest-wide objectives, with a description of the desired condition;
2. Establishment of forest-wide management standards;
3. Establishment of management areas and management prescriptions;
4. Establishment of lands suitable for the production of timber;
5. Establishment of monitoring and evaluation requirements; and
6. Recommendations to Congress of areas eligible for wilderness or wild and scenic river designation.

Farmland Protection Program

The NRCS administers the Farmland Protection Program, a voluntary program aimed at keeping productive farmland in agricultural uses. Under the program, the NRCS provides matching funds to state, local, or tribal government entities and nonprofit organizations with existing farmland protection programs to purchase conservation easements. The goal of the program is to protect between 170,000 and 340,000 acres of farmland per year (USDA-NRCS 2007). Participating landowners agree not to convert the land to nonagricultural use and retain all rights to use the property for agriculture. A minimum of 30 years is required for conservation easements and priority is given to applications with perpetual easements. The NRCS provides up to 50 percent of the fair market value of the easement being conserved (USDA-NRCS 2007). To qualify for a conservation easement, farmland must meet several criteria. The land must be: • Prime, unique, or other productive soil, as defined by the NRCS based on factors such as water moisture regimes, available water capacity, developed irrigation water supply, soil temperature range, acid-alkali balance, water table, soil sodium content, potential for flooding, erodibility, permeability rate, rock fragment content, and soil-rooting depth; • Included in a pending offer to be managed by a nonprofit organization, state, tribal, or local farmland protection program; • Privately owned; • Placed under a conservation plan; • Large enough to sustain agricultural production; • Accessible to markets for the crop that the land produces; and • Surrounded by parcels of land that can support long-term agricultural production.

Farmland Protection Policy Act

The Natural Resources Conservation Service (NRCS), a federal agency within the United States Department of Agriculture, is the agency primarily responsible for implementation of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA is to minimize federal programs' contribution to the conversion of farmland to nonagricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. The NRCS provides technical assistance to federal agencies, state and local governments, tribes, or nonprofit organizations that desire to develop farmland protection programs and policies. The NRCS summarizes FPPA implementation in an annual report to Congress. The FPPA also established the Farmland Protection Program and Land Evaluation and Site Assessment.

5.2.2.2 State Regulations

Farmland Mapping and Monitoring Program

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of important farmland. It divides the State's farmland into different categories based on soil quality and existing agriculture, which are used to identify productive farmland and to analyze impacts on farmland. The various types of farmland identified by FMMP include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, farmland of local importance, and grazing land. The highest rated important farmland is Prime Farmland.

Land Evaluation and Site Assessment (LESA) Model

The California Agricultural LESA Model was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process (Public Resources Code Section 21095), including in the CEQA environmental process. The California Agricultural LESA Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, the factors are rated,

weighted, and combined, resulting in a single numeric score. The Project score becomes the basis for making a determination of a project's potential significance.

5.2.2.3 Local Regulations

Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following policies related to agriculture and forestry resources that are applicable to the Project:

Open Space and Conservation Element

Policy OS 3.3 Land Use Compatibility. Recognize and protect areas of agricultural production from the encroachment of incompatible land uses and establish appropriate buffers, disclosures, easements, and mitigation measures, as warranted.

Hemet Municipal Code

Hemet Right-to-Farm Ordinance. Hemet Municipal Code Article VII sets forth the Hemet Right-to-Farm Ordinance, which has the intent of conserving, protecting, and encouraging the development, improvement, and continued viability of agricultural land and industries for the long-term production of food and other agricultural products. The Ordinance requires that no agricultural activity, operation, or facility conducted consistent with accepted standards in any zone shall become a nuisance due to a changed condition in the vicinity. The Ordinance also requires a public notice for any tentative land division within 300 feet of any land zoned primarily for agricultural purposes.

5.2.3 ENVIRONMENTAL SETTING

5.2.3.1 Agricultural Resources

Regional

Natural resources in the Riverside County and City of Hemet include agricultural and grazing lands. In 2015, the County had approximately 132,183 acres of Prime Farmland, 42,096 acres of Farmland of Statewide Importance, and 37,726 acres of Unique Farmland (Riverside County, 2015a). In 2020, the County had approximately 114,616 acres of Prime farmland, 43,768 acres of Farmland of Statewide Importance, and 30,526 acres of Unique Farmland (DOC, 2020).

Local

The Hemet General Plan EIR describes that, as of 2010, there was little agricultural production within the City. The City of Hemet has approximately 2,843 acres of Prime Farmland, 473 acres of Farmland of State importance, and 1,579 acres of unique Farmland (Hemet, 2012a). The General Plan EIR projected continued population growth, and areas designated for residential, commercial, and industrial development, would result in the conversion of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to nonagricultural land use (Hemet, 2012a).

Project Site

The Project site is currently utilized for agricultural production that includes row crops. The Project site has an existing General Plan designation of Mixed Use (MU) and zoning of Business Park (B-P). As shown in Figure 5.2-1, approximately 9.2 acres of the site is designated as Prime Farmland and approximately 63.9 acres

of the site is designated as Farmland of Statewide Importance by the FMMP. The Project site does not contain any existing structures or improvement on the site but has existing irrigation infrastructure throughout the Project site that is used for the existing agricultural use.

5.2.3.2 Forest Resources

The Project site is located in the City of Hemet, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition, and does not contain any forest resources (Hemet, 2012a). As shown in Figure OS-3a of the Riverside County General Plan there are no forest resources in the Project's vicinity under existing conditions (Riverside County, 2015a).

Farmland Designations



-  Project Site
-  Farmland of Statewide Importance
-  Prime Farmland



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5.2.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- AG-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- AG-3 Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- AG-4 Result in the loss of forest land or conversion of forest land to non-forest use; or
- AG-5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

5.2.5 METHODOLOGY

Agricultural resources were assessed based on the California Department of Conservation's FMMP, which is a biennial report and mapping resource on the conversion of farmland and grazing land, and the California Agricultural LESA Model, included as Appendix B. Using these sources, the proposed Project was analyzed for potential conversion of important farmland, conflicts with zoning designations, conversion of Williamson Act contract lands, and changes resulting from the proposed Project that could remove existing farmland from agricultural production.

Forest resources were assessed based on the City of Hemet General Plan EIR and evaluation of the existing quantity of trees on or adjacent to the Project site. Using these sources, the proposed Project was analyzed for the potential conversion of forest land, conflicts with zoning designations for forest or timberland, and changes resulting from the proposed Project that could remove existing forest land or convert forest land to non-forest uses.

5.2.6 ENVIRONMENTAL IMPACTS

IMPACT AG-1: THE PROJECT WOULD CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND) AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE.

Significant and Unavoidable Impact. The Project site contains approximately 9.2 acres of Prime Farmland and 63.9 acres of Farmland of Statewide Importance, as shown on the FMMP, as shown on Figure 5.2-1. The entirety of the Project site, with the exception of offsite roadways, is utilized for farming of row crops. Project implementation would cause the conversion of 73.1 acres of farmland designated as Prime Farmland and Farmland of Statewide Importance and reduction in overall acreage of agricultural lands within the City. In order to assess potential impacts from implementation of the Project and discontinuation of the existing agricultural uses, an agricultural resource evaluation was prepared to determine the value of the Project site land for agricultural production and is included as Appendix B. The evaluation was prepared pursuant to the California Agricultural LESA Model and considers six factors, including two land evaluation

factors that measure the quality of the soil on the agricultural land and four site assessment factors that measure the Project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. As discussed in Appendix B, onsite soils consist of 21.7 acres of Domino fine sandy loam; 5.5 acres of Domino silt loam; 17.4 acres of Exeter sandy loam; 6.6 acres of Greenfield sandy loam; 0.6 acre of Hanford coarse sandy loam (0 to 2 percent slopes); 0.5 acre of Hanford coarse sandy loam (2 to 8 percent slopes); 1.5 acres of Pachappa fine sandy loam; 4 acres of Traver loamy fine sand, eroded; and 15.3 acres of Traver fine sandy loam. All of the onsite soils are considered good-quality soil for agriculture according to the Department of Conservation FMMP. Furthermore, there are no physical barriers to water access onsite as Eastern Municipal Water District (EMWD) currently provides irrigation services to the site. Consequently, the site received a LESA score of 53.9 (Land Evaluation Score of 25.2 and a Site Assessment Score of 28.8) out of a 100-point scale. According to the LESA Model Significance thresholds, sites receiving a score of between 40 and 59 points are considered significant only if both the Land Evaluation and Site Assessment weighted factor subscores are each greater than or equal to 20 points. Both the Land Evaluation and Site Assessment subscores exceed 20 points. Therefore, the Project's conversion of the site's Farmlands to nonagricultural uses is considered significant.

There are no feasible mitigation measures to reduce impacts associated with the Project's conversion of Prime Farmland and Farmland of Statewide Importance to nonagricultural uses. Retention of onsite agricultural uses would be infeasible as it would prevent the development of onsite buildings, which would inhibit implementation of the Project as a whole. Replacement of agricultural resources offsite would be infeasible as creation of new farmland-status properties within the City is outside of the City and Applicant control. Additional offsite mitigation would be infeasible as it would require the Applicant to purchase replacement acreage for farmland currently not in use elsewhere in California and restore it as viable farmland; however, distant mitigation would not reduce impacts as the Project parcels have no relationship to the loss of agricultural lands within the City or County. Overall, no feasible mitigation measures exist which would substantially lessen the Project's significant impacts or conflict with Goal OS 3 of the City of Hemet General Plan related to the conversion of Prime Farmland and Farmland of Statewide Importance to nonagricultural use. Therefore, impacts would be significant and unavoidable.

IMPACT AG-2: THE PROJECT WOULD NOT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT

Less than Significant Impact. The California Land Conservation Act (Williamson Act) was passed in 1965 to protect specific parcels of land in agricultural and open space use. Landowners enter into 10-year contracts with local governments and in return receive lower property tax assessments. Williamson Act Contracts are self-renewing; the contracts automatically renew each year for an additional year. This continues indefinitely unless the County or the landowner files a Notice of Non-Renewal which then terminates the contract at the end of its term (9 years). When a Non-Renewal is filed by the landowner, the property tax assessment gradually reverts back to being computed upon full market value.

As shown on Exhibit 4.2-1 of the City of Hemet General Plan Final EIR, the Project site is not under a Williamson Act Contract (DOC, 2022). The Project site is designated by the Hemet General Plan as Mixed Use (MU) and has a zoning designation of Business Park (B-P). The entirety of the Project site, with the exception of offsite roadways, is utilized for farming of row crops. Within the City of Hemet there are two zoning designations for agricultural uses, Light Agricultural Zone (A-1) and Heavy Agricultural Zone (A-2). As the Project site does not have an A-1 or A-2 zoning designation, the Project would not conflict with an existing zoning for agricultural uses. Therefore, the Project would not conflict with an existing zoning for agricultural uses or a Williamson Act Contract and impacts would be less than significant.

IMPACT AG-3: THE PROJECT WOULD NOT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))

No Impact. Section 12220(g) of the California Public Resources Code defines forest land as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

The Project site is located in an urbanizing area of the City. There is no forest land or forest resources on or in proximity to the Project site. Additionally, the Project site is designated for Mixed-Use (MU) by the General Plan and has a zoning designation of Business Park (B-P) and is not designated or zoned for forest or timberland or used for foresting. As such, development of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)) and no impact would occur.

IMPACT AG-4: THE PROJECT WOULD NOT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

No Impact. The Project site is located in an urbanizing area of the City. There is no forest land in the vicinity of the Project site. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impacts would occur to forest land or timberlands.

IMPACT AG-5: THE PROJECT WOULD INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Significant and Unavoidable Impact. Project implementation would result in the conversion of farmland onsite to nonagricultural use and could facilitate the conversion of existing farmland within the vicinity to nonagricultural use. The Project's zone of influence pursuant to the LESA model includes land within a one-quarter mile radius of the Project site. Outside of the Project site, within the Project's zone of influence per the LESA model, approximately 326.2 acres are designated as Prime Farmland and approximately 253.9 acres are designated as Farmland of Statewide Importance. Approximately 279.5 of those acres designated as farmland are currently in agricultural production (Appendix B). While these lands are currently utilized for agricultural production, they are designated for future development by the City of Hemet General Plan with land use designations of Mixed Use and Low Density Residential (City of Hemet 2012).

Although implementation of the Project would result in the conversion of agricultural use on the site, consistent with the Project site's zoning designation of Business Park (B-P), the surrounding areas to the north, east, and west are zoned to be developed with urban uses other than for agricultural purposes as areas to the north are zoned Specific Plan (SP-R) and Mixed Use (MU), areas to the west are zoned Specific Plan (SP-R) and Business Park (B-P), and areas to the east following the Salt Creek Channel area zoned Single Family Residential (R-1-7.2). Nevertheless, the Project site and surrounding areas are currently under agricultural production and development of the site could result in an increased development pressure on the surrounding agricultural sites. Therefore, there is the potential that the Project would influence the conversion of surrounding farmland to nonagricultural use. As a result, the Project would indirectly cause changes in the environment that would convert other farmland to nonagricultural use. Therefore, impacts related to the conversion of farmland would be significant. As discussed in Impact AG-1, no feasible mitigation measures

exist which would substantially lessen the Project's significant impacts related to the loss of farmland and conversion of farmland to nonagricultural use. Therefore, impacts would be significant and unavoidable.

The Project site is located in an urbanizing area of the City. There is no forest land in the vicinity of the Project site. Therefore, development of the proposed Project would not cause loss of forest land on or off-site or convert forest land to non-forest use. No impacts related to forest land would occur.

5.2.7 CUMULATIVE IMPACTS

Agricultural Resources

The cumulative study area for agricultural resources for this Draft EIR is the County of Riverside as these resources are regularly assessed on the countywide level as part of the state's FMMP. Throughout the County, numerous development projects exist that would result in the additional conversion of agricultural land, including Prime Farmland and Farmland of Statewide Importance, to nonagricultural uses, such as the proposed Project. As discussed in Section 5.2.3.1, above, agricultural use in the County has declined over the last several decades as the result of urban expansion and economic conditions. Consequently, the County and incorporated cities within the County, such as the City of Hemet, have set forth goals and policies to protect agriculture within their individual General Plans. Notwithstanding, the County and incorporated cities within the County continue to plan for growth, including in the vicinity of the City of Hemet. Continued conversion of agricultural lands to urban uses would substantially reduce overall agricultural productivity in the City and the County region. According to the City of Hemet General Plan EIR, the only agricultural land that would not be converted to nonagricultural uses would be approximately 2,614 acres designated for Agriculture or Open Space by the General Plan, located primarily within the eastern portion of the City (Hemet, 2012a). The overall decrease in farmland within the City was identified as a significant cumulative impact in the General Plan EIR. Although the site is designated for non-agricultural uses by the General Plan, implementation of the Project would contribute to the reduction of agricultural uses and farmland within the region and would cumulatively contribute to the loss of agricultural resources. Although the proposed conversion is consistent with the projected decline in agricultural uses by the General Plan EIR, which projects the loss of approximately 2,166 acres of farmland to urban development, the Project would result in cumulatively considerable impacts to agricultural resources. Impacts would be cumulatively significant and unavoidable.

Forest Resources

The cumulative study area for forestry resources is the County of Riverside. There are no forest resources or woodland vegetation within the immediate vicinity of the Project site and limited lowland woodlands within the peripheries of the City. As discussed, Project implementation would not directly impact forest land, timberland, or timberland zoned Timberland Production. Therefore, the Project would not cumulatively contribute to forest resource impacts. Thus, cumulative impacts related to forest resources would not occur.

5.2.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

City of Hemet Right-to-Farm Ordinance

Plans, Programs, or Policies (PPPs)

None.

5.2.9 PROJECT DESIGN FEATURES

None.

5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts AG-2, AG-3, and AG-4 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- Impact AG-1: Implementation of the Project would convert Farmland to nonagricultural uses.
- Impact AG-5: Implementation of the Project would involve other changes in the environment that could result in the conversion of Farmland to nonagricultural uses.

5.2.11 MITIGATION MEASURES

There are no feasible mitigation measures that would substantially reduce impacts related to the conversion of Prime Farmland and Farmland of Statewide Importance to non-agricultural use and the loss of farmland.

5.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No impacts related to Impacts AG-3 and AG-4 would occur.

Impact AG-2 would be less than significant.

There are no feasible mitigation measures that would substantially reduce impacts related to the conversion of farmland. As such, Impacts AG-1 and AG-5 would be significant and unavoidable.

5.2.13 REFERENCES

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5.3 Air Quality

5.3.1 INTRODUCTION

This section provides an overview of the existing air quality within the Project site and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following City documents and reports prepared by Urban Crossroads and are included as appendices, specifically, Appendices C and D, to this Draft EIR:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances
- Simpson Road Warehouse Air Quality Impact Analysis, Urban Crossroads, March 2024, Appendix C
- Simpson Road Warehouse Health Risk Assessment, Urban Crossroads, March 2024, Appendix D

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) has been charged with implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments to the CAA were made by Congress in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Sulfur Dioxide (SO₂), particles with a diameter of 10 micrometres or less (PM₁₀), particles with a diameter of 2.5 micrometres or less (PM_{2.5}), and lead. Table 5.3-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the USEPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the Clean Air Act Amendments (CAAA) directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

Table 5.3-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour Annual Arithmetic Mean	0.18 ppm 0.030 ppm	0.100 ppm 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
Fine Particulate Matter (PM_{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney	Present source: lead smelters, battery manufacturing and

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
	Calendar Quarter	---	1.5 $\mu\text{g}/\text{m}^3$	disease, and neuromuscular and neurological dysfunction (in severe cases).	recycling facilities. Past source: combustion of leaded gasoline.
	Rolling 3-Month Average	---	0.15 $\mu\text{g}/\text{m}^3$		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO₄)	24 hour	25 $\mu\text{g}/\text{m}^3$...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.3.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.3-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach “Clean Truck Program” (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the Maximum Achievable Control Technology (MACT) or best available control technology (BACT) for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA’s list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate BACT to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm’s way. Based on CARB’s Community Health Air Pollution Information System (CHAPIS), no major TAC sources are located in proximity to the Project area. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill (AB) 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, USEPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recently approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table

5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet (SF) or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the City of Hemet Municipal Code in Section 14-65.

5.3.2.3 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in the Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of SCAQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The 2012 AQMP was adopted by the SCAQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the Basin's commitment towards meeting the federal 8-hour ozone standards. The AQMP would also serve to satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour PM_{2.5} standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017 AQMD finalized the 2016 AQMP, which continued to evaluate integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporated scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 federal 8-hour ozone standard. SCAQMD proposes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NO_x technologies through a combination of regulatory approaches and incentives.

The RTP/SCS also provides a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and use resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions.

SCAQMD Rules and Regulations

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

Rule 203 – Permit to Operate. 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. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM₁₀ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.

- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

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

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

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

5.3.2.4 Local Regulations

City of Hemet General Plan

The City of Hemet General Plan contains the following policies related to air quality that are applicable to the Project:

Land Use Element

Policy LU 2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

Circulation Element

Goal C 4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.

Policy C 4.1 Sustainable Urban Design. Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

Policy C 4.2 Transportation Alternatives. Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

Policy C 4.5 Development Opportunities. Require new development to include opportunities for alternate transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.

Policy C 4.6 Vehicle Mile Reduction. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.

Policy C 4.7 Employer Incentives. Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and transit stops.

Community Services and Infrastructure Element

Policy CSI 5.4 Solar Energy. Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

Policy CSI 5.5 Energy Efficient Design. Encourage the efficient use of energy resources by residential, commercial and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Policy CSI 8.4 Green Building. Through incentives such as expedited review of development projects, promotes nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED) certifications.

Open Space and Conservation Element

Goal OS 6 **Conserve Energy resources through the use of available technology and conservation technologies.**

Policy OS 6.1 CALGreen Standards. Encourage the efficient use designs in accordance with the 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.

Policy OS 6.5 Clean Energy. Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy sources, where compatible with adjacent land uses.

Policy OS 6.6 Solar Energy. Encourage existing and new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, and on-site solar generation.

Goal OS 7 **Improve air quality and seek to reduce greenhouse gas emissions.**

Policy OS 7.1 Air Pollution Reduction. Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

Policy OS 7.9 Stationary Source Pollution. Continue to minimize stationary source pollution through the following: Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy OS 7.10 Sensitive Receptors. Locate sensitive receptors (i.e., residences, playgrounds, childcare centers, athletic facilities, churches, long term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

Policy OS 7.11 Fugitive Dust. Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stockpiles through development standards and compliance with CEQA regulations.

Policy OS 7.12 Best Management Practices. Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

Policy OS 8.6 Vehicle Miles Traveled. Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emission through job creation.

5.3.3 ENVIRONMENTAL SETTING

5.3.3.1 Climate and Meteorology

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to

the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and San Bernardino mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

5.3.3.2 Criteria Air Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.¹ Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs), and oxides of nitrogen (NO_x). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to

¹ Additional sources of information on the health effects of criteria pollutants can be found at CARB and USEPA's websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively.

spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

NO₂ is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x, which are reported as equivalent NO₂. Aside from its contribution to ozone formation, NO₂ can increase the risk of acute and chronic respiratory disease and reduce visibility. NO₂ may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO₂ is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO₂ aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH₃), NO_x, and SO_x.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

5.3.3.3 Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data is available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

5.3.3.4 CO Hotspots

An adverse CO concentration, known as a "hot spot" is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation

of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (AQ 2022).

5.3.3.5 Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

5.3.3.6 Existing Conditions

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within the Hemet/San Jacinto Valley (SRA 28). It should be noted that there are no monitoring stations within SRA 28, as such the following stations were used to report air quality data for O₃, CO, NO₂, PM₁₀, and PM_{2.5}.

- SRA 24 (Perris Valley) – O₃ (for the years 2020 and 2021) and PM₁₀ (for the year 2020)
- SRA 25 (Elsinore Valley) – O₃ (for the year 2022), CO, and NO₂, PM₁₀ (for the years 2021 and 2022)
- SRA 23 (Metropolitan Riverside County 3) – PM_{2.5}

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source Lead (Pb) air monitoring sites throughout the air district. As indicated in the monitoring results included in Table 5.3-2, the federal PM₁₀ standard had no exceedances in 2020, 2021, or 2022. The State PM₁₀ standard was exceeded 6 times in 2020, 4 times in 2021, and only 1 time in 2022. The PM_{2.5} federal standard had 5 exceedances in 2020, 13 exceedances in 2021, and no exceedances in 2022. The 1-hour ozone State standard was exceeded 34 times in 2020, 25 times in 2021, and 17 times in 2022. The 8-hour ozone State and Federal standard was exceeded 74 times in 2020, 60 times in 2021, and 37 times in 2022. In addition, the CO, SO₂, and NO₂ standards were not exceeded in this area during the 3-year period. See Table 5.3-3, for attainment designations for the SCAB.

Table 5.3-2: Air Quality Monitoring Summary 2020-2022

Pollutant	Standard	2020	2021	2022
Ozone (O₃)				
Maximum Federal 1-Hour Concentration (ppm)		0.125	0.117	0.121
Maximum Federal 8-Hour Concentration (ppm)		0.106	0.091	0.091
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	34	25	17
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	74	60	37
Carbon Monoxide (CO)				
Maximum Federal 1-Hour Concentration	> 35 ppm	0.9	0.9	0.9
Maximum Federal 8-Hour Concentration	> 20 ppm	0.7	0.8	0.6
Nitrogen Dioxide (NO₂)				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.044	0.044	0.037
Annual Federal Standard Design Value		0.007	0.007	0.007
Coarse Particulates (PM₁₀)				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	77	89	91
Annual Federal Arithmetic Mean (µg/m ³)		35.9	21.4	19.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	6	4	1
Fine Particulates (PM_{2.5})				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	38.70	77.60	32.10
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	14.03	14.28	11.49
Number of Samples Exceeding Federal 24-Hour Standard	> 35 µg/m ³	5	13	0

Sources: Urban, 2024a (Appendix C)

µg/m³ = micrograms per cubic meterData for O₃, CO, NO₂, PM₁₀, and PM_{2.5} was obtained from SCAQMD Air Quality Data Tables.**Table 5.3-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)**

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Attainment	Unclassifiable/Attainment
Pb ²	Attainment	Unclassifiable/Attainment

Source: Urban, 2024a (Appendix C).

² The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

The 74.88-acre Project site is currently utilized for farming activities. In addition, the Project site contains portions of the Simpson Road and Warren Road rights-of-way. Air quality emissions are currently generated by the operation of these uses and the related vehicle trips.

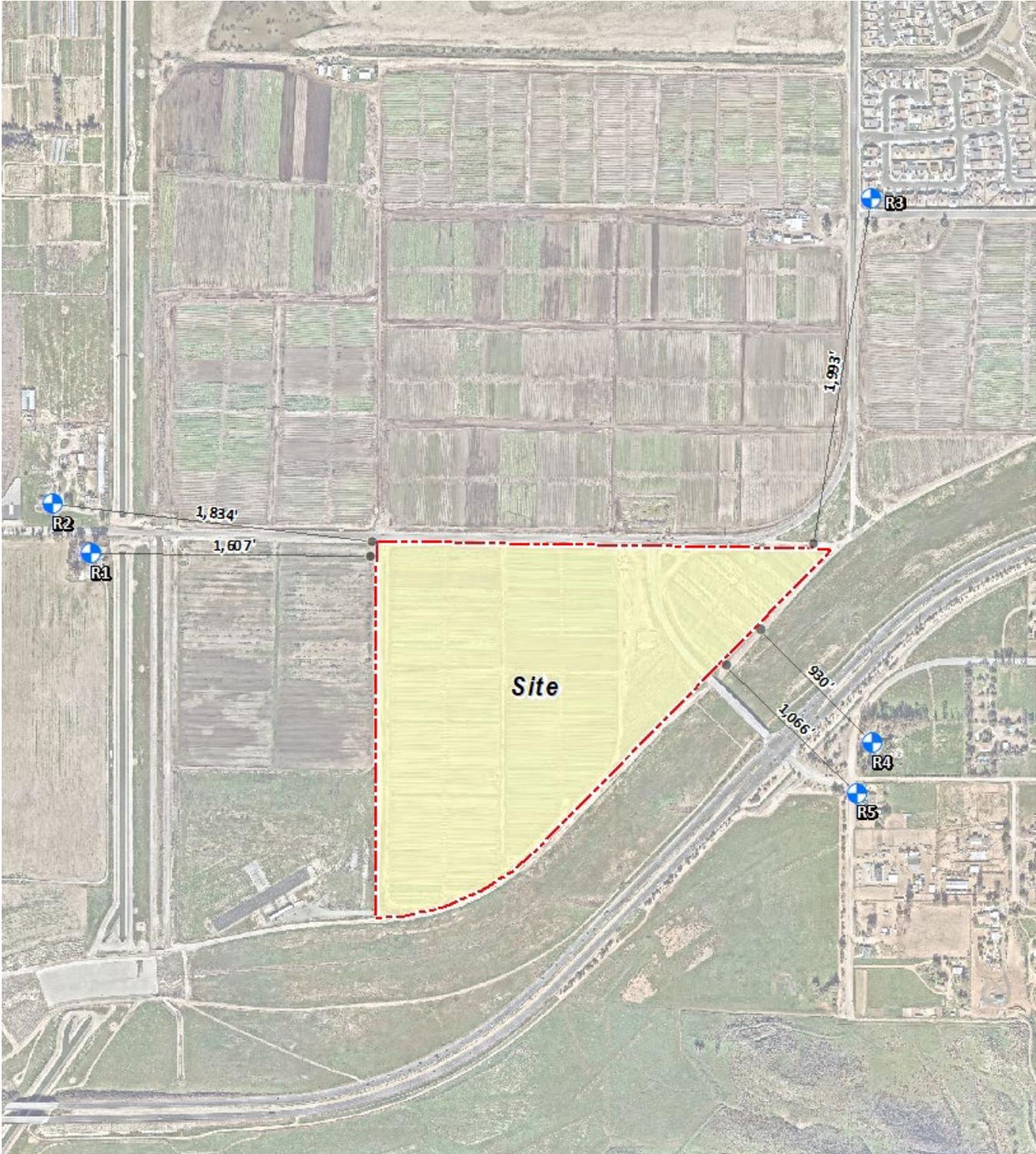
Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public according to the thresholds below, because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. The closest sensitive receptors to the Project site are residential uses such as single-family homes located approximately 930 feet southeast of the Project's southern boundary, southeast of Domenigoni Parkway. The closest sensitive receptors to the Project site are listed below and shown on Figure 5.3-1. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer.

- R1: Location R1 represents the existing residence at 35125 Simpson Road, approximately 1,607 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R1 is placed at the building façade.
- R2: Location R2 represents the existing residence at 35224 Simpson Road, approximately 1,834 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the building façade.
- R3: Location R3 represents the existing residence at 5599 Cottage Drive, approximately 1,993 feet northeast of the Project site. Receptor R3 is placed in the private outdoor living areas (backyards) facing the Project site.
- R4: Location R4 represents the existing residence at 28744 Warren Road, approximately 930 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.
- R5: Location R5 represents the existing residence at 28758 Warren Road, approximately 1,066 feet southeast of the Project site. Receptor R5 is placed in the private outdoor living areas (backyards) facing the Project site.
- R6: Location R6 represents the Hemet Model Masters Airpark at 6601 Simpson Road, approximately 405 feet west of the Project site. Receptor R6 is placed at the building façade.

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Sensitive Receptor Locations



- Site Boundary
- Receptor Locations
- Distance from receptor to Project site boundary (in feet)



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5.3.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-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;
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from March 2023 for regulated pollutants are listed in Table 5.3-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.3-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.3-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin, which include the city of Hemet and surrounding areas of the San Jacinto Valley. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5-acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}.

For the proposed Project, the appropriate SRA for the LST is the nearby Hemet/San Jacinto Valley (SRA 28). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. The closest sensitive receptors to the Project site are residential uses at 28744 Warren Road, located approximately 930 feet (283 meters) southeast of the Project site and residential uses located at the northeastern corner of the intersection of Warren Road and Poplar Street approximately 2,000 feet north of the Project site. The nearest receptors used for evaluation of localized NO_x and CO is R6,

represented by Hemet Model Masters Airpark at 6601 Simpson Rd, located approximately 405 (123 meters) feet west of the Project site. Based on the anticipated construction equipment, it is assumed that the maximum daily disturbed acreage for the proposed Project would be greater than 5 acres. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a greater than 5-acre site during operations are conservatively used as a screening tool to determine if further detailed analysis is required. Table 5.3-5 lists the thresholds that are used to evaluate LST emissions.

Table 5.3-5: SCAQMD Localized Significance Thresholds

Emissions Source		Pollutant Emissions Threshold (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Project Construction	Site Preparation	504	4,731	127	52
	Grading	556	5,282	127	52
Off-Site Construction	Grubbing/Clearing	504	4,731	120	48
	Grading	556	5,282	127	52
Operation		556	5,282	31	13

Source: South Coast Air Quality Management District (2008).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic with implementation of the proposed Project.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter (DPM) exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable.

Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

5.3.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0, *Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future warehouses and from traffic volumes generated by this new use. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

AQMP Consistency

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The project would 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 or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region, and, in part, on SCAG's three Land Development Categories. Therefore, if the level of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards (CAAQS). An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Project were assessed in accordance with methods recommended by SCAQMD. The Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions associated with the Project and were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Project was compared to SCAQMD's LSTs that are based on

the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total onsite combustion, mobile, and fugitive dust emissions associated with construction were combined and evaluated against SCAQMD's LSTs for a 5-acre site.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the Traffic Impact Analysis (Appendix O) prepared for the proposed Project. Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the industrial uses has been revised to 30.47 miles with an assumption of 100% primary trips.

Onsite Equipment Emissions

It is anticipated that the Project would utilize a 238-horsepower diesel fire pump. For analytical purposes, it is anticipated that the emergency diesel generator would result in a maximum operating time of up to one hour per day, 1 day per week for up to 50 hours per year. The Project would also require operation of exterior cargo handling equipment in the buildings truck court areas. The modeled operational equipment includes up to four 175-horsepower cargo handling equipment - port tractor operating 4 hours a day for 365 days of the year.

5.3.6 ENVIRONMENTAL IMPACTS

IMPACT AQ-1: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN.

Less Than Significant with Mitigation Incorporated. The SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project site. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project site. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed Project would require a General Plan Amendment to change the existing land use designation from Mixed Use (MU) to Business Park (B-P). The projections contained in the AQMP for achieving air quality goals are based on the assumptions in SCAG's RTP/SCS regarding population, housing, and employment growth trends. According to SCAG's 2020—2045 RTP/SCS, employment in the City of Hemet is expected to increase by 18,500 jobs between 2016 and 2045. Based on the Riverside County General Plan EIR employment generation factors of 1,030 SF of Light Industrial (LI) uses per employee, implementation of the

proposed Project would create up to an additional 1,158 jobs in Hemet. The additional 1,158 employees would fall within the 18,500 projected jobs for the City. Therefore, the Project's labor demand would not substantially increase population, households, or employment in the City. Therefore, the Project is consistent with the SCAQMD 2022 AQMP and would not result in an impact related to Criterion No.1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations, as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. Construction of the proposed Project would result in regional construction-source emissions that would exceed the SCAQMD thresholds of significance for emissions of NO_x and VOCs. However, proposed Mitigation Measure AQ-1 would require the proposed Project to use "Super-Compliant" low VOC paints and would reduce VOC emissions to less than significant levels. Mitigation Measure AQ-2 would require that diesel-powered construction equipment used on site would have to meet CARB Tier 4 Final emissions standards. With implementation of Mitigation Measure AQ-2, construction emissions associated with NO_x would be below the SCAQMD's threshold.

Overall, the proposed Project's would be consistent with SCAG's regional growth forecasts, and the proposed Project would not lead to increased regional air quality construction or operational emissions that would exceed thresholds with the inclusion of Mitigation Measures AQ-1 and AQ-2. The Project would implement the City of Hemet General Plan policies C-4, C-4.1, C-4.2, CD-4.5, CD-4.6, CSI 5.5, OS-6.1, OS 7.1, OS 7.9, OS 7.10, OS 7.11, OS-7.12, and OS-8.6 which would further minimize impacts. The proposed Project would not result in a conflict with, or obstruct, implementation of the AQMP and impacts would be less than significant after implementation of Mitigation Measures AQ-1 and AQ-2.

IMPACT AQ-2: THE PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Construction

Less than Significant with Mitigation Incorporated. Construction activities associated with the Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) site preparation; (2) grading; (3) building construction; (4) architectural coatings and (5) off-site utility and infrastructure improvements. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. In addition, emissions would result from the import of approximately 96,300 cubic yards of soil during the grading phase.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod; and the modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which are included as PPP AQ-1 and PPP AQ-2 and would reduce air contaminants during construction. Table 5.3-6 provides the maximum daily emissions of criteria air pollutants from construction of the Project. As shown, NO_x and VOC emissions resulting from Project construction would exceed the thresholds established by the SCAQMD. The majority of NO_x emissions occur from construction equipment exhaust from the excavation, grading, and soils export/import needed for Project construction. The majority of VOC emissions would be generated during the architectural coatings phase of construction.

Table 5.3-6: Overall Construction Emissions Summary Without Mitigation Measures

Year	Emissions (lbs/day)					
	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2025	15.29	153.99	132.45	0.36	25.76	13.23
2026	181.27	55.99	104.76	0.14	10.16	3.90
Winter						
2025	6.89	48.93	82.65	0.12	9.08	3.22
2026	6.50	46.65	80.34	0.12	8.88	3.04
Maximum Daily Emissions	181.27	153.99	132.45	0.36	25.76	13.23
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	Yes	Yes	No	No	No	No

Source: Urban, 2024a (Appendix C)

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxidesPM_{2.5} = particulate matter less than 2.5 microns in sizePM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOCs = volatile organic compounds

However, Mitigation Measure AQ-1 requires the proposed Project to use “Super-Compliant” low VOC paints to reduce VOC emissions to less than significant levels and Mitigation Measure AQ-2 requires all diesel-powered equipment to meet CARB Tier 4 Final emissions standards in order to reduce diesel exhaust construction emissions to a less than significant level, as shown on Table 5.3-7. Therefore, criteria emissions impacts related to construction of the proposed Project would be less than significant with the implementation of Mitigation Measures AQ-1 and AQ-2.

Table 5.3-7: Overall Construction Emissions Summary with Mitigation Measures

Year	Emissions (lbs/day)					
	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2025	5.42	96.47	151.22	0.36	20.16	8.12
2026	46.72	47.20	111.98	0.14	8.36	2.26
Winter						
2025	3.52	38.88	84.94	0.12	7.85	2.11
2026	3.41	38.46	82.93	0.12	7.85	2.11
Maximum Daily Emissions	46.72	96.47	151.22	0.36	20.16	8.12
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	No	No	No	No	No	No

Source: Urban, 2024a (Appendix C)

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxidesPM_{2.5} = particulate matter less than 2.5 microns in sizePM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOCs = volatile organic compounds

Operation

Less than Significant Impact. Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products such as cleaning compounds, detergents, personal care products and garden products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of a 238-horsepower diesel fire pump, which would be regulated by and require a permit from SCAQMD (PPP AQ-4). Additionally, four 175 horsepower natural gas-powered cargo handling equipment would be utilized in the truck court areas. As shown in Table 5.3-8, the Project’s net operational activities would not exceed the numerical thresholds of significance established by the SCAQMD for emissions of any criteria pollutants and impacts would be less than significant. In addition, the Project would implement the City of Hemet General Plan policies C-4, C-4.1, C-4.2, CD-4.5, CD-4.6, CSI 5.5, OS-6.1, OS 7.1, OS 7.9, OS 7.10, OS 7.11, OS-7.12, and OS-8.6 which would further reduce impacts.

Table 5.3-8: Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOCs	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Sources	9.95	44.40	142.00	0.65	41.60	11.20
Area Sources	37.30	0.44	51.90	0.00	0.09	0.07
Energy Sources	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Sources	0.39	1.09	1.00	0.00	0.06	0.06
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Project Maximum Daily Emissions	47.76	46.31	211.34	0.65	41.78	11.36
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter						
Mobile Source	9.54	46.80	117.00	0.63	41.60	11.20
Area Source	28.80	0.00	0.00	0.00	0.00	0.00
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
Stationary Source	0.39	1.09	1.00	0.00	0.06	0.06
On-Site Equipment Source	0.12	0.38	16.44	0.00	0.03	0.03
Project Maximum Daily Emissions	38.85	48.27	134.44	0.63	41.69	11.29
SCAQMD Regional Threshold	55.0	55.0	550.0	150.0	150.0	55.0
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban, 2024a (Appendix C)

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOCs = volatile organic compounds

Health Impacts of Emissions. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that “it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The SJVAPD described a project-specific health impact analysis as “not practicable and not likely to yield valid information” because “currently available modeling tools are not well suited for this task.” The SJVAPD further noted that “...the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional” cumulative impacts.

Most local agencies, including the City of Hemet, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project’s air emissions without undue speculation. Instead, readers are directed to the Project’s air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project’s construction and long-term operation.

The EIR does analyze localized operational impacts associated with the Project’s emissions, below under Impact AQ-3, and concludes that such impacts would be less than significant. The SCAQMD’s Localized Significance Thresholds (“LST”) represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard with implementation of mitigation and are developed based on the ambient concentrations of that pollutant for each source receptor and distance to the nearest sensitive receptor. Therefore, the Project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to be protective of public health. As discussed above, the Project’s regional emissions would be less than the SCAQMD’s regional thresholds. As discussed above, given the regional nature of such emissions and numerous unpredictable factors, an analysis that correlates health with regional emissions is not possible. It should also be noted that the EIR does identify health concerns related to NO_x emissions. Table 5.3-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR’s analysis is reasonable and intended to foster informed decision making and impacts related to regional emissions would be less than significant.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

CO Hotspots

Less than Significant Impact. An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the State’s one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a “hot spot”. As shown on Table 5.3-9, the busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per hour (vph) and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated

that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

Table 5.3-9: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: SCAQMD 2003 AQMP

Operation of the proposed Project at buildout during AM peak hour would result in a total of 146 new trips through area intersections and a total of 197 new trips in the PM peak hour through area intersections. These trips would be distributed throughout the vicinity of the Project and would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO “hot spot”. Therefore, impacts related to CO “hot spots” from operation of the proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less than Significant Impact. As discussed previously, the daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD’s LSTs for a 5-acre site for construction activities to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The appropriate SRA for the LST analysis is the Hemet/San Jacinto Valley (SRA 28). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. The closest sensitive receptors to the Project site are residential uses at 28744 Warren Road, located approximately 930 feet (283 meters) southeast of the Project site.

Table 5.3-10 identifies daily localized emissions that are estimated to occur during construction of the Project. As shown, emissions during the peak construction activity would not exceed the SCAQMD’s localized significance thresholds under this scenario, and impacts would be less than significant.

Table 5.3-10: Localized Construction-Source Emissions without Mitigation

Construction Activity		Year	Scenario	Emissions (lbs/day)			
				NO _x	CO	PM ₁₀	PM _{2.5}
Project Construction	Site Preparation	2025	Summer	46.54	39.94	9.70	5.70
			Winter	n/a	n/a	n/a	n/a
			Maximum Daily Emissions	46.54	39.94	9.70	5.70
			SCAQMD Localized Threshold	504	4,731	120	48
			Threshold Exceeded?	No	No	No	No
Project Construction	Grading	2025	Summer	134.18	121.83	19.82	11.37
			Winter	n/a	n/a	n/a	n/a
			Maximum Daily Emissions	134.18	121.83	19.82	11.37

Construction Activity		Year	Scenario	Emissions (lbs/day)			
				NO _x	CO	PM ₁₀	PM _{2.5}
Off-Site Construction			SCAQMD Localized Threshold	556	5,282	127	52
			Threshold Exceeded?	No	No	No	No
	Grubbing/ Clearing	2025	Summer	48.28	34.35	9.69	5.70
			Winter	n/a	n/a	n/a	n/a
			Maximum Daily Emissions	48.28	34.35	9.69	5.70
			SCAQMD Localized Threshold	504	4,731	127	52
			Threshold Exceeded?	NO	NO	NO	NO
	Grading	2025	Summer	52.90	52.06	3.24	2.08
			Winter	n/a	n/a	n/a	n/a
			Maximum Daily Emissions	52.90	52.06	3.24	2.08
SCAQMD Localized Threshold			556	5,282	127	52	
Threshold Exceeded?			NO	NO	NO	NO	

Source: Urban, 2024a (Appendix C)

Localized Operational Air Quality Impacts

Less than Significant Impact. As shown on Table 5.3-11, emissions from operation of the Project would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementation of the proposed Project would result in a less than significant impact related to localized operational emissions.

Table 5.3-11: Localized Significance Emissions from Project Operation

Source	NO _x	CO	PM ₁₀	PM _{2.5}
Summer	12.21	106.04	6.74	1.91
Winter	12.37	51.44	6.65	1.84
Maximum Daily Emission	12.37	106.04	6.74	1.91
SCAQMD Localized Threshold	556	5,282	31	13
Exceeds Threshold?	No	No	No	No

Source: Urban, 2024a (Appendix C)

Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR’s air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief of Amicus Curiae* by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air

toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxins that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_x and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. As shown previously on Tables 5.3-7 and 5.3-8:

- The Project would generate up to 96.47 lbs/day of NO_x during construction with mitigation and 48.27 lbs/day of NO_x during operations (1.45% and 0.73% of 6,620 lbs/day, respectively). The VOC emissions would be a maximum of 46.72 lbs/day during construction with mitigation and 47.76 lbs/day of during operations (each 0.05% of 89,190 lbs/day).

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project's development scenarios localized impacts to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the onsite emissions to the SCAQMD's applicable LST thresholds. In addition, a Construction and Operational Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed Project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

Diesel Mobile Source Health Risk

A Construction and Operational Health Risk Assessment, included as Appendix D, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site during construction and operation of the proposed buildings. The location of truck activity during construction and operational activities is shown on Figures 5.3-2 through 5.3-4. Onsite truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a risk level of 10 in one million as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

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Construction Emissions Sources



 Construction Activity



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Onsite Emission Sources



Site Boundary Idling Activity Truck Movements Trash Enclosure Activity



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Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is Location R1 which is located approximately 1,607 feet west of the Project site at an existing residence located at 35125 Simpson Road. Since there are no private outdoor living areas (backyards) at this residence that face the Project site, receptor R1 is placed at the building façade. As shown in Table 5.3-12, at the maximum individual cancer risk (MICR) attributable to Project construction-source DPM emissions is estimated at 0.55 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Location R1 is the nearest receptor to the Project site and would experience the highest concentrations of DPM during Project construction due to meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. The modeled receptors are illustrated on Figure 5-3.1.

Table 5.3-12: Summary of Construction Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (per million)	Significance Threshold (per million)	Exceeds Significance Threshold?
1.08 Year Exposure	Maximum Exposed Sensitive Receptor	0.55	10	No
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold?
Annual Average	Maximum Exposed Sensitive Receptor	<0.01	1.0	No

Source: Urban, 2024b (Appendix D)

As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Operational Impacts

Residential Exposure

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R3 which is located approximately 1,993 feet northeast of the Project site at an existing residence located at 5599 Cottage Drive as shown on Figure 5-3.1. Receptor R3 is placed in the private outdoor living areas (backyards) facing the Project site. As shown in Table 5.3-13, the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 1.47 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Although Location R3 is not the nearest receptor to the Project site, it is the location that would experience the highest concentrations of DPM during project operation due to meteorological conditions at the site. All other receptors would experience lower concentrations of DPM and thus less risk during operation of the proposed Project than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer

risk to adjacent land uses as a result of Project operational activity. All other receptors would experience less risk than what is identified for this location.

Worker Exposure

The worker receptor land use with the greatest potential exposure to Project operational -source DPM emissions is Location R6, which represents the potential worker receptor located approximately 405 feet west of the Project site. As shown in Table 5.3-13, at the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.09 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Location R6 is the worker receptor that would experience the highest concentrations of DPM during Project operation due to meteorological conditions at the site. All other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby workers.

School Child Exposure

A one-quarter (1/4) mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more robust than, and therefore provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified above.

There are no schools within 1/4 mile of the Project site. The nearest schools are Harmony Elementary School, which is located approximately 7,063 feet northeast of the Project site, and West Valley High School, which is located approximately 7,780 feet northeast of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than 1/4 mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project.

Table 5.3-13: Summary of Operational Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (per million)	Significance Threshold (per million)	Exceeds Significance Threshold?
30 Year Exposure	Maximum Exposed Sensitive Receptor	1.47	10	No
25 Year Exposure	Maximum Exposed Worker Receptor	0.09	10	No
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold?
Annual Average	Maximum Exposed Sensitive Receptor	<0.01	1.0	No
Annual Average	Maximum Exposed Worker Receptor	<0.01	1.0	No

Source: Urban, 2024b (Appendix D)

Combined Construction and Operational Impacts

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Location R1. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 1.29 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to nearby residences, and impacts would be less than significant.

Table 5.3-14: Summary of Construction and Operational Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (per million)	Significance Threshold (per million)	Exceeds Significance Threshold?
30 Year Exposure	Maximum Exposed Sensitive Receptor	1.29	10	No
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold?
Annual Average	Maximum Exposed Sensitive Receptor	<0.01	1.0	No

Source: Urban, 2024b (Appendix D)

As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. The Project would implement the City of Hemet General Plan policies including Goal C-4, C-4.1, C-4.2, CD-4.5, CD-4.6, CSI 5.5, OS-6.1, OS 7.1, OS 7.9, OS 7.10, OS 7.11, OS-7.12, and OS-8.6 which would further minimize impacts. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

IMPACT AQ-4 THE PROJECT WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

Less Than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would implement industrial development within the Project site. This land use does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed industrial building are unknown. However, new tenants for these types of uses would be required to be reviewed through the City's permitting process. If potential concerns related to odors are identified for future building uses, the City would require appropriate hazardous materials permitting (as detailed in Section 5.9, *Hazards and Hazardous Materials*) and odor minimization plans or features would be required in compliance with SCAQMD Rule 402, included as PPP AQ-4, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with other operation- and construction-generated emissions, such as odors, would be less than significant.

5.3.7 CUMULATIVE IMPACTS

The SCAQMD 2022 AQMP evaluates regional conditions within the Basin and sets regional emission significance thresholds for both construction and operation of development projects that apply to project-specific impacts and cumulatively-considerable impacts. Therefore, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from construction would be below regional and localized thresholds for pollutants with implementation of Mitigation Measures AQ-1 and AQ-2. Emissions from Project operation would not exceed SCAQMD's thresholds for any criteria pollutant at the regional or local level after implementation of existing regulations. Therefore, construction and operational emissions would not be cumulatively considerable and would be less than significant.

As discussed in Impact AQ-3, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction or operation activity. Therefore, impacts on human health risks would not be cumulatively considerable and would be less than significant.

As discussed in Impact AQ-4, the Project would not expose surrounding uses to objectionable odors. Thus, there is no potential for odors from the Project to combine with odors from surrounding development Projects and expose nearby sensitive receptors to offensive odors. Therefore, the Project would not result in significant cumulative impacts related to odors.

5.3.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 2305: Indirect Source Rule

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

PPP AQ-3: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with Rule 1470, regulating the use of diesel-fueled internal combustion engines.

PPP AQ-4: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

5.3.9 PROJECT DESIGN FEATURES

None.

5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts AQ-1 and AQ-2 would be potentially significant.

Upon implementation of existing regulations, Impacts AQ-3 and AQ-4 would be less than significant.

5.3.11 MITIGATION MEASURES

Mitigation Measure AQ-1: The Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC paints have been reformulated to be more stringent than the regulatory VOC limits put forth by SCAQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings.

Mitigation Measure AQ-2: Prior to the start of construction activities, the Project Applicant, or the Applicant designee, shall ensure that all diesel-powered equipment is powered with CARB-certified Tier 4 Final engines, except where the Project Applicant establishes to the satisfaction of the City of Hemet that Tier 4 Final equipment is not available. An exemption from these requirements may be granted by the City if the City documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment to the maximum extent feasible. Before an exemption may be considered by the City, the Project Applicant shall be required to demonstrate that at least two construction fleet owners/operators were contacted and that those owners/operators confirmed Tier 4 Final equipment is not/would not be available. In order to meet this requirement to demonstrate that such equipment is not available, the Applicant must seek bids/proposals from contractors of large fleets, defined by the CARB as, “A fleet with a total max hp (as defined below) greater than 5,000 hp.” In the event that Tier 4 Final equipment is not available, Tier 4 interim equipment shall be required. In the event that Tier 4 Interim equipment is not available, Tier 3 equipment shall be used. All construction equipment shall be tuned and maintained in accordance with the manufacturer’s specifications.

5.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation, Impacts AQ-1, AQ-2, AQ-3, and AQ-4 would be less than significant.

5.3.13 REFERENCES

City of Hemet. January 2012. *General Plan 2030*. Retrieved October 2023 from:
<https://www.hemetca.gov/534/Final-General-Plan-2030>

City of Hemet. January 2012. *General Plan 2030 Environmental Impact Report*. Retrieved October 2023 from: <https://www.hemetca.gov/444/Final-Environmental-Impact-Report>

City of Hemet. Municipal Code. Accessed from:
https://library.municode.com/ca/hemet/codes/code_of_ordinances?nodeId=THCOOF

South Coast Air Quality Management District. n.d. "RULE 1113. Architectural Coatings."
<http://www.aqmd.gov/rules/reg/reg11/r1113.pdf>.

- n.d. "RULE 1186. PM10 Emissions From Paved and Unpaved Roads, and Livestock Operations." <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1186-1-less-polluting-sweepers.pdf?sfvrsn=4>.
 - n.d. "RULE 403. Fugitive Dust." <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf?sfvrsn=4>.
 - n.d. "RULE 431.2. Sulfur Content of Liquid Fuels." <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-431-2.pdf?sfvrsn=4>.
- Urban Crossroads. "Simpson Road Warehouse Air Quality Impacts Analysis." April 2024. Appendix C.
- Urban Crossroads. "Simpson Road Warehouse Health Risk Assessment." April 2024. Appendix D.

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5.4 Biological Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to biological resources. The information and analysis herein rely on the following technical report in Appendix E and documents regarding the biological resources and conditions of the Project site.

- City of Hemet General Plan Update 2010-2030, Adopted January 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances
- General Biological Assessment for Assessor's Parcel Numbers 465-140-043 and 465-140-042; Hernandez Environmental Services; March 2024; Appendix E

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of FESA as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the USFWS, through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS pursuant to Section 7 of the FESA if there is a federal nexus, or consult with the United State Fish and Wildlife Service (USFWS) and potentially obtain a permit pursuant to Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by USFWS.

5.4.2.2 State Regulatory Setting

California Endangered Species Act

Under the California's Endangered Species Act (CESA) (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in the preparation of biological resource assessments. For some species, the California Natural Diversity Database (CNDDDB) is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers CESA and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations (CCR).

California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Although CNPS's designations have no legal status or protection under federal or state endangered species legislation (CNPS 2015), three designations meet the criteria of Section 15380 of the CEQA Guidelines—California Rare Plant Ranks (CRPR) 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere.

California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

Native Plant Protection Act of 1977

This act (Fish and Game Code § 1900 et seq.) directed CDFW to “preserve, protect and enhance rare and endangered plants in this State.” It 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, which came later, entered all “rare” animals as “threatened” species, but not rare plants. Thus, there are three listings 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 the project proponent.

5.4.2.3 Local & Regional Regulatory Setting

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP was adopted by Riverside County on June 17, 2003 and is currently managed by the Western Riverside County Regional Conservation Authority (RCA). The MSHCP is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of FESA, as well as a Natural Community Conservation Planning (NCCP) pursuant to the California Fish and Game

Code. As long as compliance with the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include Riverside County and 18 cities, are allowed to authorize incidental take of covered plant and wildlife species. The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area (RCA, 2024). The City of Hemet is included as a participant in the MSHCP, therefore public and private development are covered for areas outside of the Criteria Area (City of Hemet, 2012).

Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP)

In October 1988, the Stephens' Kangaroo Rat (SKR) was listed as an endangered species by the USFWS. On February 17, 2022, the USFWS reclassified the Stephens' Kangaroo Rat from endangered to threatened under the Endangered Species Act. The Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of SKR-occupied habitat. The SKR HCP covers approximately 534,000 acres and includes approximately 30,000 acres of occupied SKR habitat (RCA, 2024). Hemet's implementing regulations for the SKR HCP are found in Sections 58-91 through 58-104 of the Hemet Municipal Code (City of Hemet, 2012).

City of Hemet General Plan

The City of Hemet General Plan contains the following policies related to biological resources that are applicable to the Project:

Open Space and Conservation Element

Goal 1 Preserve and protect critical open space and natural resources.

- Policy OS-1.1** 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** 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** 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** 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-1.5 As needed to protect resources, limit recreational use in open space areas where sensitive biological resources exist.

Policy OS-1.6 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 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.

City of Hemet Municipal Code

Chapter 58, Article IV – Habitat Conservation Ordinance: The City has adopted Article IV of Chapter 58 of the Hemet Municipal Code which includes implementation measures as required by the Riverside County Habitat Conservation Agency (RCHCA) to adopt and impose an impact and mitigation fee to provide funds for RCHCA in order to implement The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California (SKRHCP). Per §58-92(h) "The board of directors of the RCHCA has recommended to each of its members that each city and the county amend its ordinance, (i) to enact the implementation measures to set forth in the SKRHCP, the Section 10(a) Permit, and the management authorization; and, (ii) to reduce the impact and mitigation fee to \$500.00 per acre. The recommendations of the RCHCA with respect to the impact and mitigation fee are based upon the current cash reserves of the RCHCA, its likely expenditures during the ensuing three years to implement the terms of the SKRHCP, which will benefit many other species of concern, and to negotiate and develop an ecosystem-based multiple species habitat conservation plan which will protect all species in order to reduce the likelihood of additional state or federal listings and to support permits to take species of concern should they be listed in the future."

Chapter 66, Article IV – Care and Maintenance of Street Trees: The City provides guidelines within its Code pertaining to the removal and maintenance of street trees within road rights of way. Per §66-95(d). Purpose "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 an application to the board of park commissioners. The board of park commissioners shall determine whether or not such trees are 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."

5.4.3 ENVIRONMENTAL SETTING

The Project site is relatively level and currently utilized for farming activities. The approximately 74.88 gross acre Project site does not contain any existing structures or improvement on the site but has existing irrigation infrastructure throughout the Project site. In addition, the Project site contains portions of the Simpson Road and Warren Road rights-of-way. Elevations on the site range from 1,417 feet above mean sea level (AMSL) to 1,427 feet AMSL. According to the United States Department of Agriculture (USDA) Web Soil Survey, nine soil classes occur on the Project site. Soils on the Project site are classified as: Domino fine sandy loam (Dt), saline-alkali; Domino silt loam (Dv), saline-alkali; Exeter sandy loam (EoB), slightly saline-alkaline, 0 to 5 percent slopes; Greenfield sandy loam (GyA), 0 to 2 percent slopes; Hanford coarse sandy loam (HcA), 0 to 2 percent slopes; Hanford coarse sandy loam (HcC), 2 to 8 percent slopes; Pachappa fine sandy loam, 0 to 2 percent slopes; Traver loamy fine sand (Tr2), saline alkali, eroded; and Traver fine sandy loam (Ts), saline alkali (Hernandez, 2024).

The Project site is surrounded by agricultural land to the north and west, and Salt Creek Channel to the south and east.

5.4.3.1 Vegetation Communities and Land Covers

The Project site includes agricultural fields and disturbed and developed areas closer to Simpson and Warren roads, with irrigation infrastructure and roadways. The Project site and offsite improvement areas contain approximately 63.45 acres of agricultural fields. These areas consisting of tilled dirt, were being actively cultivated during the field survey which was conducted on July 8, 2022 by Hernandez Environmental Services. Sparse non-native vegetation such as Russian thistle (*Salsola tragus*), shortpod mustard (*Hirschfeldia incana*) occurred on the boundaries of the site. The Project site and offsite improvement areas also contain approximately 11.43 acres of disturbed/developed areas that consist of previously graded areas such as dirt roads that have very sparse vegetation such as Russian thistle and paved areas, and portions of Simpson and Warren Road that have no vegetation.

5.4.3.2 Special-Status Plant Species

According to the CNDDDB, a total of 53 sensitive species of plants have the potential to occur on or within the vicinity of the Project site. Of that, a total of 18 plant species are listed as state and/or federally Threatened, Endangered, Rare, or Candidate species under the Federal or California Endangered Species Act; or are 1B.1 listed plants on the CNPS Rare Plant Inventory. Table 5.4-1 shows special-status plant species known to exist in the region. No special-status plant species were observed at the Project site during the field survey. Additionally, based on habitat requirements for these species and the availability, the quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (Hernandez, 2024).

Table 5.4-1: Potential Special-Status Plant Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Abronia villosa</i> var. <i>aurita</i>	chaparral sand- verbena	1B.1	Chaparral Coastal scrub Desert dunes	No suitable habitat is present on site. This species is not present.
<i>Allium marvinii</i>	Yucaipa onion	1B.2	Chaparral	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Allium munzii</i>	Munz's onion	1B.1	Chaparral Cismontane woodland Coastal scrub Pinon & juniper woodlands Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Almutaster pauciflorus</i>	alkali marsh aster	2B.2	Meadow & seep	No suitable habitat is present on site. This species is not present.
<i>Ambrosia pumila</i>	San Diego ambrosia	1B.1	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Arctostaphylos rainbowensis</i>	Rainbow manzanita	1B.1	Chaparral Ultramafic	No suitable habitat is present on site. This species is not present.
<i>Astragalus pachypus</i> var. <i>jaegeri</i>	Jaeger's milk-vetch	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Atriplex coronata</i> var. <i>notatior</i>	San Jacinto Valley crowscale	1B.1	Alkali playa Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Atriplex parishii</i>	Parish's brittlescale	1B.1	Alkali playa Chenopod scrub Meadow & seep Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Atriplex serenana</i> var. <i>davidsonii</i>	Davidson's saltscale	1B.2	Coastal bluff scrub Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Berberis nevini</i>	Nevin's barberry	1B.1	Chaparral Cismontane woodland Coastal scrub Riparian scrub	No suitable habitat is present on site. This species is not present.
<i>Brodiaea filifolia</i>	thread-leaved brodiaea	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Brodiaea santarosae</i>	Santa Rosa Basalt brodiaea	1B.2	Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Calochortus plummerae</i>	Plummer's mariposa-lily	4.2	Chaparral Cismontane woodland Coastal scrub Lower montane coniferous forest Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Calochortus weedii</i> var. <i>intermedius</i>	intermediate mariposa-lily	1B.2	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Caulanthus simulans</i>	Payson's jewelflower	4.2	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Centromadia pungens</i> ssp. <i>laevis</i>	smooth tarplant	1B.1	Alkali playa Chenopod scrub Meadow & seep Riparian woodland Valley & foothill grassland Wetland	No suitable habitat is present on site. This species is not present.
<i>Chorizanthe parryi</i> var. <i>parryi</i>	Parry's spineflower	1B.1	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Chorizanthe polygonoides</i> var. <i>longispina</i>	long-spined spineflower	1B.2	Chaparral Coastal scrub Meadow & seep Ultramafic Valley & foothill grassland Vernal pool	No suitable habitat is present on site. This species is not present.
<i>Clinopodium chandleri</i>	San Miguel savory	1B.2	Chaparral Cismontane woodland Coastal scrub Riparian woodland Ultramafic Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Cryptantha wigginsii</i>	Wiggins' cryptantha	1B.2	Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Deinandra mohavensis</i>	Mojave tarplant	1B.3	Chaparral Coastal scrub Riparian scrub	No suitable habitat is present on site. This species is not present.
Desert Fan Palm Oasis Woodland	Desert Fan Palm Oasis Woodland		Riparian woodland	This is not present.
<i>Dodecahema leptoceras</i>	slender-horned spineflower	1B.1	Chaparral Cismontane woodland Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Eryngium aristulatum</i> var. <i>parishii</i>	San Diego button-celery	1B.1	Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Githopsis diffusa</i> ssp. <i>filicaulis</i>	Mission Canyon bluecup	3.1	Chaparral	No suitable habitat is present on site. This species is not present.
<i>Harpagonella palmeri</i>	Palmer's grapplinghook	4.2	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Imperata brevifolia</i>	California satintail	2B.1	Chaparral Coastal scrub Meadow & seep Mojavean desert scrub Riparian scrub Wetland	No suitable habitat is present on site. This species is not present.
<i>Juncus luciensis</i>	Santa Lucia dwarf rush	1B.2	Chaparral Great Basin scrub Lower montane coniferous forest Meadow & seep Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Lasthenia</i>	Coulter's	1B.1	Alkali playa Marsh &	No suitable habitat is present

Species Name	Common Name	Status	Habitat	Potential to Occur
glabrata ssp. coulteri	goldfields		swamp Salt marsh Vernal pool Wetland	on site. This species is not present.
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	4.3	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
Myosurus minimus ssp. apus	little mousetail	3.1	Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Nama stenocarpa	mud nama	2B.2	Marsh & swamp Wetland	No suitable habitat is present on site. This species is not present.
Navarretia fossalis	spreading navarretia	1B.1	Alkali playa Chenopod scrub Marsh & swamp Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Navarretia prostrata	prostrate vernal pool navarretia	1B.2	Coastal scrub Meadow & seep Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Orcuttia californica	California Orcutt grass	1B.1	Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Penstemon californicus	California beardtongue	1B.2	Chaparral Lower montane coniferous forest Pinon & juniper woodlands	No suitable habitat is present on site. This species is not present.
Pseudognaphalium leucocephalum	white rabbit-tobacco	2B.2	Chaparral Cismontane woodland Coastal scrub Riparian woodland	No suitable habitat is present on site. This species is not present.
Scutellaria bolanderi ssp. austromontana	southern mountains skullcap	1B.2	Chaparral Cismontane woodland Lower montane coniferous forest	No suitable habitat is present on site. This species is not present.
Sidalcea neomexicana	salt spring checkerbloom	2B.2	Alkali playa Chaparral Coastal scrub Lower montane coniferous forest Mojavean desert scrub Wetland	No suitable habitat is present on site. This species is not present.
Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	None	Riparian forest	No suitable habitat is present on site. This is not present.
Southern Cottonwood Willow Riparian Forest	Southern Cottonwood Willow Riparian Forest	None	Riparian forest	No suitable habitat is present on site. This is not present.
Southern Interior Basalt Flow Vernal Pool	Southern Interior Basalt Flow Vernal Pool	None	Vernal pool Wetland	No suitable habitat is present on site. This is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Southern Mixed Riparian Forest	Southern Mixed Riparian Forest	None	Riparian forest	No suitable habitat is present on site. This is not present.
Southern Riparian Scrub	Southern Riparian Scrub	None	Riparian scrub	No suitable habitat is present on site. This is not present.
Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	None	Riparian woodland	No suitable habitat is present on site. This is not present.
Southern Willow Scrub	Southern Willow Scrub	None	Riparian scrub	No suitable habitat is present on site. This is not present.
Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	None	Riparian forest	No suitable habitat is present on site. This is not present.
Sphaerocarpos drewiae	bottle liverwort	1B.1	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
Symphyotrichum defoliatum	San Bernardino aster	1B.2	Cismontane woodland Coastal scrub Lower montane coniferous forest Marsh & swamp Meadow & seep Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
Texasporium sancti-jacobi	woven-spored lichen	3	Chaparral	No suitable habitat is present on site. This species is not present.
Tortula californica	California screw moss	1B.2	Chenopod scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
Trichocoronis wrightii var. wrightii	Wright's trichocoronis	2B.1	Marsh & swamp Meadow & seep Riparian forest Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Valley Needlegrass Grassland	Valley Needlegrass Grassland		Valley & foothill grassland	No suitable habitat is present on site. This is not present.

Source: Hernandez, 2024 (Appendix E)

U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List; California Native Plant Society (CNPS) *California Rare Plant Rank*: 1B- Plants Rare, Threatened, or Endangered in California or Elsewhere, 2B-Plants Rare, Threatened, or Endangered in California, but more common elsewhere, 3- Plants about which more information is needed- a review list, 4- Plants of Limited Distribution- a watch list; CNPS Threat Ranks: 0.1-seriously threatened in California, 0.2-moderately threatened in California, 0.3- not very threatened in California

5.4.3.3 Special-Status Wildlife Species

Sensitive animal species include federally, and state listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or are species of special concern (SSC) pursuant to CDFW. According to the CNDDDB, a total of 61 sensitive species of animals have the potential to occur on or within the vicinity of the Project site. Of that, twelve special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review of the California Natural Diversity Database, a CDFW species account database, Federal Register listings, California Native Plant Society), USFWS critical habitat maps, MSHCP covered species, and numerous regional flora and fauna field guides but none of the species were observed onsite during biological surveys.

Although the Project site consists of active agricultural lands that are continually disturbed, the habitat assessment determined that the site provides suitable burrows/nesting opportunities for burrowing owl. As such, focused protocol surveys were conducted for burrowing owl pursuant to the requirements of the Western Riverside MSHCP from July 8 to July 29, 2022 by Hernandez Environmental Services as discussed in Appendix E. The surveys found that no burrowing owl are present within the Project site; however, a pair of burrowing owls were witnessed within the surrounding 500-foot buffer area within the Salt Creek Channel.

Table 5.4-2 shows special-status animal species which were previously recorded within the Fontana quadrangle, which includes the Project site, and their potential to occur onsite.

Table 5.4-2: Potential Special Status Animal Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
Accipiter cooperii	Cooper's hawk	CDFW_WL-Watch List IUCN_LC-Least Concern	Cismontane woodland Riparian forest Riparian woodland Upper montane coniferous forest	No suitable habitat is present on site. This species is not present.
Agelaius tricolor	tricolored blackbird	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	Freshwater marsh Marsh & swamp Swamp Wetland	No suitable habitat is present on site. This species is not present.
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	CDFW_WL-Watch List	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
Anniella stebbinsi	Southern California legless lizard	CDFW_SSC-Species of Special Concern USFS_S-Sensitive	Broadleaved upland forest Chaparral Coastal dunes Coastal scrub	No suitable habitat is present on site. This species is not present.
Antrozous pallidus	pallid bat	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	Chaparral Coastal scrub Desert wash Great Basin grassland Great Basin scrub Mojavean desert scrub Riparian woodland Sonoran desert scrub Upper montane coniferous forest Valley & foothillgrassland	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Aquila chrysaetos</i>	golden eagle	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected CDFW_WL-Watch List IUCN_LC-Least Concern	Broadleaved upland forest Cismontane woodland Coastal prairie Great Basin grassland Great Basin scrub Lower montane coniferous forest Pinon & juniper woodlands Upper montane coniferous forest Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Arizona elegans occidentalis</i>	California glossy snake	CDFW_SSC-Species of Special Concern	Scrub and grassland habitats, often with loose or sandy soils.	No suitable habitat is present on site. This species is not present.
<i>Artemisiospiza belli belli</i>	Bell's sage sparrow	CDFW_WL-Watch List	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Aspidoscelis hyperythra</i>	orange-throated whiptail	CDFW_WL-Watch List IUCN_LC-Least Concern USFS_S-Sensitive	Chaparral Cismontane woodland Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Aspidoscelis tigris stejnegeri</i>	coastal whiptail	CDFW_SSC-Species of Special Concern	Deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas.	No suitable habitat is present on site. This species is not present.
<i>Athene cunicularia</i>	burrowing owl	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Coastal prairie Coastal scrub Great Basin grassland Great Basin scrub Mojavean desert scrub Sonoran desert scrub Valley & foothill grassland	Suitable habitat is present on site. This species is present within the 500-ft buffer.
<i>Bombus crotchii</i>	Crotch bumble bee	IUCN_EN-Endangered	Food plant genera include Antiihinum, Phacelia, Clarkia, Dendromencon, Escholzia, and Eriogonum.	No suitable habitat is present on site. This species is not present.
<i>Branchinecta lynchi</i>	vernal pool fairy shrimp	IUCN_VU-Vulnerable	Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Branchinecta sandiegonensis</i>	San Diego fairy shrimp	IUCN_EN-Endangered	Chaparral Coastal scrub Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
<i>Buteo regalis</i>	ferruginous hawk	CDFW_WL-Watch List IUCN_LC-Least Concern	Great Basin grassland Great Basin scrub Pinon & juniper woodlands Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Buteo swainsoni</i>	Swainson's hawk	BLM_S-Sensitive IUCN_LC-Least Concern	Great Basin grassland Riparian forest Riparian woodland Valley & foothill grassland	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Campylorhynchus brunneicapillus sandiegensis	coastal cactus wren	CDFW_SSC-Species of Special Concern USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	Coastal scrub	No suitable habitat is present on site. This species is not present.
Chaetodipus californicus femoralis	Dulzura pocket mouse	CDFW_SSC-Species of Special Concern	Chaparral Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	CDFW_SSC-Species of Special Concern	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
Circus hudsonius	northern harrier	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	Coastal scrub Great Basin grassland Marsh & swamp Riparian scrub Valley & foothill grassland Wetland	No suitable habitat is present on site. This species is not present.
Coccyzus americanus occidentalis	Western yellow-billed cuckoo	LM_S-Sensitive NABCI_RWL-Red Watch List USFS_S-Sensitive	Riparian forest	No suitable habitat is present on site. This species is not present.
Coleonyx variegatus abbotti	San Diego banded gecko	CDFW_SSC-Species of Special Concern	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
Corynorhinus townsendii	Townsend's big-eared bat	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	Broadleaved upland forest Chaparral Chenopod scrub Great Basin grassland Great Basin scrub Joshua tree woodland Lower montane coniferous forest Meadow & seep Mojavean desert scrub Riparian forest Riparian woodland Sonoran desert scrub Sonoran thorn woodland Upper montane coniferous forest Valley & foothill	No suitable habitat is present on site. This species is not present.
Crotalus ruber	red-diamond rattlesnake	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	Chaparral Mojavean desert scrub Sonoran desert scrub	No suitable habitat is present on site. This species is not present.
Diadophis punctatus modestus	San Bernardino ringneck snake	USFS_S-Sensitive	Most common in open, relatively rocky areas. Often in somewhat moist microhabitats near intermittent streams.	No suitable habitat is present on site. This species is not present.
Dipodomys merriami parvus	San Bernardino kangaroo rat	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Dipodomys stephensi</i>	Stephens' kangaroo rat	IUCN_VU-Vulnerable	Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Elanus leucurus</i>	white-tailed kite	BLM_S-Sensitive CDFW_FP-Fully Protected IUCN_LC-Least Concern	Cismontane woodland Marsh & swamp Riparian woodland Valley & foothill grassland Wetland	No suitable habitat is present on site. This species is not present.
<i>Emys marmorata</i>	western pond turtle	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	Aquatic Artificial flowing waters Klamath/North coast flowing waters Klamath/North coast standing waters Marsh & swamp Sacramento/San Joaquin flowing waters Sacramento/San Joaquin standing waters South coast flowing waters Southcoast standing	No suitable habitat is present on site. This species is not present.
<i>Eremophila alpestris actia</i>	California horned lark	CDFW_WL-Watch List IUCN_LC-Least Concern	Marine intertidal & splash zone communities Meadow & seep	No suitable habitat is present on site. This species is not present.
<i>Eumops perotis californicus</i>	western mastiff bat	BLM_S-Sensitive CDFW_SSC-Species of Special Concern	Chaparral Cismontane woodland Coastal scrub Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Euphydryas editha quino</i>	quino checkerspot butterfly	None	Chaparral Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Gila orcuttii</i>	arroyo chub	AFS_VU-Vulnerable CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable USFS_S-Sensitive	Aquatic South coast flowing waters	No suitable habitat is present on site. This species is not present.
<i>Haliaeetus leucocephalus</i>	bald eagle	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected IUCN_LC-Least Concern USFS_S-Sensitive	Lower montane coniferous forest Old growth	No suitable habitat is present on site. This species is not present.
<i>Lanius ludovicianus</i>	loggerhead shrike	CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened	Broadleaved upland forest Desert wash Joshua tree woodland Mojavean desert scrub Pinon & juniper woodlands Riparian woodland Sonoran desert scrub	No suitable habitat is present on site. This species is not present.
<i>Lasiurus xanthinus</i>	western yellow bat	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Desert wash	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Lepus californicus bennettii</i>	San Diego black-tailed jackrabbit	None	Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Linderiella occidentalis</i>	California linderiella	IUCN_NT-Near Threatened	Vernal pool	No suitable habitat is present on site. This species is not present.
<i>Linderiella santarosae</i>	Santa Rosa Plateau fairy shrimp	None	Vernal pool	No suitable habitat is present on site. This species is not present.
<i>Neolarra alba</i>	white cuckoo bee	None	Known only from localities in Southern California.	No suitable habitat is present on site. This species is not present.
<i>Neotoma lepida intermedia</i>	San Diego desert woodrat	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Onychomys torridus ramona</i>	southern grasshopper mouse	CDFW_SSC-Species of Special Concern	Chenopod scrub	No suitable habitat is present on site. This species is not present.
<i>Perognathus longimembris brevinasus</i>	Los Angeles pocket mouse	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Perognathus longimembris internationalis</i>	Jacumba pocket mouse	CDFW_SSC-Species of Special Concern	Coastal scrub Desert wash Sonoran desert scrub	No suitable habitat is present on site. This species is not present.
<i>Phrynosoma blainvillii</i>	coast horned lizard	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Chaparral Cismontane woodland Coastal bluff scrub Coastal scrub Desert wash Pinon & juniper woodlands Riparian scrub Riparian woodland Valley & foothill grassland	No suitable habitat is present on site. This species is not present.
<i>Plegadis chihi</i>	white-faced ibis	CDFW_WL-Watch List IUCN_LC-Least Concern	Marsh & swamp Wetland	No suitable habitat is present on site. This species is not present.
<i>Polioptila californica californica</i>	coastal California gnatcatcher	CDFW_SSC-Species of Special Concern NABCI_YWL-Yellow Watch List	Coastal bluff scrub Coastal scrub	No suitable habitat is present on site. This species is not present.
<i>Salvadora hexalepis virgulata</i>	coast patch-nosed snake	CDFW_SSC-Species of Special Concern	Coastal scrub	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Setophaga petechia	yellow warbler	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Riparian forest Riparian scrub Riparian woodland	No suitable habitat is present on site. This species is not present.
Socalchemmis icenoglei	icenogle's socialchemmis spider	None	Coastal scrub	No suitable habitat is present on site. This species is not present.
Spea hammondii	western spadefoot	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened	Cismontane woodland Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Streptocephalus woottoni	Riverside fairy shrimp	IUCN_EN-Endangered	Coastal scrub Valley & foothill grassland Vernal pool Wetland	No suitable habitat is present on site. This species is not present.
Taricha torosa	Coast Range newt	CDFW_SSC-Species of Special Concern	Coastal Drainages from Mendocino County to San Diego County.	No suitable habitat is present on site. This species is not present.
Taxidea taxus	American badger	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Alkali marsh Alkali playa Alpine Alpine dwarf scrub Bog & fen Brackish marsh Broadleaved upland forest Chaparral Chenopod scrub Cismontane woodland Closed-cone coniferous forest Coastal bluff scrub Coastal dunes Coastal prairie Coastal scrub Desert dunes Desert wash Freshwater marsh Great Basin grassland Great Basin scrub Interior dunes lone formation Joshua tree	No suitable habitat is present on site. This species is not present.
Thamnophis hammondii	two-striped gartersnake	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	Marsh & swamp Riparian scrub Riparian woodland Wetland	No suitable habitat is present on site. This species is not present.
Toxostoma bendirei	Bendire's thrasher	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable NABCI_RWL-Red Watch List USFWS_BCC-Birds of Conservation Concern	Joshua tree woodland Mojavean desert scrub	No suitable habitat is present on site. This species is not present.
Vireo bellii pusillus	least Bell's vireo	NABCI_YWL-Yellow Watch List	Riparian forest Riparian scrub Riparian woodland	No suitable habitat is present on site. This species is not present.

Species Name	Common Name	Status	Habitat	Potential to Occur
Xanthocephalus xanthocephalus	yellow-headed blackbird	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	Marsh & swamp Wetland	No suitable habitat is present on site. This species is not present.

Source: Hernandez, 2024 (Appendix E)

U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, Candidate-Candidate for listing under the California Endangered Species Act, FP-California Fully Protected, SSC- Species of Special Concern, WL- Watch List

5.4.3.4 Jurisdictional Waters and Wetlands

No jurisdictional drainage or wetland features were observed on the Project site during the field investigation. Further, no blue-line streams have been recorded on the Project site.

5.4.3.5 Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow animals/wildlife access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site consists of active agricultural fields surrounded by agricultural lands, residential development, and busy roads. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (Hernandez, 2024).

5.4.3.6 Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 0.25 miles south of the Project site for Coastal California gnatcatcher within the Domenigoni Mountains (Hernandez, 2024).

5.4.3.7 Western Riverside MSHCP

The Project site is located within the Harvest Valley/Winchester Area Plan of the MSHCP. The Project site is not located within a MSHCP Criteria Cell or Cell Group. Additionally, the Project site is located within the designated survey area for burrowing owl pursuant to Section 6.3.2 of the MSHCP and within the Narrow Endemic Plant Species Survey Area (NEPSSA) for Munz's onion, San Diego ambrosia, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis (Appendix E).

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- BIO-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 Game or U.S. Fish and Wildlife Service; or
- BIO-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 Game or US Fish and Wildlife Service; or
- BIO-3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or
- BIO-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; or
- BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- BIO-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.

5.4.5 METHODOLOGY

The analysis within this Draft EIR section is based on the biological studies completed for the Project site, the Western Riverside MSCHP, the City of Hemet's General Plan, and the City of Hemet Municipal Code. The assessments are based on literature review of biological resources occurring within the Project site and surrounding vicinity through the California Natural Diversity Database, a CDFW species account database, Federal Register listings, California Native Plant Society), USFWS critical habitat maps, MSHCP covered species, and numerous regional flora and fauna field guides. The literature review was based on the review of the following: California Natural Diversity Database, a CDFW species account database, Federal Register listings, California Native Plant Society), USFWS critical habitat maps, MSHCP covered species, and numerous regional flora and fauna field guides. Field surveys were conducted to document existing conditions within the Project site and surrounding lands. A general biological field survey, in-field habitat assessments, burrowing owl habitat assessments and focused surveys, vegetation mapping, and investigation of jurisdictional waters and wetlands were conducted.

5.4.6 ENVIRONMENTAL IMPACTS

IMPACT BIO-1: THE PROJECT WOULD NOT 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. WILDLIFE SERVICE.

Less than Significant with Mitigation Incorporated. The Project site is comprised of two types of vegetation communities and land covers: Agricultural fields and Developed/Disturbed. Neither vegetation

community is considered sensitive pursuant to local or regional plans, policies, regulations or by CDFW or USFWS.

Special-Status Plants. As shown in Table 5.4-1, a total of 18 plant species are listed as state and/or federally Threatened, Endangered, Rare, or Candidate species; or are 1B.1 listed plants on the CNPS Rare Plant Inventory and have been recorded within the database search conducted on CNDDDB. The Project site is within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) for Munz's onion, San Diego ambrosia, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis. As described above, no special-status plants were detected on the Project site during the field survey on July 8, 2022 and no special-status plant species are expected to occur on the Project site due to the absence of suitable habitat. As a result, Project development and operation would not result in a substantial adverse effect either directly or indirectly, or through habitat modification, on any plant species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation or by the CDFW or USFWS. Therefore, no impact would result from Project development and operation.

Special-Status Animal Species. According to the CNDDDB, a total of 61 sensitive species of animals have the potential to occur on or within the vicinity of the Project site. Of that, twelve special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site. No animal species listed as state and/or federal Threatened, Endangered, or Candidate were detected on the site during the reconnaissance surveys. However, the Project site is located within the Western Riverside County MSHCP Additional survey area for burrowing owls. The focused surveys found that while the Project site provides potential habitat for burrowing owls, the Project site does provide suitable burrows/nesting opportunities for the burrowing owl species. A pair of burrowing owls were observed within burrows located south of the Project site within the Salt Creek Channel, within the 500-foot buffer area. Due to the fact that burrowing owl were observed within the 500-foot buffer area and since the Project site is located in the Western Riverside County MSHCP burrowing owl survey area, the Project would include Mitigation Measure BIO-1, which requires a pre-construction burrowing owl survey to be performed no more than 30 days prior to initial ground disturbing activities to ensure that no owls have colonized the Project site. With implementation of Mitigation Measure BIO-1, the development of the Project would not result in a substantial adverse effect, either directly or through habitat modification, on any animal species identified as a Threatened, Endangered, or Candidate species in local or regional plans, policies, regulation or by the CDFW or USFWS. In addition, the proposed Project would implement the City of Hemet General Plan policies OS-1.1, OS-1.4, and OS-1.6. Therefore, with implementation of Mitigation Measure BIO-1, impacts would be less than significant.

IMPACT BIO-2: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, AND REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE.

No Impact. The General Biological Assessment describes that the Project site does not contain any drainage, riparian, or riverine features (Appendix E). There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. The Project area does not contain any wetlands or vernal pools. Also, as described previously, the Project site contains agricultural lands and disturbed/developed areas (Hernandez, 2024). The Project site is not located within the federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 0.25 miles south of the Project site for Coastal California gnatcatcher within the Domenigoni Mountains. In addition, the proposed Project would implement the City

of Hemet General Plan policies OS-1.1, OS-1.4, and OS-1.6. Therefore, the Project would not result in impacts related to riparian habitat or other sensitive natural community.

IMPACT BIO-3: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.

No Impact. As described in the previous response, the Project site does not include any wetlands or vernal pools. There are no CDFW, USACE, or RWQCB jurisdictional waters within the Project site boundaries. Therefore, the Project would not impact federally protected wetlands.

IMPACT BIO-4: THE PROJECT WOULD NOT 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.

Less than Significant with Mitigation Incorporated. Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. The Project site does not contain, nor is it adjacent to, any wildlife corridors. The Project site is relatively flat, and no hillside or drainages exist on the site. No wildlife movement corridors were found to be present within the Project site. Areas of industrial, residential, and undeveloped land are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

However, the Project site contains shrubs that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. The Biological Assessment prepared for the Project site indicates that grading activities or vegetation removal during the nesting bird season of February 1 through September 15 might result in potential impacts to nesting birds (Hernandez, 2024). Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-2 has been included to require a nesting bird survey to be conducted within three days prior to initiating vegetation clearing. In addition, the proposed Project would implement the City of Hemet General Plan policies OS-1.2, OS-1.3, OS-1.4, and OS-1.7. With the implementation of Mitigation Measure BIO-2 and the policies of the General Plan, impacts related to nesting birds would be reduced to a less than significant level.

IMPACT BIO-5: THE PROJECT WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.

No Impact. The proposed Project would not conflict with any local policies or ordinances protecting biological resources. See discussions under Impact BIO-6 below regarding compliance with the MSHCP. Any Project activities that have the potential to impact onsite trees are required to make an application to the board of park commissioners to comply with Chapter 66, Article IV of the Municipal Code. No trees are located on the Project site. Therefore, development of the Project site would not conflict with this ordinance. Therefore, implementation of the proposed Project would not conflict with local polices or ordinances protecting trees and no impact would occur.

IMPACT BIO-6: THE PROJECT WOULD NOT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL CONSERVATION COMMUNITY PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE CONSERVATION PLAN.

Less than Significant with Mitigation Incorporated. The Project site is located within the Western Riverside County MSHCP within the Harvest Valley/Winchester Area Plan. The Project Site is not located within a Criteria Cell or Cell group.

The Project site is not located within or adjacent to a Plan Cell Group, or Conservation Area, and is not located within plan-defined areas requiring surveys for narrow endemic plant species or criteria area plant species. However, the Project is located within a designated area requiring surveys for burrowing owl. As a result, the General Biological Assessment, included as Appendix E, that was prepared by Hernandez Environmental Services for the Project conducted the habitat assessment outlined by the MSHCP in *Step 1: Habitat Assessment*, which identified suitable habitat for burrowing owls and determined that no burrowing owls are currently on the site (Hernandez, 2024). Consistent with the MSHCP requirements, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (2006). The focused surveys were conducted at the Project site from July 8 to July 29, 2022. Based on the focused surveys, the General Biological Assessment, included as Appendix E, concluded that burrowing owls do not currently exist on the Project site; however, a pair of burrowing owls were observed beyond the Project site within the surrounding 500 foot buffer area within Salt Creek Channel. As such, due to the fact that the Project site is located within the MSHCP burrowing owl survey area and burrowing owl are present within the buffer area, a 30-day preconstruction survey is required prior to the commencement of Project activities, as included in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential conflict with the MSHCP would be less than significant.

Regarding MSHCP Section 6.1.2, the Project area does not contain any drainage, riparian, or riverine features. In addition, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the Project area. Due to the lack of suitable riparian habitat on the Project site, focused surveys for riparian/riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted and were not conducted. None of the conditions associated with vernal pools (i.e., depressions, ponded water, hydric soils, etc.) were observed on site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water (e.g., mud cracks, tire ruts, drainages) were recorded. Regarding MSHCP Section 6.1.3, the Project site is within the NEPSSA survey area for Munz's onion, San Diego ambrosia, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis. Based on the habitat assessment and survey, no suitable habitat for these narrow endemic species occurs on the Project site. Thus, impacts related to MSHCP Sections 6.1.2 and 6.1.3 would not occur.

Regarding MSHCP Section 6.1.4, Guidelines Pertaining to the Urban/Wildlands Interface, the proposed Project is not located within or adjacent to a Western Riverside County MSHCP Conservation Area or a Criteria Cell. As a result, the Project would not conflict with MSHCP Sections 6.1.4 or 6.1.1.

Additionally, the Project applicant would be required to pay habitat conservation fees required pursuant to City of Hemet Municipal Code Section 58-98, included as PPP BIO-1. The proposed Project would also implement the City of Hemet General Plan policies OS-1.2, OS-1.3 and OS-1.4, OS-1.6, and OS-1.7. With payment of fees pursuant to PPP BIO-1 and incorporation of Mitigation Measure BIO-1, the Project would not result in any conflicts with the MSHCP, and impacts would be less than significant with mitigation incorporated.

5.4.7 CUMULATIVE IMPACTS

This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Project List*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Hemet area, in the general vicinity of the Project which have the potential to impact biological resources in the area. Focused biological resource studies have been conducted to assess potential impacts associated with development of the proposed Project. The proposed Project would not have significant impacts related to jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, and habitat fragmentation. In addition, although the proposed Project could have significant impacts to nesting birds, compliance with the below mitigation measures would reduce impacts to less than significant levels.

The cumulative projects would be required to comply with applicable survey requirements pursuant to the City of Hemet, County of Riverside, and Western Riverside MSHCP. If necessary, cumulative projects would be required to provide mitigation for impacts to biological resources. Since all projects would be required to implement their respective mitigation measures, their contribution to impacts to biological resources would not be cumulatively considerable. Therefore, there are no projects that would, in combination with the Project, produce a cumulatively considerable impact to biological resources.

5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code

Local

Municipal Code Section 66 Article IV Care and Maintenance of Street Trees

Plans, Programs, or Policies (PPPs)

PPP BIO-1: MSHCP Fees. Prior to the issuance of any grading permits, fees required pursuant to the Western Riverside MSHCP implemented under Hemet Municipal Code Section 58-98 shall be submitted to the Western Riverside County MSHCP. The Western Riverside MSHCP requires a per-acre local development impact and mitigation fee payment prior to the issuance of a grading permit.

5.4.9 PROJECT DESIGN FEATURES

None.

5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact BIO-1 Impacts to threatened or endangered species.
- Impact BIO-4 Impacts related to the movement of migratory wildlife.
- Impact BIO-6 Impacts related to conflict with a habitat conservation plan.

The following would result in **no impacts**:

- Impact BIO-2 Impacts to riparian habitat or sensitive communities.
- Impact BIO-3 Impacts to state or federally protected wetlands.
- Impact BIO-5 Impacts related to conflict with local policies or ordinances.

5.4.11 MITIGATION MEASURES

Mitigation Measure BIO-1: A pre-construction/ clearance burrowing owl survey shall be performed no more than 30 days prior to initial ground disturbance activity to determine presence/absence of the species. A qualified biologist shall survey the Project site and a buffer zone, 500-feet outside the Project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow shall be flagged, and a 160-foot diameter buffer shall be established during nonbreeding season or a 250-foot diameter buffer during the breeding season. If burrows onsite are unoccupied, construction may proceed.

If the site survey determines the presence of burrowing owl, mitigation in accordance with the California Department of Fish and Wildlife CDFW shall be implemented as follows:

- If burrowing owls are identified as being resident on-site outside the breeding season (September 1 to February 14) they shall be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the CDFW Staff Report on Burrowing Owl Mitigation (March 2012).
- If an active burrow is found during the breeding season, the burrow shall be treated as a nest site and temporary fencing shall be installed at a distance from the active burrow, to be determined by the biologist, to prevent disturbance during grading or construction. Installation and removal of the fencing shall be done with a biological monitor present.
- Active relocation and eviction/passive relocation shall require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

Mitigation Measure BIO-2: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant shall conduct take avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys shall be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist shall determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities shall stay outside of a 200-foot buffer around the active nests. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have

fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur.

5.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures listed above, and existing regulations would reduce potential impacts associated with biological resources for Impacts BIO-1, BIO-4, and BIO-6 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

5.4.13 REFERENCES

- California Department of Fish and Wildlife (CDFW). April 2019. "California Regional Conservation Plans." Accessed December 11, 2023 from:
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.
- Hernandez Environmental Services. March 2024. "General Biological Assessment and Western Riverside County MSHCP Consistency Analysis for Assessor's Parcel Numbers 465-140-042 & -043." Appendix E.
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- Riverside County (RCA). 2024. Map My County. Accessed January 12, 2024 from:
https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public
- Western Riverside County Regional Conservation Authority (RCA). 2024. About RCA. Accessed January 12, 2024 from: <https://www.wrc-rca.org/about-rca/>

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5.5 Cultural Resources

5.5.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and study in Appendix F:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances
- Cultural Resources Study for the Simpson Commerce Center Project, Brian F. Smith and Associates (BFSA), March 2024, Appendix F

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- b) Properties that are associated with the lives of persons significant in our past;
- c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic “integrity,” which is “the ability of a property to convey its significance.” The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

5.5.2.2 State Regulations

California Register of Historical Resources (California Register)

Eligibility for inclusion in the California Register is determined by applying the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. It is associated with the lives of persons important in California's 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 value; or
4. It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5

additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.5.2.3 Local Regulations

Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following goals and policies related to cultural resources that are applicable to the Project:

Community Design Element

Policy CD-1.4 Sustainable Tourism Maintain and enhance year-round opportunities for sustainable tourism based on the area's natural resources, historic heritage, and cultural amenities without diminishing the quality of life of current residents.

Historic Resources Element

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-1.4 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.

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.

5.5.3 ENVIRONMENTAL SETTING

5.5.3.1 Historic

Euro-American development in Riverside County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. In the late 18th century, the San Gabriel, San Juan Capistrano, and San Luis Rey missions began colonizing southern California and gradually expanded their use to the Inland Empire, and western Riverside County, for raising grain and cattle to support the missions. In 1869, with the development of the transcontinental railroad, land speculators, developers, and colonists began to invest in southern California. The first colony in present-day Riverside County was the City of Riverside, where Judge John Wesley North founded Riverside on part of the Jurupa Rancho. In May 1893, voters living within portion of San Bernardino County and San Diego County approved the formation of Riverside County.

In January 1887, William F. Whittier and Edward L. Mayberry formed the Lake Hemet Water Company and the Hemet Land Company. The Hemet Land Company purchased 6,000 acres of sloping land with the goal of subdividing the land and building the Lake Hemet Dam (Dam), guaranteeing water by the Lake Hemet Water Company, and selling irrigated parcels to farmers and town merchants. The Dam was constructed starting in 1891 and was completed in 1895. The formation of the Dam led to the incorporation of the City of Hemet in 1910. In the 1960s, large-scale residential development began in the City and the City continued to experience steady growth through 2010 (BFSA, 2024a).

5.5.3.2 Project Site

Currently, the approximately 74.88 gross acre Project site is undeveloped and covered by agricultural fields and associated farming infrastructure. In addition, the Project site contains portions of the Simpson Road and Warren Road rights-of-way. Based on historical aerials, the Project site has historically been used for agricultural uses since at least 1967. The Cultural Resources Study, included as Appendix F, identified 45 previously recorded resources within one mile of the boundaries of the Project site consisting of seven bedrock milling sites, one bedrock milling site with associated artifact scatter, five lithic scatters, eight isolates, three multicomponent sites with bedrock milling features with associated artifact scatters as well as historic trash scatters, one multicomponent site with bedrock milling features with associated artifact scatters as well as historic trash scatters and a mine, one historic-aged mining and mill site, one historic-aged mine, two sites containing historic-aged structural remains and a trash scatter, one site containing historic-aged structural remains, one historic-aged farm property, three historic-aged farm properties with trash scatters, two historic-aged single family properties, four historic-aged trash scatters, two historic-aged water conveyance systems, the San Jacinto/Pleasant Valley Canal, the San Diego Aqueduct and San Diego Canal, and a historic-aged railroad alignment (BFSA, 2024a). None of these resources are within the Project site.

The field survey conducted on July 29, 2022 as part of the Cultural Resources Study, included as Appendix F, did not identify any cultural resources onsite (BFSA, 2024a).

5.5.3.3 Archaeological

As provided in the Cultural Report under Appendix F of this DEIR, the Paleo Indian Period is associated with the terminus of the late Pleistocene (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period include mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Serrano, and Cahuilla tribes meet.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Cultural Resources Study identified 21 prehistoric resources recorded within one mile of the Project site. These prehistoric resources include seven bedrock milling sites, one bedrock milling site with associated artifact scatter, five lithic scatters, and eight isolates. In addition, four multicomponent sites were identified with bedrock milling features with associated artifact scatters. None of the archaeological resources are within the Project site (BFSa, 2024a).

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; or
- CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- CUL-3 Disturb any human remains, including those interred outside of formal cemeteries.

Historic Resources Thresholds

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines Section 15064.5[a][3]). Additionally, CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) 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 of Historical Resources; or
- b) 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 Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, 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

- c) 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 of Historical Resources as determined by a lead agency for purposes of CEQA.

5.5.5 METHODOLOGY

The cultural resources analysis below is based on the Cultural Resources Study (Appendix F) and contains information that was compiled through field reconnaissance, record searches, and reference materials.

Archaeological and Historic Records Search. An archaeological and historical records search was completed at the Eastern Information Center (EIC) at University of California, Riverside on May 23, 2023 by BFSa. This search included the Project site with an additional one-mile buffer.

Archaeological Field Surveys. A pedestrian reconnaissance survey was performed that was conducted in 10-meter interval transects where possible, and all exposed ground was inspected for cultural materials. The survey of the Project site was conducted on July 29, 2022. All potentially sensitive areas where cultural resources might be located were closely inspected. Photographs were taken to document Project conditions during the survey by BFSa, which are provided in Appendix F.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANT OF A HISTORICAL RESOURCE PURSUANT TO SECTION 15064.5.

No Impact. Historical resources are defined as “a resource listed or eligible for listing on the California Register of Historical Resources” (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term “historical resources” includes the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (Public Resources Code, Section 5024.1).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:
 - a) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 - b) Is associated with the lives of persons important in California’s past;
 - c) 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; or
 - d) Has yielded, or may be likely to yield, information important in prehistory or history.
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to

Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

As described by the Cultural Resources Study (included as Appendix F) and Section 5.5.3, above, the Project site is undeveloped and is currently utilized for agricultural purposes with associated farming infrastructure and does not have any structures onsite that could be considered a historical resource. Offsite improvement areas are developed with roadways. In addition, the Project would be consistent with the City of Hemet General Plan policies CD-1.4, HR-1, HR-1.1, and HR-1.4. The Project site is adjacent to undeveloped, vacant land and agricultural uses. As discussed in the Cultural Resources Study, there are no historic structures within or adjacent to the Project site. As such, there are no existing historical resources within the Project site or within the immediate vicinity of the Project, and impacts related to historic resources would not occur from implementation of the Project.

IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO SECTION 15064.5.

Less than Significant with Mitigation Incorporated. The Project site is an undeveloped site utilized for agricultural purposes. As described previously, the Project site has been previously disturbed from ongoing use for farming with related agricultural infrastructure. The Cultural Resources Study, included as Appendix F, prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center (UCR-EIC) by BFSa (BFSa, 2024a). The UCR-EIC is the countywide clearing house/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project site and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps.

The records search indicated that 45 cultural resources have been recorded within 1-mile of the Project area, with none of the previously recorded resources occurring onsite. Furthermore, the cultural resources survey conducted on July 29, 2022 by BFSa found no existing archaeological resources at the site. However, due to the number of previously identified resources within 1-mile of the Project site, there is a potential for previously unknown archaeological resources to be below the site soil surface that could be impacted during Project construction activities. Therefore, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to prepare and implement a Cultural Resource Monitoring Program (CRMP). The CRMP will include the archaeologist(s) presence at the pre-grade meeting, archaeological monitoring of ground disturbing activities, and for contractors to halt work in the event of uncovering a potential archaeological resource and to have the find evaluated by the qualified archaeologist. Further, the CRMP will include measures to ensure the proper treatment of any unknown resources that might be identified during construction activities. In addition, the Project shall implement Mitigation Measure CUL-2, which requires preparation of a Final Monitoring Report. In addition, the Project would be consistent with the City of Hemet General Plan policies HR-2, HR-2.1, HR-2.2, HR-2.3, and HR-2.4. With implementation of Mitigation Measures CUL-1 and CUL-2, and the policies of the City of Hemet General Plan, impacts to cultural resources would be reduced to a less than significant level.

IMPACT CUL-3: THE PROJECT WOULD NOT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.

Less than Significant with Mitigation Incorporated. The Project site has not been previously used as a cemetery based on the historical background of the site provided in the Cultural Resources Study (BFSa,

2024a). Thus, human remains are not anticipated to be uncovered during Project construction, however most land within the Southern California region has potential to uncover remains. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, included as Mitigation Measure CUL-3, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur. In addition, the Project would be consistent with the City of Hemet General Plan policies HR-2, HR-2.1, HR-2.2, HR-2.3, and HR-2.4. Therefore, with implementation of Mitigation Measure CUL-3 and the policies of the City of Hemet General Plan, impacts from development of the Project on human remains would be less than significant.

5.5.7 CUMULATIVE IMPACTS

The cumulative study area for cultural resources includes the Hemet Region of Riverside County.

Historic Resources: The Project's contribution to cumulative impacts to historical resources was analyzed in context with past projects in Riverside County that were once similarly influenced by the historical agricultural industry in the region. Record searches and field surveys determined the absence of historical resources within or adjacent to the Project site. Therefore, Project implementation would have no potential to contribute towards a significant cumulative impact to historical sites and/or resources, and cumulatively considerable impacts would not occur.

Archaeological Resources: The Project's impact to prehistoric archaeological resources was analyzed in the context of the Hemet region of Riverside County, which is identified as sensitive for archaeological resources. Construction activities within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resource that meet the CCR § 15064.5 definition. However, mitigation has been included to reduce the potential of the Project result in an impact to an archaeological resource that could contribute to a significant cumulative impact. With compliance with project-specific mitigation, the Project would result in a less than significant cumulatively considerable impact.

Disturbance of Human Remains: Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and CEQA Guidelines Section 15064.5 would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful, and appropriate practices, thereby avoiding significant cumulative impacts.

5.5.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

Plans, Programs, or Policies (PPPs)

None.

5.5.9 PROJECT DESIGN FEATURES

None.

5.5.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact CUL-1 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

- Impact CUL-2: Implementation of the Project may impact an archaeological resource.
- Impact CUL-3: Implementation of the Project may impact human remains.

5.5.11 MITIGATION MEASURES

Mitigation Measure CUL-1: Cultural Resources Monitoring Program. Prior to issuance of grading permits the applicant/developer shall provide evidence to the City of Hemet Planning Division that a qualified professional archeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to prepare a Cultural Resource Monitoring Program (CRMP) and to conduct monitoring of rough grading activities. The CRMP shall be developed in coordination with the consulting tribe(s) and address the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. The Archaeologist shall conduct Cultural Resource Sensitivity Training, in conjunction with the Tribe(s) Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session shall focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

The retained Qualified archeologist and Consulting Trib(s) representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.

In the event that a resource is inadvertently discovered during ground-disturbing activities, work shall be halted within 60 feet of the find until it can be evaluated by the qualified archaeologist. Construction activities can continue in other areas. If the find is considered a "resource" the archaeologist shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to archaeological resources qualifying as historical resources. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the developer/applicant's expense. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to consulting tribe(s) for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

Mitigation Measure CUL-2: Monitoring Report. A final monitoring report shall be prepared by the qualified archaeologist prior to issuance of any certificate of occupancy. The final monitoring report(s) created as a part of the project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe(s) for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe(s).

Mitigation Measure CUL-3: Inadvertent Discovery of Human Remains.

- a. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), and work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected; Project personnel/observers will be restricted. The County Coroner shall be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. No photographs shall be taken except by the coroner, with written approval by the consulting Tribe(s).
- b. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.
- c. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98
- d. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial shall not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations shall be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Division.

5.5.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measures CUL-1 through CUL-3 and compliance with regulatory requirements, Project impacts to cultural resources in the Project site would be less than significant.

5.5.13 REFERENCES

Brian F. Smith and Associates. Cultural Resources Study for the Simpson Commerce Center Project. March 2024. Appendix F

City of Hemet. City of Hemet 2030 General Plan. Adopted January 2012. [online]: <https://www.hemetca.gov/534/Final-General-Plan-2030>. Accessed July 31, 2023.

5.6 Energy

5.6.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.8, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.17, *Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following City documents and report from Urban Crossroads in Appendix G:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2018
- City of Hemet Code of Ordinances
- Simpson Road Warehouse Energy Tables, Urban Crossroads, April 2024, Appendix G

5.6.2 REGULATORY SETTING

5.6.2.1 Federal Regulations

Energy Independence and Security Act, - Corporate Average Fuel Efficiency Standards (2007)

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.6.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,

- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels, and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including

(at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the City of Hemet Municipal Code in Section 14-40.

5.6.2.3 Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following policies related to air quality that are applicable to the Project:

Land Use Element

- Policy LU 2.9 Sustainable Design** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

Circulation Element

- Goal C 4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.**

- Policy C 4.1 Sustainable Urban Design** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation

corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

- Policy C 4.2 Transportation Alternatives** Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.
- Policy C 4.5 Development Opportunities** Require new development to include opportunities for alternate transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.
- Policy C 4.6 Vehicle Mile Reduction** Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.
- Policy C 4.7 Employer Incentives** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and transit stops.

Community Services and Infrastructure Element

- Policy CSI 5.4 Solar Energy** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.
- Policy CSI 5.5 Energy Efficient Design** Encourage the efficient use of energy resources by residential, commercial and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.
- Policy CSI 8.4 Green Building** Through incentives such as expedited review of development projects, promotes nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED) certifications.

Open Space and Conservation Element

- Goal OS 6 Conserve Energy resources through the use of available technology and conservation technologies.**
- Policy OS 6.1 CALGreen Standards** Encourage the efficient use designs in accordance with the 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.
- Policy OS 6.5 Clean Energy** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy sources, where compatible with adjacent land uses.
- Policy OS 6.6 Solar Energy** Encourage existing and new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, and on-site solar generation.
- Goal OS 7 Improve air quality and seek to reduce greenhouse gas emissions.**

Policy OS 7.1 Air Pollution Reduction Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

Policy OS 7.9 Stationary Source Pollution Continue to minimize stationary source pollution through the following: Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy OS 8.6 Vehicle Miles Traveled Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emission through job creation.

City of Hemet Climate Action Plan (CAP)

The City of Hemet is a participant in the Western Riverside Council of Government's (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 CAP incorporating as appendices from 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.

City of Hemet Municipal Code

Chapter 14, Article II, Section 14-31. Ordinance No. 2003, § 3 (Exh. A), was enacted November 8, 2022. Within Ordinance No. 2003, the City adopted the California Building Standards Code (2022 Edition), including its Building Code, Energy Code, and CalGreen components. The City's Building Code regulates and controls the minimum energy and resource efficiencies of all new development within the City.

5.6.3 ENVIRONMENTAL SETTING

5.6.3.1 Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Hemet. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2022 approximately 48 percent of power that SCE delivered to customers came from carbon-free resources (SCE, 2022). The Project site is currently served by the SCE electricity distribution systems that exist along the roadways adjacent to the Project site.

5.6.3.2 Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Hemet and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1.5 percent from 2022 to 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and fuel substitution (CGEU, 2022). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU, 2022). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 (CGEU, 2022).

The Project is within the service area of Southern California Gas Company.

5.6.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on energy resources if it were to:

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.6.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered in the Energy Tables found in Appendix G of this Draft EIR.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.6.6 ENVIRONMENTAL IMPACTS

IMPACT E-1: THE PROJECT WOULD NOT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.

Construction

Less than Significant Impact. During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric construction equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than any other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The energy analysis modeling for construction of the Project (included as Appendix G) details that the total construction would utilize 894,494 kWh of electricity as detailed in Table 5.6-1.

Table 5.6-1: Estimated Construction Electricity Usage

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
Project Construction		
Building 1	\$0.13	240,182
Building 2	\$0.13	84,134
Landscape	\$0.13	131,633
Parking	\$0.13	125,687
Other Asphalt Surfaces	\$0.13	282,568
Off-Site Construction		
Off-Site Infrastructure and Improvements	\$0.13	30,291
Construction Electricity Usage		894,494

Source: Urban, 2024c (Appendix G).

Also, as shown in Table 5.6-2, construction of the Project is estimated to result in the need for 146,442 gallons of diesel fuel.

Table 5.6-2: Estimated Construction Fuel Consumption

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption					
On-Site Construction													
Site Preparation	15	Rubber Tired Dozers	367	4	8	0.40	4,698	3,809					
		Crawler Tractors	87	4	8	0.43	1,197	971					
Grading	50	Excavators	36	6		0.38	657	1,775					
		Graders	148	6	8	0.41	2,913	7,872					
		Rubber Tired Dozers	367	6	8	0.40	7,046	19,044					
		Scrapers	423	6	8	0.48	9,746	26,340					
		Crawler Tractors	87	6	8	0.43	1,796	4,853					
Building Construction	186	Cranes	367	2	8	0.29	1,703	17,121					
		Forklifts	82	4	8	0.20	525	5,276					
		Generator Sets	14	1	8	0.74	83	833					
		Tractors/Loaders/Backhoes	84	6	8	0.37	1,492	14,999					
		Welders	46	1	8	0.45	166	1,665					
Architectural Coating	33	Air Compressors	37	4	8	0.48	568	1,014					
Off-Site Construction													
Grubbing/ Clearing	4	Rubber Tired Dozers	247	4	8	0.40	3,162	684					
		Crawler Tractors	97	4	8	0.37	1,148	248					
		Excavators	187	4	8	0.41	2,453	530					
		Signal Boards	6	3	8	0.82	118	26					
Grading	6	Crawler Tractors	158	2	8	0.38	961	312					
		Excavators	187	2	8	0.41	1,227	398					
		Graders	247	2	8	0.40	1,581	513					
		Rollers	80	6	8	0.38	1,459	473					
		Rubber Tired Loaders	247	3	8	0.40	2,819	769					
		Scrapers	367	2	8	0.48	8,456,819	914					
		Signal Boards	6	8	8	0.82	315	102					
Drainage/ Utilities	164	Tractors/Loaders/Backhoes	97	4	8	0.37	1,148	372					
		Air Compressors	78	2	8	0.48	599	5,310					
		Generator Sets	84	2	8	0.74	995	8,817					
		Plate Compactors	8	2	8	0.43	55	488					
		Pumps	8	2	8	0.74	995	8,817					
Paving	12	Tractors/Loaders/Backhoes	84	2	8	0.37	574	5,091					
		Pavers	130	2	8	0.42	874	567					
		Paving Equipment	132	2	8	0.36	760	493					
		Rollers	80	4	8	0.38	973	631					
		Rubber Tired Dozers	6367	2	8	0.40	7,046	4,571					
							Tractors/Loaders/Backhoes	97	4	8	0.37	1,148	745
Construction Fuel Demand (Gallons Fuel)								146,442					

Source: Urban, 2024c (Appendix G)

Table 5.6-3 shows that construction workers would use approximately 65,735 gallons of fuel in automobiles during construction of the Project.

Table 5.6-3: Estimated Construction Worker Fuel Consumption (Automobiles)

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Project Construction							
2025	LDA						
	Site Preparation	15	10	18.5	2,775	32.49	85
	Grading	50	38	18.5	35,150	32.49	1,082
	Building Construction	108	251	18.5	501,498	32.49	15,435
	LDT1						
	Site Preparation	15	5	18.5	1,388	25.14	55
	Grading	50	19	18.5	17,575	25.14	699
	Building Construction	108	126	18.5	251,748	25.14	10,014
	LDT2						
	Site Preparation	15	5	18.5	1,388	25.29	55
	Grading	50	19	18.5	17,575	25.29	695
	Building Construction	108	126	18.5	251,748	25.29	9,954
2026	LDA						
	Building Construction	78	251	18.5	362,193	33.43	10,833
	Architectural Coating	33	50	18.5	30,525	33.43	913
	LDT1						
	Building Construction	78	126	18.5	181,818	25.70	7,074
	Architectural Coating	33	25	18.5	15,263	25.70	594
	LDT2						
	Building Construction	78	126	18.5	181,818	26.01	6,991
Architectural Coating	33	25	18.5	15,263	26.01	587	
Off-Site Construction							
2025	LDA						
	Grubbing/Clearing	4	19	18.5	1,406	32.49	43
	Grading	6	37	18.5	4,107	32.49	126
	LDT1						
	Grubbing/Clearing	4	10	18.5	740	25.14	29
	Grading	6	19	18.5	2,109	25.14	84
	LDT2						
	Grubbing/Clearing	4	10	18.5	740	25.29	29
Grading	6	19	18.5	2,109	25.29	83	
2026	LDA						
	Paving	12	18	18.5	3,996	33.43	120
	LDT1						
	Paving	12	9	18.5	1,998	25.70	78
LDT2							
Paving	12	9	18.5	1,998	26.01	77	
Total Construction Worker Fuel Consumption							65,735

Source: Urban, 2024c (Appendix G)

Table 5.6-4 shows that approximately 73,822 gallons of fuel would be used by vendor trucks for construction of the Project.

Table 5.6-4: Estimated Construction Vendor Fuel Consumption

Year	Construction Activity	Duration (Days)	Vendor Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2025	MHDT						
	Site Preparation	15	5	10.2	765	8.58	89
	Grading	50	16	10.2	8,160	8.58	951
	Building Construction	108	59	10.2	64,994	8.58	7,574
	HHDT (Vendor)						
	Site Preparation	15	5	10.2	765	6.22	123
	Grading	50	16	10.2	8,160	6.22	1,312
	Building Construction	108	59	10.2	64,994	6.22	10,453
	HHDT (Hauling)						
	Grading	50	241	20	241,000	6.22	38,761
2026	MHDT						
	Building Construction	78	59	10.2	46,940	8.71	5,392
	Architectural Coating	33	19	10.2	6,395	8.71	735
	HHDT (Vendor)						
	Building Construction	78	59	10.2	46,940	6.33	7,420
	Architectural Coating	33	19	10.2	6,395	6.33	1,011
Total Construction Vendor Fuel Consumption							73,822

Source: Urban, 2024c (Appendix G)

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption as construction of the Project would only last 14 months, and would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact. Once operational, the proposed Project would generate demand for electricity, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances within the building, parking lot and outdoor lighting, and the transport of electricity, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As analyzed in the Simpson Road Warehouse Energy Tables report (Appendix G), energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. As detailed in Table 5.6-5, operation of the Project is estimated to result in an annual VMT of 14,754,276 miles and a fuel consumption of 773,174 gallons per year. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of vehicles to no

more than 5 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table 5.6-5: Project-generated Traffic Annual Fuel Consumption

Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
LDA	5,975,835	33.43	178,736
LDT1	457,889	25.70	17,815
LDT2	2,467,942	26.01	94,889
MDV	1,906,946	20.88	91,330
LHDT1	1,178,094	16.89	69,735
LHDT2	335,739	16.01	20,974
MHDT	1,095,836	8.71	125,878
HHDT	1,057,715	6.33	167,202
MCY	278,281	42.07	6,615
Total (All Vehicles)	14,754,276		773,174

Source: Urban, 2024c (Appendix G)

In addition, the proposed Project includes operation of a 238-horsepower diesel-powered fire pump which is estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes. As presented in Table 5.6-6 below, Project stationary sources would consume an estimated 3,428 gallons of diesel fuel.

Table 5.6-6: Stationary Source Equipment Fuel Consumption Estimates

Equipment	HP Rating	Quantity	Usage Hours	Annual Hourly Usage	Load Factor	HP-hrs/day	Total Fuel Consumption
Fire Pump	238	1	1	50	0.73	174	3,428
Stationary Source Fuel Demand (Gallons Diesel Fuel)							3,428

Source: Urban, 2024c (Appendix G)

In addition, the Project would require operation of four 175 horsepower, natural gas-powered cargo handling equipment, which would operate approximately 4 hours a day, 365 days a year. Operation of the cargo handling equipment would require approximately 18,568 kBtu per year of natural gas, as shown on Table 5.6-7.

Table 5.6-7: On-Site Cargo Handling Equipment Fuel Consumption Estimates

Equipment	Quantity	Usage Hours	Days of Operation	EMFAC2021 Fuel Consumption (gal./yr)	EMFAC2021 Activity (hrs./yr)	Total Fuel Consumption
Cargo Handling Equipment	4	4	365	18,742	5,895	18,568
On-Site Cargo Handling Equipment Fuel Demand (Gallons Fuel)						18,568

Source: Urban, 2024c (Appendix G)

Project building operations and Project site maintenance activities would result in the consumption of electricity. The proposed buildings would not utilize natural gas. As shown on Table 5.6-8, the Project would utilize approximately 5,892,788 kWh per year of electricity. Furthermore, the Project buildings would be

solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. As such, the Project would not inhibit the use of renewable energy.

Table 5.6-8: Project Annual Operational Natural Gas and Electricity Demand Summary

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Building 1	0	4,064,244
Building 2	0	1,423,682
Landscape	0	0
Parking	0	404,862
Other Asphalt Surfaces	0	0
Total Project Energy Demand	0	5,892,788

Source: Urban, 2024c (Appendix G)

Because this use of energy is typical for urban development as discussed in the Energy Analysis included in Appendix G, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. In addition, the proposed Project would implement the City of Hemet General Plan policies LU-2.9, C-4, C-4.1, C-4.2, C-4.5, C-4.6, C-4.7, CSI-5.4, CSI-5.5, CSI-8.4, OS-6, OS-6.1, OS-6.5, and OS-6.6. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Less than Significant Impact. As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed Project. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. The Project buildings would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. As such, the Project would not inhibit the use of and would allow for the future flexibility relating to renewable energy. As determined in Impact E-1, Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

Moreover, the City of Hemet adopted a Climate Action Plan (CAP) in 2018 to help reduce energy consumption and GHG emissions to become a more sustainable community and to meet the goals of State Assembly Bill 32 (AB 32). The CAP outlines various measures and strategizes numerous methods on how the City's long-term vision can be achieved. As discussed in Draft EIR Section 5.8, *Greenhouse Gas Emissions*, the proposed Project would be consistent with CAP energy and water efficiency strategies, which would reduce the Project's overall energy consumption. In addition, the proposed Project would implement the City of Hemet General Plan policies CSI-5.5, CSI-8.4, OS-6.1, and OS-7.9. Thus, the Project would be consistent with state goals to reduce energy consumption and resulting GHG emissions. Overall, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

5.6.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region by SCE and SoCal Gas.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed Project would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.6.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CalGreen Building Standards Code

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP E-1: CalGreen Compliance: The Project is required to comply with the CalGreen Building Code to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

5.6.9 PROJECT DESIGN FEATURES

None.

5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

5.6.11 MITIGATION MEASURES

Impacts related to energy would be less than significant and no mitigation measures are required.

5.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to energy would be less than significant.

5.6.13 REFERENCES

- California Energy Commission. (Updated December 23, 2022). *2022 Title 24 Building Energy Standards*. Retrieved December 4, 2023 from <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>
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- Urban Crossroads. *Simpson Road Warehouse Energy Tables*. April 2024. Appendix G.

5.7 Geology and Soils

5.7.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to geology, soils, seismicity, and paleontological resources. The impacts examined include risks related to geologic hazards such as earthquakes, liquefaction, expansive soils; impacts on the environment related to soil erosion and sedimentation; and impacts related to paleontological resources. The analysis in this section is based, in part, on the following documents and reports included in Appendices H and I:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan 2010-2030 EIR, January 2012
- City of Hemet Municipal Code
- Geotechnical Investigation Proposed Warehouse Development, Prepared by Southern California Geotechnical, April 2024, (Appendix H)
- Paleontological Assessment for the Simpson Commerce Center Project, Prepared by Brian F. Smith and Associates, Inc., March 2024, (Appendix I)

5.7.2 REGULATORY SETTING

5.7.2.1 Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act (Act) was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. Programs under this Act provide building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Project would be required to adhere to.

5.7.2.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) requires the State Geologist to establish “Earthquake Fault Zones” and publish appropriate maps that depict these zones. The boundary of an Earthquake Fault Zone is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The Act also requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can be permitted within an Earthquake Fault Zone, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (Act) addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist to assist local governments in land use planning. The Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” Section 2697(a) of the Act states that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

California Building Code

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations. The current CBC was adopted by the City of Hemet and is included in Chapter 14, Article II, Division 3 of the Municipal Code. The code provides standards to protect property and public safety. The CBC regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions. The code also regulates grading activities, including drainage and erosion control.

California Construction General Permit

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) that regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent (NOI), a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH (potential of hydrogen) and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify Best Management Practices (BMPs) that will be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls). The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state’s 303(d) list of impaired waters.

Requirements for Geotechnical Investigations

Requirements for geotechnical investigations are included in CBC Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California Health and Safety Code Sections 17953 to 17955 and in CBC Section 1803. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resource management are included in the PRC (Public Resources Code) Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

5.7.2.3 Local Regulations

Hemet General Plan

The City of Hemet General Plan 2030 contains the following policies related to geology and soils that are applicable to the Project:

Public Safety Element

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.

Historic Resources Element

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.

City of Hemet Municipal Code

Chapter 14, Article II, Division 3, Section 14-40: California Building Code. The City of Hemet adopts the California Building Standards Code (CCR Title 24) with some adaptations. These codes set site-specific investigation requirements, construction standards and inspection procedures to ensure that development projects within the City do not pose a threat to the public. The California Building Standards Code contains baseline standards to prevent unsafe building development.

Chapter 67, Section 67-18: Erosion and Sediment Control. The City of Hemet implements the requirements of the California Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R8-2013-0024 (MS4 Permit) which establishes minimum stormwater management requirements and controls to minimize and control erosion and sediment.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan, 2018

The purpose of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster ordinances, estimate the probability of future occurrences, and set goals to minimize potential risks and to reduce or eliminate long-term risk to people and property from man-made and natural hazards. The Plan was prepared according to the provisions of the Disaster Mitigation Act of 2000. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

5.7.3 ENVIRONMENTAL SETTING

5.7.3.1 Regional Setting

The City of Hemet generally lies within the eastern portion of the Perris block of the Peninsular Ranges of Southern California. The Peninsular Ranges are characterized by steep, elongated ranges and valleys that generally trend northwestward. The bedrock geology that dominates the eastern portion of the Perris Block specifically, consists of Cretaceous and older crystalline and metamorphic rock.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain.

5.7.3.2 Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone, nor is it within a Riverside County fault zone (Appendix H - Southern California Geotechnical [SCG], 2024). According to the Geotechnical Investigation prepared by SCG (included as Appendix H), there is no evidence of faulting on the Project site, therefore the possibility of ground rupture is onsite low. The nearest active fault zones are the San Jacinto Fault Zone, located approximately 5 miles northeast of the Project site, and the Elsinore Fault Zone, located approximately 13.1 miles southwest of the Project site. However, both of these faults, as well as other faults in the Southern California region could cause moderate to intense ground shaking at the Project site.

5.7.3.3 Ground Rupture

Ground rupture occurs when movement on a fault breaks through to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The state has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. As described above, there are no fault zones within the vicinity of the Project site. Therefore, ground rupture potential is considered to be low at the Project site.

5.7.3.4 Soils

The Geotechnical Investigation describes that artificial fill, and native alluvium were encountered at the ground surface of all boring locations (shown in Appendix A of the Geotechnical Investigation). The artificial fill extends to depths of approximately 3 to 8 feet below existing site grades and consists of very loose to medium dense silty sands and sandy silts as well as stiff to very stiff silty clays. Native alluvium was encountered beneath the fill soil at all boring locations, extending at least to the maximum depth explored of 50 feet below ground surface (bgs). The alluvium generally consists of loose to medium dense silty sands, sandy silts, sands with varying amounts of silt with varying clay content (SCG, 2024).

5.7.3.5 Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface Project site soils consist of silty sands, sands, and sandy silts. The Geotechnical Investigation explains and concludes that these soils are classified as non-expansive (SCG, 2022).

5.7.3.6 Groundwater

Groundwater was encountered during drilling at depths between approximately 34 and 41 feet bgs (SCG, 2022). The historic high groundwater level was determined to reach approximately 31 feet bgs (SCG, 2022).

5.7.3.7 Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet bgs. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments as a result of a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments come to rest in a place different from their original location and may be tilted.

Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.

Bearing Strength Loss: Bearing strength is the maximum stress load, or force, that the soil can support. Bearing strength decreases with a decrease in effective stress, which is the force that allows soil to remain cohesive. Loss of bearing strength occurs when the effective stresses are reduced due to the fluctuating stresses or strains caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either prior to or after the earthquake. If the bearing strength is sufficiently reduced, structures supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

Ground Fissuring and Sand Boils: A ground fissure is a long narrow crack in the earth's surface while a sand boil is an eruption of water from sand. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore water pressures are high enough create a gusher (sand boils) at the point of exit. The following conditions are conducive to the formation of these phenomena:

- Sediments must be relatively young in age and must not have developed large amounts of cementation;
- Sediments must consist mainly of cohesionless sands and silts;
- The sediment must not have a high relative density;
- Free groundwater must exist in the sediment; and
- The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

During the Geotechnical Investigation, groundwater was encountered at the Project site at depths ranging from approximately 34 to 41 feet bgs. According to the Riverside County Geographic Information System (GIS) website, the Project site is located within a zone of moderate to high liquefaction susceptibility. As such, additional testing was conducted as a part of the Geotechnical Investigation to determine the site-specific liquefaction potential. Based on the soils testing, on-site soils were found to be potentially liquefiable (SCG, 2024).

Due to the lack of active faults or fault zones within the vicinity, the Project site has low potential for lateral spreading (SCG, 2024). The Geotechnical Investigation concluded that soils within the Project site have an estimated differential settlement of 2 inches or less within the upper 50 feet of the soil (SCG, 2024).

5.7.3.8 Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation (Appendix H), an estimated shrinkage potential of 3 to 13 percent would be expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet is estimated to occur within the Project site (SCG, 2024).

5.7.3.9 Landslides

Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. Earthquake-induced land sliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical, and subsurface groundwater conditions are conducive to permanent ground displacements. The Project site, while relatively flat, slopes downward to the south at a gradient of approximately 0.6 percent, with a maximum site elevation differential of approximately 9 feet (SCG, 2022). There are no slopes within the immediate vicinity of the Project site. The nearest slopes are approximately 0.3 mile southeast of the Project site, at the foothills of the Domenigoni Mountains.

5.7.3.10 Unique Geologic Feature

Unique geologic features refer to unique physical features or structures on the earth's crust. The Project site consists of Holocene and late Pleistocene (present day to approximately 120,000 years ago) young alluvial fan deposits (Q_{yvsa}). These deposits are underlain by potentially fossiliferous, older Pleistocene-aged deposits. According to the Paleontological Assessment conducted by BFSA (included as Appendix I), the younger deposits that overlie the potentially fossiliferous deposits are likely thin; however, the exact depth of the older Pleistocene-aged deposits is unknown (Brian F. Smith and Associates [BFSA], 2024b). The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of the City and throughout the state.

5.7.3.11 Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The young Holocene-aged alluvial fan deposits mapped at the surface in the Project are considered to have low potential to yield significant paleontological resources. However, the underlying late Pleistocene alluvial fan deposits are considered to have high paleontological sensitivity (BFSA, 2024b).

A paleontological literature review and records search was conducted for the Project site (included as Appendix I). The records search did not identify any previously recorded fossil localities within the boundaries of the Project. The closest known recorded fossil locality is less than one mile northeast of the Project site, consisting of the bones of an extinct horse and other unidentified large mammal remains. Additionally, numerous terrestrial Ice Age vertebrate fossils have been discovered at localities near the Diamond Valley Lake Reservoir, approximately one to two miles southeast of the Project site (BFSA, 2024b). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Project site are considered to have a high potential to yield significant paleontological resources.

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- GEO-1 i Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42),
- GEO-1 ii Strong seismic ground shaking,
- GEO-1 iii Seismic-related ground failure, including liquefaction;
- GEO-1 iv Landslides;
- GEO-2 Result in substantial soil erosion or the loss of topsoil; or
- GEO-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;
- GEO-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;
- GEO-5 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; or
- GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

5.7.5 METHODOLOGY

A site-specific Geotechnical Investigation (Appendix H) was prepared for the Project site. The following were conducted as part of the site-specific Geotechnical Investigation: visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for preparing the design of the building foundations, building floor slab, and parking lot pavements along with site preparation recommendations and construction considerations for the proposed development. The laboratory testing determined the characteristics of the geology and soils that underlie the Project site. The subsurface conditions were then analyzed to identify potential significant impacts resulting from construction and operation of the proposed development of the Project in relation to geology and soils.

In determining whether a geotechnical related impact would result from the Project, the analysis includes consideration of state law, including the California Building Code that is integrated into the City of Hemet Municipal Code, and implemented/verified during permitting approvals. In general, existing state law, building codes, and ordinances that are implemented by the approving agency provide for an adequate level of safety or reduction of potential effects such that projects developed and operated to code reduce potential of impacts.

A Paleontological Assessment (Appendix I) was prepared by BFSa in 2024 to determine the Project's potential impacts to paleontological resources. The analysis included record searches of past identified resources, consideration of the types of soils that exist, the paleontological sensitivity of those soils, the past disturbance on the site and offsite infrastructure areas, and the proposed excavation. The analysis combines these factors to identify the potential of the proposed construction to impact unknown paleontological resources on the site. As described in the Paleontological Assessment, a resource records search was conducted at the San Bernardino County Museum, Los Angeles County Museum of Natural History, and the Western Science Center to identify any previously discovered fossil localities in or near the Project site.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT GEO-1i: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT.

No Impact. The Project site is not within an Alquist Earthquake Fault Zone, and there are no known active faults within 500 feet. The nearest active fault zones are the San Jacinto Fault Zone, located approximately five miles northeast of the Project site and the Elsinore Fault Zone, located approximately thirteen miles southwest of the Project site (California Department of Conservation, 2021). Since the site is not located within an Alquist-Priolo Earthquake Fault Zone, impacts related to the surface rupture of a known earthquake fault would not occur on the Project site.

IMPACT GEO-1ii: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.

Less than Significant Impact. As stated above, the Project site is not located within 500 feet of any active faults. However, the Project site is located within a seismically active region, with numerous faults capable of producing significant ground motions. Project development could subject people and structures to hazards from ground shaking. However, seismic shaking is a risk throughout Southern California, and the Project site is not at greater risks of seismic activity or impacts as compared to other areas within the region.

The CBC includes provisions to reduce impacts caused by major structural failures or loss of life resulting from earthquakes or other geologic hazards. Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. The CBC provides procedures for earthquake resistant structural design that include consideration for on-site soil conditions, occupancy, and the configuration of the structure, including the structural system and height.

The City has adopted the CBC as part of the Municipal Code (Chapter 14, Article II, Section 14-40), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. All structures within the City are required to be built in compliance with the CBC. Compliance with the CBC would also result in compliance with General Plan Policies PS-1.1 and PS-1.2, which require the enforcement of the most recent state regulations during building construction. Because the Project would be required to be constructed in compliance with the CBC and the Municipal Code, which would be verified through the City's plan check and permitting process, and is included as PPP GEO-1, the Project would result in a less than significant impact related to strong seismic ground shaking.

IMPACT GEO-1iii: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION.

Less than Significant Impact. According to the Riverside County GIS website, the Project site is located within a zone of moderate to high liquefaction susceptibility (Riverside County, n.d.). In addition, groundwater was encountered on site at depths ranging from approximately 34 to 41 feet bgs. Site-specific testing

determined that potentially liquefiable soils were found between depths of approximately 30 and 50 feet (SCG, 2024).

However, the Geotechnical Investigation (Appendix H) determined that the use of shallow foundations, as proposed by the Project would resist the effects of settlement such that the proposed buildings would not catastrophically fail in the event of a seismically induced liquefaction event. In addition, all structures built in the City are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted as City of Hemet Municipal Code Chapter 14, Article II, Division 3, Section 14-40. Compliance with the CBC would require proper construction of building foundations and floor slabs to withstand the effects of potential ground movement, including liquefaction. Furthermore, the Geotechnical Investigation (Appendix H) includes recommendations for grading and foundation strength, such as the use of reinforcements, that would ensure that the proposed Project would be consistent with CBC requirements for reducing risk related to liquefaction.

The City of Hemet Building and Safety Division reviews structural plans and geotechnical data prior to issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC measures are incorporated. Compliance with the CBC as included as a condition of approval and verified by the City's review process would ensure that impacts related to liquefaction are less than significant.

IMPACT GEO-1iv: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES.

Less than Significant Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. According to the Geotechnical Investigation (Appendix H), the Project site is relatively flat, with an approximately 0.6 slope in the southerly direction, and the immediate vicinity does not contain any hills or steep slopes. The Project site is not directly adjacent to the Domenigoni Mountains; the nearest foothills of the mountains are 0.3 miles to the southeast of the Project site. As such, impacts related to landslides would be less than significant.

IMPACT GEO-2: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

Less than Significant Impact.

Construction

Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water. However, Hemet Municipal Code Chapter 67 requires the preparation of an erosion and sediment control plan prior to the issuance of grading permits. Section 67-18 requires that such the erosion and sediment control plan must meet the objectives of the California Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R8-2013-0024 (MS4 Permit). The MS4 Permit establishes minimum stormwater management requirements and controls that are required to be implemented for the Project prior to issuance of a grading permit or the commencement of grading activity at the Project site.

Pursuant to the MS4 Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) is required by these City and RWQCB regulations to be developed by a Qualified SWPPP Developer, which would be implemented by the City's conditions of approval. The SWPPP is required to address site-specific conditions

related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the Municipal Code Section 67-18, stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the Building and Safety Division, construction impacts related to erosion and loss of topsoil would be less than significant.

Operation

The proposed Project includes installation of landscaping adjacent to the proposed buildings and throughout the proposed parking areas. With this landscaping, areas of exposed topsoil that could erode by wind or water, would not exist upon operation of the proposed Project. In addition, as described in Draft EIR Section 5.10, *Hydrology and Water Quality*, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and the proposed infiltration basins, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires City approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

IMPACT GEO-3: THE PROJECT WOULD NOT 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.

Less than Significant Impact. The Geotechnical Investigation (Appendix H) describes that native alluvium soils encountered beneath the artificial fill at all of the boring locations generally possess medium dense silty sands, sandy silts, and sands with varying amounts of silt with varying clay content. The Geotechnical Investigation describes that the recommended remedial grading would remove all undocumented fill soils and a portion of the near-surface native alluvial soils and replace these soils as compacted structural fill (SCG, 2022). Excavation and recompaction of the artificial fill soils and near-surface alluvium would be conducted in compliance with the CBC as required through the City's permitting process.

Soils onsite were determined to be corrosive to ductile iron pipe and copper pipe. However, compliance with the CBC would require the use of coating or protection to such pipes in direct contact with the soil. Therefore, impacts related to corrosive soil-induced collapse would be less than significant.

As discussed previously, the Project site and the adjacent parcels are relatively flat and do not contain any hills or steep slopes. There is approximately 9 feet of elevation differential throughout the site (SCG, 2024). In addition, remedial grading and site preparation would further level the Project site. Therefore, impacts related to landslides resulting from the proposed Project would be less than significant.

Potentially liquefiable soils were found between depths of approximately 30 and 50 feet. Soils below the historic high groundwater table are considered non-liquefiable due to an adequate factor of safety or adequate cohesive characteristics (SCG, 2024). As recommended by the Geotechnical Investigation, (Appendix H) the use of shallow foundations would prevent the potential collapse of soil as a result of Project implementation.

According to the Geotechnical Investigation, (Appendix H) an estimated shrinkage potential of 3 to 13 percent is expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet in the soils below the zone of removal is estimated to occur within the Project site (SCG, 2024). The proposed Project would be required to adhere to CBC grading and earthwork operation

recommendations to limit risk associated with subsidence, liquefaction, and lateral spreading. Compliance with the CBC would be required by the Hemet Building and Safety Division, as implemented as a condition of approval in connection with grading and building permits. Compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that impacts related to subsidence would be less than significant.

IMPACT GEO-4: THE PROJECT WOULD NOT 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.

Less than Significant Impact. Expansive soils contain significant amounts of fine-grained silt and clay particles that swell when wet and shrink when dry. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils, and the amount of moisture that the soil is exposed to. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils, which can cause physical distress on the structure. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation describes that the Project site's near-surface soils consist of silty sands, sands, and sandy silts with no appreciable clay content. According to the Geotechnical Investigation, these materials are considered non-expansive (SCG, 2024). In addition, as described above, compliance with the CBC is a standard City practice and is included as a condition of approval. Therefore, compliance with the requirements of the CBC as part of the building plan check and development review process, would ensure that expansive soil related impacts would be less than significant.

IMPACT GEO-5: THE PROJECT WOULD NOT RESULT IN SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER.

No Impact. The Project includes the construction of an onsite sewer system which would connect to a new offsite sewer main in Simpson Road, which would be constructed as part of the proposed Project. The Project would not use septic tanks or alternative wastewater disposal systems. As a result, no impacts related to septic tanks or alternative wastewater disposal systems would occur from implementation of the proposed Project.

IMPACT GEO-6: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Less than Significant with Mitigation Incorporated. The proposed Project consists of the development of industrial warehouse buildings, a trailer parking lot, and associated infrastructure improvements. Earthmoving activities, including grading and trenching activities, have the potential to disturb previously unknown paleontological resources. The Paleontological Assessment (Appendix I) describes that the Project site is underlain by Holocene and late Pleistocene young alluvial fan sediments which are further underlain by late to middle Pleistocene old alluvial fan deposits. Due to the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments across the Inland Empire, the sediments underlying the Project site are considered as having high paleontological sensitivity (BFSA, 2024b).

The records search completed as part of the Paleontological Assessment (Appendix I) did not reveal any previously recorded fossil localities within the Project site. However, various mammalian fossils had been discovered within 2 miles of the Project site (BFSA, 2024b). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Project site are considered to have a high potential to yield significant paleontological resources. As such, the Paleontological Assessment (Appendix I) concluded that the Project site has a high sensitivity for paleontological resources. As a result,

Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) and that ground disturbing activities at 5 feet bgs in areas mapped as young alluvial valley deposits or at the surface in areas mapped as old alluvial fan deposits, be monitored to identify and recover any significant fossil remains. Implementation of Mitigation Measure PAL-1 would result in compliance with General Plan Policies HR-2.2, HR-2.3, and HR-2.4. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

5.7.7 CUMULATIVE IMPACTS

Geology and Soils: Geotechnical impacts are site-specific rather than cumulative in nature. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the CBC, City of Hemet Municipal Code, and site-specific geotechnical recommendations, which will be incorporated as part of the Project's design and construction efforts. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects at the Project site.

Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, as discussed in Impact GEO-2, mandates related to the NPDES permit, preparation of a WQMP, Erosion Control Plan, and SWPPP, as well as compliance with SCAQMD Rule 403 (Fugitive Dust) incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project site would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and related projects within the cumulative study area, as shown on Figure 5-1, would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

Paleontological Resources: The cumulative paleontological impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the Riverside County region, which is identified as sensitive for paleontological resources. The geographic area of potential cumulative impacts related to paleontological resources includes areas that are underlain by similar geologic units from the same time period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the Project site is underlain by deep sediments that are sensitive to paleontological resources. However, with incorporation of Mitigation Measure PAL-1 and compliance with City General Plan policies, which protect paleontological resources from loss or destruction and require that new development include appropriate mitigation to preserve the quality and integrity of these resources, avoid them when possible, and salvage and preserve them if avoidance is not possible. These measures would reduce the potential for cumulatively considerable impacts to a less than significant level.

5.7.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Public Resources Code (PRC) Section 5097.5
- City of Hemet Municipal Code, Section 67-18

Plans, Programs, or Policies (PPPs)

PPP GEO-1: CBC Compliance. The project is required to comply with the California Building Standards Code as included in Chapter 14, Article II, Division 3, Section 14-40 of the Hemet Municipal Code to preclude significant adverse effects associated with seismic and soils hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project are required to be incorporated into grading plans and building specifications as a condition of construction permit approval.

5.7.9 PROJECT DESIGN FEATURES

None.

5.7.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts GEO-1 i-iv, GEO-2, GEO-3, GEO-4, and GEO-5 would be less than significant.

Without mitigation, the following impacts would be **potentially significant**:

Impact GEO-6: Project implementation could uncover subsurface paleontological resources.

5.7.11 MITIGATION MEASURES

MM PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Applicant shall provide a letter to the City, or City designee, from a professional paleontologist, stating that a qualified paleontologist (who meets the Society of Vertebrate Paleontology's (SVP, 2020) definition for qualified profession paleontologist) has been retained to provide services for the proposed Project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall be provided to the City for review and approval. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. Prior to commencement of grading activities, the City of Hemet Planning Division, or designee, shall verify that all Project grading and construction plans specify the requirements herein related to the PRIMP and the unanticipated discovery of paleontological resources.

The PRIMP shall also require that in areas mapped as late to middle Pleistocene old alluvial fan deposits, monitoring be conducted full-time in undisturbed alluvium starting at the surface. In areas mapped as Holocene to late Pleistocene young alluvial valley deposits, monitoring shall be conducted full-time in undisturbed alluvium starting at a depth of five feet below the surface during grading or excavation activities. In the event paleontological resources are encountered, ground disturbing activity within 50 feet of the area shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered pursuant to the guidelines of the Society of Vertebrate Paleontology (SVP, 2020).

Criteria for discarding specific fossil specimens shall be made explicit in the PRIMP. If the qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by Project construction, then recovery techniques shall be applied. Actions include recovering a sample of the fossiliferous material prior to construction, monitoring construction activities and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage, and treatment shall be done at the

Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource. If no institution accepts the fossil(s), they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. A report documenting the results of the monitoring, including any salvage activities and the significance of any fossils, shall be prepared and submitted to the City, or City designee. The report and inventory, when submitted to the City of Hemet Planning Division, shall signify completion of the program to mitigate impacts to paleontological resources.

5.7.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs and implementation of Mitigation Measure PAL-1 would reduce potential impacts associated with potential geotechnical hazards and unique paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to geology and soils and paleontological resources would occur.

5.7.13 REFERENCES

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5.8 Greenhouse Gases

5.8.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contribute to elevated levels of GHGs in the Earth's atmosphere and consequently contributes to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following City documents and technical report in Appendix J:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan 2010-2030 EIR, January 2012
- City of Hemet Municipal Code
- Simpson Road Warehouse, Greenhouse Gas Analysis, Urban Crossroads, April 2024, Appendix J

5.8.2 REGULATORY SETTING

5.8.2.1 State Regulations

California Assembly Bill (AB) 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels, and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32]], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce greenhouse gas (GHG) emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the 2020 GHG reduction goal. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals set forth in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the state's "longer-term" GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

In 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32.

On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

Senate Bill (SB) 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck

sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO 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. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state’s 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor’s Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill (SB) 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

Senate Bill (SB) 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project’s estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms,

and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards that will become effective on January 1, 2023.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The 2022 CALGreen standards that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including

(at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CalGreen Building Standards Code has been adopted by the City of Hemet Municipal Code in Section 14-65.

5.8.2.2 Local Regulations

City of Hemet General Plan

The City of Hemet General Plan 2030 contains the following policies related to greenhouse gas emissions that are applicable to the Project:

Land Use Element

Policy LU 2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

Community Services and Infrastructure

Goal CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.

Policy CSI 5.3 Energy Services. Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.

Policy CSI 5.4 Solar Energy. Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

Policy CSI 5.5 Energy Efficient Design. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Open Space and Conservation Element

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.

Goal OS-5 Conserve and protect surface water, groundwater, and imported water resources.

Goal OS-6 Conserve energy resources through the use of available technology and conservation practices.

Policy OS 6.1 CALGreen Standards. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.

Policy OS 6.3 Federal, State, Utility Company Incentives. Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.

Policy OS 6.6 Solar Energy. Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an onsite solar generation.

Policy OS 6.7 Recycling. Promote the use of recycling and recycled materials in development projects and consumable products.

Goal OS-7 Improve air quality and seek to reduce greenhouse gas emissions.

Policy OS 7.1 Development Design and Practices. Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

Policy OS 7.8 Green Building Techniques. Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.

Policy OS 7.9 Stationary Source Pollution. Continue to minimize stationary source pollution through the following:

Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.

Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.

Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy OS 8.7 Innovative Practices. Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.

City of Hemet Climate Action Plan (CAP)

The City of Hemet is a participant in the Western Riverside Council of Government's (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 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 (WRCOG, 2022).

5.8.3 ENVIRONMENTAL SETTING

Greenhouse Gases: Gases that trap heat in the atmosphere are called Greenhouse Gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, SF₆ is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF₆, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of SF₆ could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

There are also many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Project Site Conditions

The proposed Project is located in the southwestern portion of the City of Hemet at the southeastern and southwestern corners of the intersection of Warren Road and Simpson Road. The primary GHG emissions in the City of Hemet result from on-road transportation, building energy, water use, and wastewater generation.

The Project site encompasses approximately 74.88 gross acres and is comprised of two parcels (which would be subdivided into three parcels under the proposed Tentative Parcel Map). The Project site is currently

undeveloped and utilized for farming activities with existing related irrigation infrastructure. The Project site also contains portions of the Simpson Road and Warren Road rights-of-way. Existing GHG emissions occur from operation of the site for farming activities and vehicle trips associated with this use.

5.8.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- 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.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO₂E per year

- Based on land use type:
 - Residential: 3,500 MTCO₂E per year
 - Commercial: 1,400 MTCO₂E per year
 - Mixed use: 3,000 MTCO₂E per year
- Tier 4 has the following options:
 - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 MTCO₂E/SP/year for projects and 6.6 MTCO₂E/SP/year for plans.
 - Option 3, 2035 Target: 3.0 MTCO₂E/SP/year for projects and 4.1 MTCO₂E/SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

Based on the foregoing guidance, the City of Hemet has elected to rely on compliance with a local air district (SCAQMD) threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 MTCO₂e/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The City understands that the 3,000 MTCO₂e/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008)* document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80% below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2024 and for purposes of this Draft EIR. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 MTCO₂e/yr threshold, then Project-related GHG emissions would clearly have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO₂e/yr, the Project would be considered a substantial source of GHG emissions.

5.8.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1.1.20 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*. The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the 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. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no Statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the most relevant to the City of Hemet and the proposed Project.

5.8.6 ENVIRONMENTAL IMPACTS

IMPACT GHG-1: THE PROJECT WOULD GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, IN A WAY THAT WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Significant and Unavoidable Impact. Implementation of the proposed Project would generate GHG emissions from construction activities and area sources (such as onsite equipment), operational transportation, energy, and waste disposal. For construction emissions, the SCAQMD recommends amortizing emissions over 30 years by calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Table 5.8-1 provides the estimated construction emissions from Project buildout (Appendix J).

Table 5.8-1: Project Construction Greenhouse Emissions

Year	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e ¹
2025	996.01	0.04	0.01	0.01	999.47
2026	652.95	0.03	0.01	0.01	655.23
Total GHG Emissions	1,648.96	0.07	0.01	0.01	1,654.71
Amortized Construction Emissions	54.97	2.23E-03	4.55E-04	0.00	55.16

Source: Urban, 2024d (Appendix J).

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Traffic Impact Analysis (Appendix O) were utilized to quantify the GHGs from operation of the Project at buildout. To determine emissions from passenger

¹ CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, N₂O and R. These GHGs are then converted into the CO₂e by multiplying the individual GHG by the GWP.

car vehicles and truck trips, the CalEEMod defaults were utilized for trip lengths for passenger car vehicles and 2 to 3-axle trucks, while 4+ axle trucks were assumed to travel approximately 40 miles.

- **On-Site Cargo Handling Equipment Emissions.** The Project would also require the operation of exterior cargo handling equipment in the buildings’ truck court areas. The modeled operation equipment includes up to four 175-horsepower cargo handling equipment - port tractor operating 4 hours a day for 365 days of the year.
- **Stationary Source Emissions.** It is anticipated that the Project would include a 238 horsepower (hp) diesel fire pump. For analytical purposes, it is assumed that the fire pump is estimated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

The Greenhouse Gas Analysis (Appendix J) describes the GHG emissions generated from the proposed Project at buildout are primarily associated with non-construction related mobile sources, such as vehicle and truck trips. However, the annual GHG emissions associated with the proposed Project are summarized in Table 5.8-2. As shown, construction and operation of the Project would generate a net total of approximately 10,362.39 MTCO_{2e} per year, thereby exceeding the screening threshold of 3,000 MTCO_{2e} per year.

Table 5.8-2: Project Generated Greenhouse Gas Emissions

Emissions Source	Operational Emissions				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO _{2e}
Amortized Construction Emissions Over 30 Years	54.97	2.23E-03	4.55E-04	0.00	55.16
Mobile Sources	8,022.00	0.19	0.78	10.80	8,272.00
Area Source	24.20	0.00	0.00	0.00	24.30
Energy Source	925.00	0.09	0.01	0.00	931.00
Water Usage Source	389.00	9.00	0.22	0.00	678.00
Waste Source	100.00	10.00	0.00	0.00	350.00
Stationary Source	4.53	0.00	0.00	0.00	4.55
On-Site Cargo Handling Equipment Source					47.38
Total Project Operational Emissions					10,362.39
SCAQMD Threshold					3,000
Exceed?					Yes

Source: Urban, 2024d
CO_{2e} = carbon dioxide equivalent

Due to the GHG emissions exceedance, the proposed Project would have the potential to generate direct or indirect GHG emissions that would result in a significant impact on the environment, thereby requiring mitigation. As discussed in detail below, implementation of Mitigation Measures GHG-1 through GHG-10 aims to reduce the Project's GHG emissions. Mitigation Measures GHG-1 through GHG-4 require energy-efficient light bulbs, water-efficient toilets and urinals, and low-flow faucets, thereby reducing energy and water source GHG emissions. Mitigation Measure GHG-5 mandates anti-idling signage and regulations for

trucks, minimizing idling emissions. Mitigation Measure GHG-6 and GHG-7, require clear signage for trucks to reduce unnecessary driving to optimize traffic flow. Mitigation Measure GHG-8 establishes a clear complaint system for environmental issues to reduce noise, dust, and odor complaints. Mitigation Measure GHG-9 requires electric or non-diesel fueled cargo-handling equipment and electric indoor forklifts. Lastly, Mitigation Measure GHG-10 promotes alternative transportation through transportation demand management programs for employers, encouraging carpooling, cycling, and public transit. Overall, Mitigation Measures GHG-1 through GHG-10 are designed to reduce Project operational-source emissions. In addition, the proposed Project would implement the city of Hemet General Plan policies LU-2.9, CSI-5, CSSI-5.3, CSI-5.4, CSI-5.5, OS-2.4, OS-5, OS-6, PS-6.1, OS-6.3, OS-6.6, OS-6.7, OS-7, OS-7.1, OS-7.8, OS-7.9, and OS-8.7, which would serve to reduce GHG emissions through implementation of sustainability features.

However, there is no way to quantify the reductions from implementation of Mitigation Measures GHG-1 through GHG-10 in the CalEEMod. Although it is likely that with implementation of all the measures would decrease Project emissions somewhat, in order to provide a conservative evaluation of Project impacts, no reductions in emissions are assumed to occur.

Further, there are no feasible Project measures that would reduce substantially vehicular emissions, and more than 79 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Hemet) can substantively or materially affect reductions in Project mobile-source emissions. Therefore, impacts related to GHG emissions would be significant and unavoidable.

IMPACT GHG-2: THE PROJECT WOULD CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Significant and Unavoidable Impact. The Project would provide contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it does not interfere with implementation of the GHG reduction measures listed in CARB's Updated Scoping Plan (2022), as demonstrated below. CARB's 2022 Scoping Plan reflects the 2045 target of a, 85 percent reduction below 1990 levels, set by Executive Order B-55-18, and codified by AB 1279. In addition, the Project would be consistent with the following state policies that were adopted for the purpose of reducing GHG emissions.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed Project is consistent with these State mandated requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation under State mandated requirements and medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.

- **Tractor-Trailer Greenhouse Gas Regulation:** Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, and are required to either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The proposed Project is consistent with this State regulation, as it applies to specific trucks that are used throughout the State.
- **Energy Efficiency – Title 24/CALGreen:** The proposed Project is subject to the CALGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.8.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CALGreen standards would be verified by the City during the building permitting process.
- **Renewable Portfolio Standard.** As a customer of Southern California Edison (SCE), the proposed Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations which reduce GHG emissions, and would be consistent with this requirement. Furthermore, the Project buildings would each feature a solar-ready roof, consistent with Title 24 requirements.
- **Million Solar Roofs Program:** The proposed Project is consistent with this scoping plan measure as both Project buildings would include a solar-ready roof.
- **Water Efficiency and Waste Diversion:** Development and operation of the proposed Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

It should be noted that the Project’s consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Thus, the Project would be consistent with the State’s requirements for GHG reductions.

In addition, the City has included the efficient use of energy resources as a goal in the General Plan Conservation Element. As detailed in Table 5.8-3, the Project would not conflict with the relevant General Plan goals and policies related to GHGs.

Table 5.8-3: Project Consistency with Hemet General Plan GHG Policies

General Plan Policy	Project Consistency
Land Use Element	
<p>Policy LU 2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.</p>	<p>Consistent. As discussed Section 5.6, <i>Energy</i>, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy or other resources. The Project would be consistent with local plans for efficiency and would implement BMPs for sustainable design.</p>
Community Services and Infrastructure	
<p>Goal CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.</p>	<p>Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i>, the proposed Project would coordinate with the responsible utility agencies and would not require the expansion of existing facilities.</p>
<p>Policy CSI 5.3 Energy Services. Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.</p>	<p>Consistent. As discussed in Section 5.6, <i>Energy</i>, the proposed Project would implement energy efficient practices as outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.</p>
<p>Policy CSI 5.5 Energy Efficient Design. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted</p>	<p>Consistent. As discussed in Section 5.6, <i>Energy</i>, the proposed Project would implement energy efficient practices as outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.</p>

General Plan Policy	Project Consistency
California Green Building Standards Code standards and other adopted development standards.	
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.	Consistent. As discussed in Section 3.0, Project Description and illustrated in Figure 3-10, <i>Conceptual Landscaping Plan</i> , the proposed Project would utilize drought tolerant landscaping to reduce water use.
Goal OS-5 Conserve and protect surface water, groundwater, and imported water resources.	Consistent. The proposed Project would be constructed according to Title 24 requirements of the 2022 California administrative code and landscaping would be implemented throughout the Project site including over the detention/infiltration basin. BMPs for stormwater management would also be implemented.
Goal OS-6 Conserve energy resources through the use of available technology and conservation practices.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would comply with all applicable CalGreen Building Code standards including the use of energy efficient appliances.
Policy OS 6.1 CALGreen Standards. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would comply with all applicable CalGreen Building Code standards including the use of energy efficient appliances.
Policy OS 6.3 Federal, State, Utility Company Incentives. Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would implement energy efficient practices as outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.
Policy OS 6.7 Recycling. Promote the use of recycling and recycled materials in development projects and consumable products.	Consistent. As discussed in Section 5.17, <i>Utilities</i> , the proposed Project would comply with AB 341 and California Green Building Standards code and recycle 75% of construction related solid waste and 65% of operational solid waste.
Goal OS-7 Improve air quality and seek to reduce green house gas emissions.	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , the Project would result in significant impacts related to construction air quality emissions. In addition, the Project would result in GHG emissions exceeding thresholds. However, the Project would implement numerous measures including Mitigation Measures AQ-1 and AQ-2 and GHG-1 through GHG-10 to reduce air quality and GHG emissions.
Policy OS 7.1 Development Design and Practices. Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , the Project would result in significant impacts related to construction air quality emissions. In addition, the Project would result in GHG emissions exceeding thresholds. However, the Project would implement numerous measures including Mitigation Measures AQ-1 and AQ-2 and GHG-

General Plan Policy	Project Consistency
	1 through GHG-10 to reduce air quality and GHG emissions.
<p>Policy 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.</p>	<p>Consistent. As discussed in Section 5.6, <i>Energy</i>, the proposed Project would comply with all applicable CalGreen Building Code standards including the use of energy efficient appliances.</p>
<p>Policy OS 7.9 Stationary Source Pollution. Continue to minimize stationary source pollution through the following:</p> <ul style="list-style-type: none"> • Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. • Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. • Reduce exposure of the City’s sensitive receptors to poor air quality nodes through smart land use decisions. 	<p>Consistent. As discussed in Section 5.3, <i>Air Quality</i>, the proposed Project would comply with all existing SCAQMD air thresholds and would not expose sensitive receptors to high concentrations of pollutants.</p>
<p>Policy OS 8.7 Innovative Practices. Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.</p>	<p>Consistent. The Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.</p>

City of Hemet CAP

The City of Hemet CAP addresses GHG reduction through 2020. As the Project’s Opening Year is 2026 and because the City’s CAP has not been updated to reflect post-2020 targets, in order to provide a conservative analysis, the Project would result in a significant impact related to potential conflict with the CAP as the City’s CAP needs to be updated to address post-2020 GHG reduction targets. Further, the specific measures to determine consistency with the post-2020 GHG reduction targets are unknown at this time. Furthermore, despite the implementation of Mitigation Measure GHG-1 through GHG-10, the proposed Project would have a significant and unavoidable impact from GHG emissions exceeding SCAQMD thresholds.

Overall, the proposed Project would result in a conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs as it would conflict with the City of Hemet CAP, and impacts would be significant and unavoidable.

5.8.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city, or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state’s borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, Executive Order B-55-18, AB 1279, AB 32, and SB 32 recognize that California is a source of substantial amounts of GHG emissions; recognize the significance of the cumulative impact of GHG emissions from sources throughout the state; and set performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft EIR effectively constitutes an analysis of the Project's contribution to the cumulative impact of GHG emissions. CEQA Guidelines Section 15183.5(b) states that compliance with GHG related plans can support a determination that a project's cumulative effect is not cumulatively considerable. As described previously, the estimated GHG emissions from development and operation of the Project would exceed SCAQMD thresholds. Despite implementation of Mitigation Measures GHG-1 through GHG-10, impacts would remain significant. Therefore, the Project would result in cumulatively considerable GHG impacts and cumulative GHG impacts would be significant and unavoidable.

5.8.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

City of Hemet Climate Action Plan

Plans, Programs, or Policies (PPPs)

PPP E-1: CALGreen Compliance. Listed previously in Section 5.6, *Energy*.

5.8.9 PROJECT DESIGN FEATURES

None.

5.8.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact GHG-1 and Impact GHG-2 would be potentially significant.

5.8.11 MITIGATION MEASURES

Mitigation Measure GHG-1: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating all light bulbs and light fixtures within the Project are Energy Star certified.

Mitigation Measure GHG-2: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient toilets (1.5 gallons per minute [gpm]).

Mitigation Measure GHG-3: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide waterless urinals).

Mitigation Measure GHG-4: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient faucets (1.28 gpm).

Mitigation Measure GHG-5: Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.

Mitigation Measure GHG-6: Prior to issuance of a building permit, the Project Applicant shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.

Mitigation Measure GHG-7: Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed on Simpson Road and Warren Road.

Mitigation Measure GHG-8: Prior to issuance of an occupancy permit, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 72 hours.

Mitigation Measure GHG-9: All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All on-site indoor forklifts shall be powered by electricity.

Mitigation Measure GHG-10: Prior to issuance of a Certificate of Occupancy for each building/occupancy providing for 250 or more employees, each owner/tenant shall develop a use/occupant-specific transportation demand management (TDM) program. The TDM program shall be submitted to the City Planning Division and City Building & Safety Division for review and approval as part of tenant improvements plan(s) documentation. Recommended California Air Pollution Control Officers Association (CAPCOA) TDM program elements are listed below:

- Provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities.
- Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and where applicable transit.
- Commute trip reduction (CTR) programs offered to encourage the use of vanpools, carpooling, public transit, and biking.
- Provide CTR program marketing including information sharing and marketing to promote and educate employees about their travel choices to the employment location.

- CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.
- Provision of on-site facilities to provide end of trip services for bicycling such as secure bike parking and storage lockers.
- Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.

5.8.12 1 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Despite the inclusion of Mitigation Measures GHG-1 through GHG-10, Impact GHG-1 and Impact GHG-2 would be significant and unavoidable.

5.8.13 REFERENCES

City of Hemet. January 2012. *General Plan 2030*. Retrieved October 2023 from:
<https://www.hemetca.gov/534/Final-General-Plan-2030>

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5.9 Hazards and Hazardous Materials

5.9.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials, airport hazards, and physical hazards and impacts that would result from implementation of the Project. It identifies the ways that hazardous materials, airport hazards, and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. This analysis also addresses ways in which the Project may result in safety hazards for the public or future employees onsite. The analysis in this section is based, in part, on the following documents and report included as Appendix K:

- City of Hemet 2030 General Plan, Adopted January 2012
- City of Hemet 2030 General Plan Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances
- Phase I Environmental Site Assessment, Terracon Consultants, Inc., March 2022, Appendix K

Hazardous Waste Terminology

According to the American Society for Testing Materials (ASTM) International:

- A **recognized environmental condition** is defined as "...the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property..."
- A **historical recognized environmental condition** is defined as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."
- A **controlled recognized environmental condition** is defined as "a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)"
- A **de minimis condition** is defined as "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions."

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to RCRA, the U.S. Environmental Protection Agency (USEPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

RCRA allows the USEPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the USEPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

RCRA also allows the USEPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA). Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates the administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act (HMTA), which is administered by the Research and Special Programs Administration (RSPA) of the US Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. USDOT has regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49, Code of Federal Regulations, Chapter I

Under Code of Federal Regulations (CFR) Title 49, Chapter I, USDOT's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act (SARA) authorized the Emergency Planning and Community Right-to-Know Act (EPCRA)(42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; offsite transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California Governor's Office of Emergency Services (Cal OES), a state commission, 6 local committees, and 81 Certified Unified Program agencies. Cal OES coordinates and provides staff support for the commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 (15 USC § 2601 et seq.) gave the USEPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The USEPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The USEPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The act supplements other federal statutes, including the Clean Air Act (CAA) and the Toxics Release Inventory (TRI) under EPCRA.

Code of Federal Regulations Title 29, Section 1926.62

CFR Title 29, Section 1926.62 provides federal regulations for construction work where an employee may be occupationally exposed to lead. It includes standards for exposure assessment, worker protection, methods of compliance, biological monitoring, and medical surveillance.

Code of Federal Regulations Title 40, Part 761

CFR Title 40, Part 761 provides federal regulations for the manufacturing, processing, distribution, use, and clean up of polychlorinated biphenyls (PCBs). It provides remediation standards for the clean up of PCB waste in soils.

5.9.2.2 State Regulations

Senate Bill (SB) 1082

SB 1082 allows local City and County agencies to apply to the California Environmental Protection Agency to become a Certified Unified Program Agency (CUPA) or work with a CUPA as a Participating Agency (PA) to manage specific program elements. The CUPA will unify six regulatory programs including hazardous waste/tiered permitting, aboveground storage tanks, underground storage tanks, business and area plans/inventory or disclosure, acutely hazardous materials/risk management prevention and Uniform Fire Code programs related to hazardous materials inventory/plan requirements. The bill requires the CUPA to:

- Implement a permit consolidation program
- Implement a single fee system with a state surcharge
- Consolidate, coordinate and make consistent any local or regional requirements or guidance documents
- Implement a single unified inspection and enforcement program.

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency (CalEMA) administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal of hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency (CUPA), with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the Riverside County Department of Environmental Health. The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a CUPA. A CUPA is a local agency that has been certified by Cal-EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was broader and more comprehensive than the federal system, regulating waste and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

California Government Code Section 65962.5

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board as having underground storage tank (UST) leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Code of Regulations (CCR), Title 22 - Hazardous Waste Control Law, Chapter 6.5

The Department of Toxic Substances Control 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.

CCR, Title 27 - Solid Waste

Title 27 of the CCR contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or “Chisels”) are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the USEPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

CCR, Title 8 – Occupational Safety

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with CCR, Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, local government, and private agencies. The 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, Regional Water Quality Control Board, South Coast Air Quality Management District, Riverside County Fire Department, and the Riverside County Department of Environmental Health.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State’s roles 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. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

5.9.2.3 Regional Regulations

Assembly Bill (AB) 617, Community Air Protection Program In response to Assembly Bill

AB 617 (C. Garcia, Chapter 136, Statutes of 2017), CARB has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor

community-specific air pollution goals. Under AB 617, CARB must prepare an air monitoring plan by October 1, 2018, that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB is also required to prepare a statewide strategy to reduce Toxic Air Contaminants (TACs) and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology (BARCT), adopt new rules requiring the latest BARCT for all criteria pollutants for which an area has not achieved attainment of California Ambient Air Quality Standards (CAAQS), and provide uniform state-wide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution impacted communities identified by CARB.

5.9.2.4 Local Regulations

Hemet-Ryan Airport Land Use Compatibility Plan

The Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) was prepared to guide future developments around the airport. The 2017 Hemet-Ryan ALUCP sets forth policies that apply to airport planning and developments within the vicinity of the airport. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the County of Riverside Airport Land Use Commission (ALUC) has the responsibility of overseeing and reviewing airport land use compatibility planning for development surrounding the Hemet-Ryan airport including safety, noise, overflight and airspace protection (County of Riverside ALUC, 2017).

Riverside County Emergency Operations Plan

The County of Riverside Emergency Management Department is responsible for writing, reviewing, and updating the Emergency Operations Plan (EOP). This EOP applies to the County of Riverside. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan focuses on coordinating mutual aid and provides an overview of the operational concepts relating to various emergency situations, identifies components of the emergency response, and describes the overall responsibilities of the operational area for supporting stakeholders in protecting life and property. The current emergency operations plan, adopted by the County Board of Supervisors in 2019, specifies roles and responsibilities of County and local agencies in each of the four phases of emergency management: preparedness/planning, response, recovery, and mitigation.

Riverside County implements the EOP that serves as the foundation for response and recovery operations for the County of Riverside, as it establishes roles and responsibilities, assigns tasks, and specifies policies and general procedures. The plan includes critical elements of the Standardized Emergency Management System, the National Incident Management System, the Incident Command System, and the National Response Framework (County of Riverside, 2019).

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

Hemet is a participating jurisdiction within the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The Riverside County LHMP provides the basis for the Governor's OES to provide technical assistance and prioritize project funding and is a requirement of the Disaster Mitigation Act of 2000. The Act requires that local communities enact hazard reduction measures to minimize losses from disasters. The Riverside LHMP includes a risk assessment for wildfires, floods, earthquakes, nuclear incidents, civil unrest, and many other types of hazards (County of Riverside, 2023).

Hemet Emergency Operation Plan

Hemet's Emergency Operation Plan (EOP) addresses the City's planned response to emergencies associated with natural disasters and technological accidents. The EOP establishes emergency organization, assigns tasks, includes policies and general procedures, and helps in the coordination of planning efforts for various emergency staff and service elements using the Standardized Emergency Management System. The EOP sets for the procedures associated with preparedness for, response to, recovery from, and mitigation of a variety of emergencies in line with the State of California Emergency Plan (City of Hemet General Plan, 2012).

City of Hemet General Plan

The City of Hemet General Plan contains the following policies related to hazards and hazardous materials that are applicable to the Project:

Public Safety 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-4.1** **Land Use Compatibility.** Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport Land Use Commission (ALUC).
- Policy PS-4.2** **Airport Safety Zones.** Maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted 2017 Hemet-Ryan Airport Land Use Compatibility Plan.
- Policy PS 4.4** **Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."
- Policy PS 4.5** **Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.
- Policy PS 4.8** **Project Operating Compatibility.** Development applications shall be subject to the following airport land use restrictions:
- a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.

b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet- Ryan Airport shall be prohibited.

c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.

d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.

e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.

Goal PS-5 Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.

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 5.3 Interagency Cooperation. Continue to cooperate with state, county, and other local agencies in the coordination of hazardous material control, cleanup, disposal, and emergency response policies and operations.

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 Material Locations. Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses.

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-6 Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.

Policy PS 6.1 Fire Protection Standards. Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.

Policy PS 6.2 Individual Fire Protection Systems. Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.

Policy PS 6.5 Wildland Fire Evaluation. Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.

Policy PS 6.7 Wildland Fire Protection. Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.

Policy PS 6.8 Fire Hazard Mitigation. Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Goal PS-12 Minimize noise conflicts from transportation sources and airports.

Policy PS 12.3 Airport Noise. Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4.

Policy PS 12.4 Airport Conflicts. Review and respond to proposals involving new flight patterns, more intense flight operations over the planning area, or relocation or extension of runways at the Hemet-Ryan Airport, which would create the potential for noise conflicts with sensitive land uses.

City of Hemet Municipal Code

Chapter 14, Article VI. Hazardous Fault Zone Regulations. Article VI sets forth policies for the protection and safety of persons and property within the City in hazardous fault zones.

Chapter 14, Article IX. Fire Hazard Reduction. Article IX sets forth standards to reduce fire hazards in the City and ensure development proceeds in a fire safe environment.

Chapter 14, Article X. Stormwater Urban Runoff Management and Discharge Controls. Article X sets forth policies and conditions for the future health and safety of citizens of Hemet by protecting and enhancing water quality pursuant to the Clean Water Act.

Chapter 26, Civil Emergencies. Chapter 26 of the Hemet Municipal Code sets forth provisions and standards for the preparation of and carrying out of emergency plans for the protection of persons and property within the City in the event of an emergency.

Chapter 62, Article VI, Section 62-63, Hazardous Waste. Section 62-63 enforces the regulation of hazardous waste and prohibits the disposal of any type of hazardous waste into the environment.

5.9.3 ENVIRONMENTAL SETTING

5.9.3.1 Environmental Site Conditions

The Project site is currently utilized for farming of row crops and contains no existing structures, other than irrigation infrastructure. In addition, the Project site contains portions of the Simpson Road and Warren Road rights-of-way. Uses surrounding the Project site include the following:

- **South:** Olive Avenue followed by Salt Creek Channel followed by Domenigoni Parkway.
- **North:** Simpson Road followed by agricultural uses.
- **East:** Salt Creek Channel followed by Domenigoni Parkway and single-family residences.
- **West:** El Fuego Rd followed by agricultural uses and a small model plane airpark.

The Phase I Environmental Site Assessment (Phase I ESA), included as Appendix K, identifies that the Project site has been historically utilized for agricultural purposes as early as 1949, and that by 2016, structures

were present in the north-central portion of the site and conditions have remained the same up to this point (Terracon, 2022). As such, there is a potential that agricultural chemicals such as pesticides, herbicides, and fertilizers, were used onsite and exist in site soils. However, currently there are currently no structures on site.

The Phase I ESA did not identify any hazardous materials sites or recognized environmental conditions (RECs) within or adjacent to the Project site. However, the Phase I ESA determined that there are two sites in proximity of the Project site that are listed on hazardous materials databases as shown below in Table 5.9-1. Neither of these sites are considered a REC for the Project site. There are also no off-site hazardous material sources of environmental concern surrounding the Project site.

Table 5.9-1: Hazardous Materials Sites Near Project Site

Property	Location in Relation to Project Site	Listed Database	Status	Significant?
1. Joyful Farm Inc 28011 Warren Road	0.25-mile	AST, CERS HAZ WASTE, CERS TANKS, HAZNET, CERS, HWTS	According to the records, this property is a hazardous waste generator. It was reported that this property has had several violations over the course of several years—for failing to maintain and operate the facility to minimize the possibility of a fire, explosion, or unplanned release of hazardous waste; for failing to certify business plans are complete before annual due date; for failing to send hazardous waste offsite for treatment in a timely manner; for failing to provide training to all employees of hazardous materials onsite; for failing to properly label hazardous waste accumulation containers; for failing to obtain an ID number prior to handling and transporting hazardous waste; and for failure to keep a copy of each properly signed manifest. However, all violations have been addressed and facilities have returned to compliance accordingly.	No
2. Elementary School No.5/Middle School No.2 Warren Road/Mustang Way	0.5-mile	EnviroStor, SCH	According to the records, this site has historically been utilized for agricultural activities including potential contaminants of concern (COCs). No violations or releases were reported.	No

AST (Aboveground Storage Tanks) database is maintained by the California Environmental Protection Agency. CERS (CA Environmental Reporting System) database is maintained by the California Environmental Protection Agency. CERS HAZ WASTE (CA Environmental Reporting System Hazardous Waste) database is maintained by the California Environmental Protection Agency. CERS TANKS (CA Environmental Reporting System Tanks) database is maintained by the California Environmental Protection Agency. EnviroStor database is maintained by is maintained by the California DTSC. HAZNET (Facility and Manifest Data) database is extracted from the copies of hazardous waste manifests received annually year by the DTSC. HWTS (Hazardous Waste Tracking System) is maintained by the California Department of Toxic Substances Control (DTSC) and is a repository for hazardous waste identification numbering and manifest information.

Sources: Phase I ESA, Terracon Consultants, 2022 (Appendix K)

5.9.3.2 Other Environmental Conditions

According to the City of Hemet General Plan Public Safety Element and the Department of Conservation California Earthquake Hazards Zone Application ("EQ Zapp"), the Project site is not within:

- Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and localized).
- Fire: high or very high fire hazard severity zone. However, the Project site is in proximity to Moderate and Very High Fire Hazard zones, which are located to the south of the Project site.

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C2085G), the Project site is primarily located in "Zone X", which is an area that has less than a 1% annual chance flood hazard (FEMA, 2023).

5.9.3.3 Airports

According to the Hemet-Ryan Airport Land Use Compatibility Plan, which guides land use decisions in areas that may affect airport operations, the Project site is located within the Airport Influence Area boundary in "Zone E," which is the outermost zone and does not have compatibility criteria limits for development within the zone. Further, the Project site is outside all three of the designated Hemet-Ryan Airport noise contours (55 CNEL, 60 Community Noise Equivalent Level (CNEL) and 65 CNEL) (County of Riverside ALUCP, 2017).

5.9.3.4 Evacuation Routes

According to the Hemet General Plan Public Safety Element, the City has no designated evacuation routes but would follow appropriate protocols listed in the City's EOP and Riverside County LHMP as needed. Further, in case of emergency evacuation, principal responsibility would lie with the police department (City of Hemet, 2012).

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- HAZ-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; or
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or
- HAZ-4 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, create a significant hazard to the public or the environment; or
- HAZ-5 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, result in a safety hazard or excessive noise for people residing or working in the project area; or
- HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations. Information for this section was obtained, in part, from the Phase I ESA prepared for Project (Appendix K). The Phase I ESA is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) database records, city directories, historical site occupants, historical site ownership records, site visits, and/or interviews of owners and tenants of the Project site.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-1: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE OR DISPOSAL OF HAZARDOUS MATERIALS.

Less than Significant Impact. As described in Section 3.0, *Project Description*, the Project would consist of the development of an approximately 883,080 square feet (SF) speculative high-cube warehouse building in the westernmost portion of the site, a smaller approximately 309,338 SF speculative high-cube warehouse building in the central portion of the site, and an ancillary truck trailer parking lot with a 64,078 SF detention basin in the easternmost portion of the site. Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and waste.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment.

However, construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA, and DTSC. Additionally, construction activities would require implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as PPP HYD-1 herein) and enforced by the Santa Ana Regional Water Quality Control Board (RWQCB) and the City during the construction permitting and inspection process. The SWPPP would include strict onsite hazardous material handling rules and Best Management Practices (BMPs) to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;

- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would be ensured during Project permitting procedures by City of Hemet Building and Safety requirements to limit potentially significant hazards to construction workers, the public, and the environment, which would reduce potential impacts to a less than significant level.

Operation

Depending on the type of operators that would occupy the proposed buildings, operations would require the use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; Riverside County Code Sections 8.60, 8.64, 8.66, 8.84, and 8.140; City of Hemet Municipal Code Sections 62-63) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and the Riverside County Department of Environmental Health.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the CUPA. If the operations of future tenants of the proposed buildings require hazardous materials exceeding established thresholds, CUPA permits would be required. In Hemet, the Riverside County Department of Environmental Health (DEH) is the CUPA. The Riverside County DEH requires businesses subject to any of the CUPA permits to file a Hazardous Materials Business Plan (HMBP). Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Further, businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel, as monitored by the Riverside County Department of Environmental Health. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-4.4, PS-5, PS-5.1, PS-5.3, PS-5.4, PS-5.5, and PS-5.6. Compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related to the routine transport, use, and disposal of the hazardous materials to less than significant.

IMPACT HAZ-2: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET OR ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Less than Significant Impact. As described previously, the Project site is currently and has historically been used for agricultural purposes, and there is a potential that agricultural chemicals, such as pesticides, herbicides, and fertilizers were used onsite. However, as discussed in the Phase I ESA (Appendix K), no evidence of excessive pesticide, herbicide, or fertilizer use was seen onsite, and concentrations of these substances were recorded to be below regulatory thresholds and/or regional background concentrations.

Construction

As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the Project has the potential to release gas, oils, greases, solvents, and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by City conditions of approval, and included as Plan, Program or Policy (PPP) HYD-1 to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the City through construction permitting, the Project's construction-related impacts would be less than significant.

Operation

As discussed in Impact HAZ-1, the future tenants within the Project site may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; Riverside County regulations; and City of Hemet regulations enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and the Riverside County Department of Environmental Health. The Riverside County Department of Environmental Health, as CUPA would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials, and coordinates reporting of releases and spill response among businesses and local, state, and federal government authorities. Moreover, the proposed development Project would include a WQMP, included as PPP HYD-2. BMPs would be incorporated in the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-4.4, PS-5, PS-5.1, PS-5.3, PS-5.4, PS-5.5, and PS-5.6. Therefore, operations within the Project site would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Impacts related to hazardous materials from operation would be less than significant.

IMPACT HAZ-3: THE PROJECT WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL.

Less than Significant Impact. The closest school sites in comparison to the Project site are the Harmony Elementary School, located at 1500 South Cawston Avenue, Hemet, CA 92545, approximately 7,063 feet (or 1.4 miles) northeast of the Project site, and West Valley High School, which is located at 3401 Mustang Way, Hemet, approximately 7,780 feet northeast (1.47 miles) of the Project site. Therefore, there are no schools located within a 0.25 mile of the Project site. As such, there would be no impacts that would occur to schools in the vicinity of the Project.

As described previously, the use of hazardous materials related to the proposed industrial uses would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment. Further, emissions that would be generated from construction and operation of the proposed Project were evaluated in the air quality analysis in Section 5.3, *Air Quality* of this Draft EIR, which determined that emissions generated from the proposed Project would not result in impacts to sensitive receptors, including schools. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-4.4, PS-5, PS-5.1, PS-5.3, PS-5.4, PS-5.5, and PS-5.6. Thus, the proposed Project would not emit hazardous or handle acutely hazardous materials, substances, or waste within 0.25 mile of school, and impacts would be less than significant.

IMPACT HAZ-4: THE PROJECT WOULD NOT 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, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

No Impact. The Phase I ESA (Appendix K) prepared for the Project site included searches of federal, state, and local databases to determine whether hazardous materials sites were within and/or surrounding the Project. The Phase I ESA concluded that there are no hazardous materials sites within or adjacent to the Project site. However, as shown on Table 5.9-1, the Phase I ESA determined that there are two sites within 1 mile of the Project site that are listed on hazardous materials databases. However, neither of these sites are considered a REC for the Project site. Therefore, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and no impact would occur.

IMPACT HAZ-5: THE PROJECT WOULD NOT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, BE WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT.

Less than Significant Impact. The Project site is approximately 1.6 miles southwest of the Hemet-Ryan Airport. According to the Hemet-Ryan Airport Land Use Compatibility Plan the Project site is in Zone E of the Airport Influence Area which is the outermost zone and does not have compatibility criteria limits related to development standards and is located outside all three of the designated Hemet-Ryan Airport noise contours (55 CNEL, 60 CNEL and 65 CNEL). Therefore, pursuant to the Hemet-Ryan Airport Land Use Compatibility Plan, the proposed Project use would not conflict with the Airport Land Use Compatibility Plan, and no safety impacts would occur in relation to air traffic. As such, the Project would not be subject to excessive noise levels from operations at the Hemet-Ryan Airport. The site is also outside of the established airport safety zones.

Due to the nature of the required City approvals (i.e., the proposed General Plan Amendment), the City of Hemet is required, pursuant to Public Utilities Code Section 21676, to refer the proposed Project to the ALUC for ALUC review. The proposed Project would comply with this ALUC notification and all other applicable rules and regulations as they pertain to the Hemet-Ryan Airport and airport safety. Overall, because the proposed Project is not located within compatibility zones A through D of the Hemet-Ryan Land Use Compatibility Plan or the designated Hemet-Ryan Airport noise contours; and it would not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference, the proposed Project would not introduce a safety hazard associated with airport operations for people residing, working, and visiting the Project site. Furthermore, as discussed in Section 5.13, *Population and Housing*, the GPA would result in a decrease in the onsite population compared to buildout of the Project site under the current Mixed-Use (MU) land use designation under the General Plan. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-4.1, PS-4.2, PS-4.4, PS-4.5, PS-4.8, PS-12, PS-12.3, and PS-12.4. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working within two miles of a public airport, and impacts would be less than significant.

IMPACT HAZ-6: THE PROJECT WOULD NOT IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.

Less than Significant Impact. The County of Riverside Emergency Management Department is responsible for countywide emergency planning, mitigation, response and recovery activities, including the identification of potential emergency evacuation routes.

The intent of the City of Hemet EOP is to provide the concept of operations and strategic activities for responding to any type of emergency incident that may impact the City. Emergency responses are coordinated through various offices within County government and aligned agencies. While the City of Hemet does not have designated evacuation routes, the City would take the appropriate protocols listed in the City's EOP and Riverside County EOP as needed. Further, in case of emergency evacuation, principal responsibility would lie with the police department (City of Hemet, 2012).

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveways and connections to existing infrastructure along Simpson Road and Warren Road, the roadways would remain open to ensure adequate emergency access to the Project area and vicinity. Construction activities within the Project site that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions (Title 24, California Code of Regulations, Part 9). In accordance with Section 503 of the California Fire Code, prior to any activity that would encroach into a right-of-way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities do not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be specified by the City's Building and Safety Division during the construction permitting process to ensure adequate emergency access to the Project area and vicinity. Therefore, the Project would not block any routes that could be used as evacuation or conflict with an emergency response plan, and impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation

The Project would include vehicular access to the Project site from six driveways along Simpson Road. As described in Section 5.15, *Transportation*, these driveways would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the site and surrounding areas. Development would comply with General Plan policies and Municipal Code standards, which would require design and construction specifications to allow adequate emergency access to the site and ensure that roadway improvements would meet public safety requirements. Furthermore, drivers are expected to comply with all state driving laws, roadway signage, as well as restrictions related to vehicle stopping and parking. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Therefore, the Project would not impair implementation or interfere with adopted emergency response or evacuation plans. Impacts would be less than significant.

IMPACT HAZ-7: THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS.

Less than Significant Impact. The Project site is currently utilized for farming activities and contains no existing structures, other than irrigation infrastructure and is located in an agricultural area that is not within an identified wildland fire hazard area, as identified by CAL Fire, or an area where residences are intermixed with wildlands. According to the CAL Fire Hazard Severity Zone (FHSZ) Map, the Project site is categorized as a Local Responsibility Area (LRA) and is not within moderate to very high FHSZ (CALFire, 2023). As indicated in the General Plan Public Safety Element, the City of Hemet has areas of medium-, high- and very high- fire hazard severity areas. The General Plan does not identify the Project site as being within a moderate to very high wildland fire hazard severity zone (City of Hemet, 2012). Areas south and

southeast of the Project site, across Salt Creek Channel, are located within a State Responsibility Area (SRA) and are designated as Moderate to Very High FHSZ (CAL FIRE, 2023).

Project implementation would require adherence to the City's Land Development and Engineering Standards and the following sections of the City Development Code to reduce potential fire hazards: Chapter 14: Buildings and Building Regulations, Division 5 - California Electrical Code; Division 6 - California Mechanical Code; and Division 10 - California Fire Code. Applicable state and local standards include requirements such as fire-retardant features for new building construction, roadway design and fire access standards, and general building considerations to reduce the potential threat of fire hazard. The Project would also be required to comply with guidelines from the Hemet Fire Department related to fire prevention and would be subject to review for fire safety during the plan check process by the City's Building and Safety Division in connection with the issuance of permits for the Project. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and impacts would be less than significant.

5.9.7 CUMULATIVE IMPACTS

The cumulative study area for the purposes of hazardous materials and waste would be considered the City of Hemet. This cumulative impact analysis for hazards and hazardous materials considers development of the proposed Project in conjunction with other development projects as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Hemet area, in the general vicinity of the Project.

As described previously, the Project is not located on a hazardous materials site, not located on a high fire hazard site, and is not within any of the Hemet-Ryan Airport noise contours (55 CNEL, 60 CNEL, and 65 CNEL). Thus, impacts related to these topics would not have the potential to cumulatively combine to be considerable. In addition, through the Project's development review and construction and operating permitting procedures, the proposed Project would be required to adhere to existing regulations related to release of hazardous materials, which would reduce the potential for hazardous materials impacts from the Project to cumulatively combine to a less than significant level.

Future cumulative development within the City could have the potential to expose future area residents, employees, and visitors to chemical hazards through development of sites and structures that may contain hazardous materials. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on future project sites, appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations, as listed above in Section 5.9.2, during operation and construction throughout the Project site, as well as during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

5.9.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- United States Code of Federal Regulations Title 49, Chapter I
- United States Code of Federal Regulations Title 29, Section 1926.62
- United States Code of Federal Regulations Title 40, Part 761
- United States Code of Federal Regulations Title 29, Section 1910.120

State

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Health and Safety Code Section 39650 et seq.

Local

- HMC, Chapter 14, Article VI, Hazardous Fault Zone Regulations
- HMC, Chapter 14, Article IX, Fire Hazard Reduction
- HMC, Chapter 14, Article X, Stormwater Urban Runoff Management and Discharge Controls
- HMC, Chapter 26, Civil Emergencies
- HMC, Chapter 62, Article VI, Section 62-63, Hazardous Waste

Plans, Programs, or Policies (PPPs)

The following Plans, Programs, and Policies (PPP) related to hazards and hazardous materials are incorporated into the Project and would reduce impacts related to hazards and hazardous materials. These actions will be included in the Project's approved Demolition Permit, Grading Permit, Building Permit and/or Certificate of Occupancy, as appropriate.

PPP HYD-1: NPDES/SWPPP. Since this Project is one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans (SWPPP) during the life of this permit. Prior to issuance of any grading or construction permits - whichever comes first - the Applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI), develop and implement a SWPPP and a monitoring program and reporting plan for the construction site.

PPP HYD-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Department. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that will be incorporated into the development Project in order to minimize the adverse effects on receiving waters.

5.9.9 PROJECT DESIGN FEATURES

None.

5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, impacts HAZ-1, HAZ-2, HAZ-3 and HAZ-6 through HAZ-7 would be less than significant. Impact HAZ-4 and HAZ-5 would have no impact.

5.9.11 MITIGATION MEASURES

No mitigation measures are required.

5.9.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Project would result in less than significant impacts. Through compliance with existing regulatory programs, the already less than significant impacts associated with potential hazards and hazardous materials would further be reduced. Therefore, no significant unavoidable adverse impacts related to Hazards and Hazardous Materials would occur.

5.9.13 REFERENCES

- California Environmental Protection Agency. (2023). *Cortese List Data Resources*. Accessed: <https://calepa.ca.gov/sitecleanup/corteselist/>.
- California Environmental Protection Agency. (2023). *Unified Program Regulator Directory*. Accessed: <https://cersapps.calepa.ca.gov/Public/Directory>
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- California Department of Forestry and Fire Protection (CalFire). (2023). *Fire Hazard Severity Zone Map for Riverside County*. Accessed: https://osfm.fire.ca.gov/media/4rbmwazl/fhsz_county_sra_11x17_2022_riverside_2.pdf
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5.10 Hydrology and Water Quality

5.10.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies potential impacts for hydrology and water quality resources. This section includes data from the following documents and reports included as Appendix L:

- City of Hemet General Plan Update 2010-2030, Adopted January 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances
- Preliminary Hydrology and Hydraulics Study for the Newland Simpson Road Project, Ware Malcomb, Inc, 7 November 2023, Appendix L1
- Project Specific Water Quality Management Plan for the Newland Simpson Road Project, Ware Malcomb, 29 August 2023, Appendix L2

5.10.2 REGULATORY SETTING

5.10.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) established the basic structure for regulating discharges of pollutants into “waters of the U.S.” The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the proposed Project are:

- Sections 303 and 304, which provide for water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop a Total Maximum Daily Loads (TMDLs) for each of the listed pollutants. The TMDL is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the TMDL, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the local RWQCBs. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System (NPDES)

The NPDES Permit program under the Clean Water Act controls water pollution by regulating point- and nonpoint-sources that discharge pollutants into “waters of the U.S.” California has an approved state NPDES program. The United States Environmental Protection Agency (USEPA) has delegated authority for NPDES permitting to the State Water Resources Control Board (SWRCB), which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality in the Bloomington area. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

5.10.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the State Water Resources Control Board (SWRCB) to provide comprehensive protection for California’s waters through water allocation and water quality protection. The SWRCB implements the requirements of the Clean Water Act (CWA) and establishes water quality standards that have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine Regional Water Quality Control Boards (RWQCB), including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

The City of Hemet is in the Santa Ana River Basin, Region 8. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California’s water quality program is the State’s Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The state of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ). The latest Construction General Permit amendment will become effective September 1, 2023. The Construction General Permit regulates construction site stormwater

management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Construction General Permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels for pH and turbidity as well as requirements for qualified professionals to prepare and implement the plan. An appropriate permit fee must also be paid to the SWRCB.

The Construction General Permit requires project applicants to file a Notice of Intent with the SWRCB to discharge stormwater, and to prepare and implement a SWPPP for projects that will result in more than 1 acre of soil disturbance. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association BMP Handbook that will be employed to prevent water pollution. The SWPPP is required to include BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water resources. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit also requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP is also required to include BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permit.

5.10.2.3 Regional/Local Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Hemet is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary

to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting the public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the Riverside County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of co-permittee agencies, including the Riverside County Flood Control and Water Conservation District (RCFCWCD) which includes the County of Riverside, and the cities of Beaumont, Moreno Valley, Calimesa, Murrieta, Canyon Lake, Norco, Corona, Perris, Riverside, Hemet, San Jacinto, Lake Elsinore, Wildomar, Menifee. The City of Hemet Department of Public Works is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County of Riverside and multiple municipalities within the County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the Municipal Separate Storm Sewer System (MS4) permit, Order No. R8-2010-0036, NPDES No. CAS 618033.

City of Hemet Stormwater Program

The City of Hemet requires a water quality management plan (WQMP) to be developed that is in accordance with the California State requirement while using the criteria from the RCFCWCD. The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of Riverside County is the guidance document for the Project's stormwater design compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles
- Evaluate feasibility of on-site LID Best Management Practices (BMPs)
- Maximum hydrologic source control, infiltration, and biotreatment BMPs
- Select applicable source control BMPs
- Address post-construction BMP maintenance requirements

City of Hemet General Plan 2030

The Hemet General Plan contains the following policies related to hydrology and water quality that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, energy, and communications.

Policy CSI-1.1 Infrastructure Availability. Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.

Policy CSI-1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

- Policy CSI-1.3 Provider Notification.** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.
- Policy CSI-1.4 Fee Structures.** Ensure that fee structures are sufficient for new development and redevelopment to pay their fair share of the cost of infrastructure improvements and public facilities.
- Policy CSI-1.5 Financing Mechanisms.** Encourage the use of specific plans, development agreements, community facilities districts, or other mechanisms that specify and regulate the nature, timing, cost, and financing of water, wastewater, and/or storm drainage improvements and services.
- Goal CSI-2 Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**
- Policy CSI-2.1 Agency Coordination.** Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.
- Policy CSI-2.2 Water Supply Assessments.** Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.
- Policy CSI-2.3 Performance Standards.** Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.
- Policy CSI-2.4 Recycled Water Use.** Support water districts' efforts to promote the use of recycled water where infrastructure is available and to expand infrastructure where it does not currently exist.
- Policy CSI-2.8 Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation.
- Policy CSI-2.9 Location of Water Lines.** As part of discretionary project approvals and building permit reviews, require that all future water lines be located within street or alley rights-of-way.
- Goal CSI-3 Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**
- Policy CSI-3.1 Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.
- Policy CSI-3.2 Location of Sewer and Gray Water Lines.** Require that all future sewer and gray water lines be located within street or alley rights-of-way.
- Policy CSI-3.3 Industrial Discharge.** Work with the water districts to encourage the provision of brine disposal pipelines and any other new technologies that benefit the expansion of the City's industrial job base.
- Policy CSI-3.4 Sanitary Sewers.** Promote the extension of sanitary sewers to serve all new and existing land uses and densities, as feasible, to protect groundwater quality. Require new

development, and existing development where feasible, to connect to the sanitary sewer system. Exceptions may be considered for properties with a minimum lot size of 1/2 acre and that are located more than 660 feet from a sewer line.

Goal CSI-4 Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.

Policy CSI-4.1 Sufficient Service. Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.

Policy CSI-4.2 100-Year Storm Flows. Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities.

Policy CSI-4.3 Pollutant Discharge. Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs with stakeholders and the Regional Water Quality Control Board to implement the National Pollutant Discharge Elimination System program, Storm Water Pollution Prevention Plans, Water Quality Master Plans, , comply with the requirements of the Lake Elsinore Canyon Lake TMDL to reduce nitrogen and phosphorous in the San Jacinto River Watershed, and provide education on best management practices for the public and the development community.

Policy CSI-4.4 Groundwater Recharge. Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.

Policy CSI-4.5 Drainage System Mitigation. In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.

Policy CSI-4.6 Aesthetic Design. Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.

Policy CSI-4.7 Bioswales Discourage. lined channels and encourage "soft bottom" channels that provide slower water runoff, first flush capabilities, groundwater recharge potential, and streambed vegetation.

Policy CSI-4.8 Street Storm Drains. Require that the design and upgrade of street storm drains be based on the relative risk to public health and safety, the potential for hindrance of emergency access and egress from excessive flood depth, the threat of contamination of the storm drain system with sewage effluent, in the most environmentally-sensitive manner that is feasible.

Policy CSI-4.10 Low Impact Development. Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:

1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;
2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;
3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits.
4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.
5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.
6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.

City of Hemet Municipal Code

Section 14-471, Article X (Stormwater/Urban Runoff Management and Discharge Controls): This section of the City of Hemet Municipal Code requires the City to comply with the requirements of the County of Riverside NPDES permit program. The City requires all development activities covered under the City's NPDES permit to prepare and implement a Storm Water Quality Management Plan (SWQMP), which includes plans for post-construction structural BMPs and source and treatment control BMPs to infiltrate and/or adequately treat the projected stormwater and urban runoff from the proposed development.

Section 14-491, Article X (Reduction of Pollutants in Stormwater): This section of the City of Hemet Municipal Code is to protect the quality of stormwater runoff and to prevent pollution. The City prohibits the discharge of pollutants into the City's storm drain system and also requires any person or business engaged in activities that could result in pollutants entering stormwater to implement best management practices (BMPs) to prevent or reduce the discharge of pollutants. BMPs are techniques or practices that are designed to reduce or eliminate the discharge of pollutants from a source. Construction sites are required to comply with the provisions of this code, as well as other City ordinances for erosion and sediment control. This includes implementing BMPs to prevent the discharge of sediment and other pollutants from the construction site. New development and redevelopment projects are required to control stormwater runoff to prevent any deterioration of water quality. This includes implementing BMPs comprised of green infrastructure and low impact development (LID) techniques that are designed to reduce the rate and volume of stormwater runoff, as well as the amount of pollutants in the runoff.

One Water One Watershed Plan

The One Water One Watershed (OWOW) program was developed in effort by the Santa Ana Watershed Project Authority (SAWPA), a Joint Powers Authority (JPA) mandated to manage water quality within the Santa Ana River Watershed for multiple beneficial purposes, is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines such as land use planning, flood control, and natural resource

management. February 19, 2019, the SAWPA Commission officially adopted the OWOW Plan Update 2018, the Integrated Regional Water Management (IRWM) Plan for the Santa Ana River Watershed. The OWOW Plan provides a blueprint for management of the watershed, which includes the following goals:

- Achieve a watershed that is sustainable, drought-proofed and salt-balanced by 2035, and in which water resources are protected and water is used efficiently;
- Value a watershed that supports economic prosperity and environmental viability;
- Assure a watershed that diminishes carbon emissions and is resilient to climate change;
- Demand a watershed free of environmental injustices;
- Maintain a watershed in which the natural hydrology is protected, restored, and enhanced;
- Instill a water ethic within institutions and people that will make efficient use of water a California way of life.

5.10.3 ENVIRONMENTAL SETTING

5.10.3.1 Regional Hydrology

The City is located within the Santa Ana River Basin and the San Diego Basin. The Santa Ana River Basin drains into the Pacific Ocean in Orange County, while the San Diego Basin drains into the Pacific Ocean in San Diego County.

The City of Hemet contains river systems, numerous lakes and reservoirs, and natural drainage areas. Major waterways within the City include Diamond Valley Lake, the San Jacinto River, San Diego Aqueduct, Hemet Channel, Lake Hemet Main Canal, Salt Creek Channel, Bautista Wash, and Casa Loma Canal Aqueduct.

5.10.3.2 Watershed

Watersheds are defined as areas of land where the water that is under it, or that drains off it, flows to the same destination. The Santa Ana Regional Water Quality Control Board (RWQCB) identifies watersheds and various groupings and subdivisions (e.g., watershed management areas, watersheds, hydrologic areas, and hydrologic subareas) in the Santa Ana RWQCB Basin Plan. The proposed Project site is located within the Santa Ana River Watershed.

The San Jacinto Basin is drained by the San Jacinto River and is recharged by surface runoff from adjacent mountains and hills, by rainfall directly on the valley floor and by return flow from water applied from overlying uses. The San Jacinto Basin serves as a natural storage reservoir and filtering system for wells constructed therein. In addition, the San Jacinto Basin has a Groundwater Replenishment Program which uses untreated imported water to recharge the San Jacinto Basin.

The City of Hemet has adopted the EPA's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a MS4 Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

5.10.3.3 Groundwater Basin

Groundwater is the supply of fresh water found beneath the Earth's surface, which is a major source of drinking water in southern California and within the City of Hemet. A groundwater basin is an area underlain

by permeable materials capable of storing a substantial amount of water. Groundwater basins are three-dimensional and include both the surface extent and all subsurface fresh water-yielding material.

The largest sources of groundwater for the Project area are the Hemet-San Jacinto Basins, which underlie a majority of the Project area with water-bearing strata. The Hemet-San Jacinto Basins consist of the Hemet South, Hemet North, Canyon, and San Jacinto Upper Pressure subbasins. These basins have a potential capacity of approximately 1.3 million acre-feet; however, only 400,000 acre-feet (AF) are estimated to be usable. Groundwater storage in all of the Hemet-San Jacinto Basins has been reduced about 14,000 AFY due to overdraft for the period from 1958 to 2001. Current estimates of overdraft are approximately 10,000 AFY. Projections of water supply show the need for an additional 15,000 AFY to accommodate future growth. (City of Hemet General Plan EIR).

The Project area is within the Hemet South Groundwater Basin, a subbasin of the San Jacinto Groundwater Basin. It is estimated that about 40,000 acre-feet of groundwater can be withdrawn from the Hemet and San Jacinto Groundwater Basins during an average year without depleting the aquifer as natural recharge is augmented by spreading imported and reclaimed water within the basins.

5.10.3.4 Surface Water Quality

The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The proposed Project site drains to Salt Creek Channel of the City's Master Drainage Plan, discharging through the Railroad Canyon Reservoir of the San Jacinto River to Temescal Creek, and then into Reach 3 of the Santa Ana River and the Prado Basin Management Zone before ultimately flowing to the Pacific Ocean. The Basin Plan for the Santa Ana Region is the basis for the Santa Ana RWQCB regulatory programs. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained (or maintained) to protect the designated beneficial uses, and describes implementation programs to protect waters in the region.

Table 5.10-1: Identification of Receiving Waters

Receiving Waters	303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Salt Creek Channel	None	REC1, REC2, WARM, WILD	<1.0 mile
Canyon Lake	Nutrients	AGR, GWR, MUN, REC1, REC2, WARM, WILD, COMM	Not a waterbody classified as RARE
San Jacinto River, Reach 1	None	MUN, AGR, GWR, REC1, REC2, WARM, WILD, RARE	Approximately 6 miles
Lake Elsinore	Listed Impairments: PCBs, Toxicity, DDT, Nutrients, Organic Enrichment/Low Dissolved Oxygen Approved TMDLs: Nutrients, Organic Enrichment/Low Dissolved Oxygen	REC1, REC2, COMM, WARM, WILD, RARE	Approximately 9 miles

Source: Ware Malcomb, 2023b

5.10.3.5 Existing Drainage

Topographically, the proposed Project site is relatively flat, with elevations ranging from just over 1504 feet above mean sea level (AMSL) in the northeastern corner of the site to just under 1494 feet AMSL in the

southwestern corner. The Project site naturally drains to the west and south, with slopes generally less than 0.5% throughout.

The Project site is approximately 74.88 gross acres bound on the north by Simpson Road, on the east and south by Salt Creek Channel, and on the west by neighboring properties. The site consists of undeveloped, agricultural land on the south side of Simpson Road in the City of Hemet. The Project site also contains portions of the Simpson Road and Warren Avenue rights-of-way. Street curbs and gutters have been the primary flood control devices in the City including the Project area. Similar to the Project site, most stormwater collected in the City is ultimately discharged into Salt Creek Channel, of which flows ultimately discharge into Lake Elsinore.

5.10.3.6 Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C2085G), the Project site is within a "0.2% Annual Chance Flood Hazard, Zone X" flood plain area defined as areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile. In addition, Zone X flood plain areas are outside the 100-year floodplain.

Stormwater drainage infrastructure and maintenance services for the Project area are provided by both the Riverside County Flood Control and Water Conservation District (RCFCWCD) and the City of Hemet. The major stormwater drainage facility within the Project vicinity is the Salt Creek Channel, which the City owns and maintains. Located within Hemet, the City owns 24 retention and detention basins; 26 basins are privately owned and maintained; and one basin is owned and maintained by the RCFCWCD.

5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;
- HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site;
- HYD-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- HYD-5 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- HYD-6 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows;

- HYD-7 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation; or
- HYD-8 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.10.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. The regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303(d) requirements, or development projects such as grading and construction permit regulations to reduce hydrology and water quality impacts.

5.10.6 ENVIRONMENTAL IMPACTS

IMPACTS HYD-1: THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY.

Less than Significant Impact.

Construction

The nearest surface water to the Project site is the Salt Creek Channel, to the east and to the south. Salt Creek Channel is the main receiving water for the Project site and is not classified as an impaired water body and has not been placed on the 303(d) list. However, the Salt Creek Channel conveys flows into Canyon Lake, (Reach 2), located approximately 12.88 miles west, which has been placed on the 303(d) list of impairments for nutrients.

The Project proposes construction of two industrial buildings totaling approximately 1,192,418 square feet (SF) with associated internal driveways and drive aisles, parking, landscaping, utility connections, stormwater infrastructure, and sidewalks. The proposed Project's runoff would be collected by two underground infiltration chambers at Building 1, two underground infiltration chambers and one aboveground infiltration basin at Building 2, and an aboveground infiltration basin in the ancillary truck trailer lot. Onsite basins would include an emergency pump overflow that would discharge onsite and ultimately discharge to Salt Creek Channel, mimicking existing conditions. In addition, a 24-inch storm drain would be constructed on the Trailer Parking Site at the eastern portion of the Project site would connect with the existing drain line on Warren Road. Implementation of the Project would include site preparation, construction of new buildings, and infrastructure improvements on the Project site. Grading, stockpiling of materials, excavation and the import/export of building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally

spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste that may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of Best Management Practices (BMPs) during construction implemented as part of a SWPPP as required by the City of Hemet and the MS4 permit would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Pursuant to City of Hemet Municipal Code, Chapter 14, Section 14-471, Compliance with the NPDES Permit, the Project Applicant would be required to implement the requirements of the NPDES permit. The use of BMPs during construction implemented as part of a SWPPP as required by the Riverside County Flood Control and Water Conservation District and the MS4 NPDES permit would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

The City of Hemet's building official would be responsible for enforcing the requirements of the NPDES permit. Mandatory compliance with the SWPPP, included as PPP HYD-1, would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Plans for grading, drainage, erosion control and water quality would be reviewed by the City of Hemet Building & Safety Department prior to issuance of grading permits to ensure that the applicable and required BMPs are constructed during implementation of the Project.

Therefore, compliance with the Hemet Municipal Code, MS4 permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

Project operation would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order R8-2010-0036, NPDES No. CAS618033, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs, included as PPP HYD-2. As stated in the Project WQMP (Appendix L2) the City of Hemet Storm Drain Criteria and Drainage Design Manual, as well as the Riverside County Hydrology Manual, was used as a guide for the design of drainage facilities and to establish criteria for flood protection levels within the Project. In addition, the Riverside County Hydrology Manual and City of Hemet Master Flood Control and Drainage Plan will be used for flood routing analysis (Appendix L2).

The source control BMPs would minimize the Introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. The proposed landscaped areas would introduce planting media that would likely enhance the capability to store runoff onsite within the media. Some of the runoff would drain into landscaping areas wherever feasible. As shown in Figure 5.10-1, the

Project site would be divided into seven separate drainage management areas (DMAs), DMA 1 through DMA 7. Runoff will be detained in either one of the four underground infiltration basins and/or one of the two above ground infiltration basins for high flow storm events throughout the Project site as shown in Figure 5.10-1.

Table 5.10-2: Impervious Surface Area for Project Site

Drainage Management Area	Corresponding Site Development	BMP Type	Required Retention Volumes (CF)	Proposed Volume on Plans (CF)
DMA 1	Building 1 East Side	Below Ground Infiltration Chamber	122,088	123,084
DMA 2	Building 1 West Side	Below Ground Infiltration Chamber	160,369	161,726
DMA 3	Building 2 East Side	Below Ground Infiltration Chamber	47,555	47,981
DMA 4	Building 2 West Side	Below Ground Infiltration Chamber	47,261	47,700
DMA 5	Building 2 Parking Area South Side	Above Ground Infiltration Basin	17,245	46,557
DMA 6	Trailer Parking Site East of Warren Road	Above Ground Infiltration Basin	42,585	126,273
DMA 7	Landscaping Southwest Portion of Site	-	-	-
Total Cubic Feet Volume			437,103	553,321

Source: Ware Malcomb, 2023a (Appendix L1)

DMA 1 and DMA 2 total approximately 44 acres and incorporate the western (DMA 1) and eastern (DMA 2) proportions of the industrial warehouse Building 1. DMA 1 includes an underground infiltration basin to capture and treat flows from the western truck dock and corresponding trailer parking area, and half of the northern parking area. DMA 2 includes an underground infiltration basin to capture and treat flows from the eastern truck dock and corresponding trailer parking area, as well as half of the northern parking area, and southern parking lot. The runoff from the proposed development will sheet flow overland to concrete valley gutters and concrete curb & gutter systems before entering a downstream catch basin. DMA 7 includes self-treating landscaping in the southwest portion of the site.

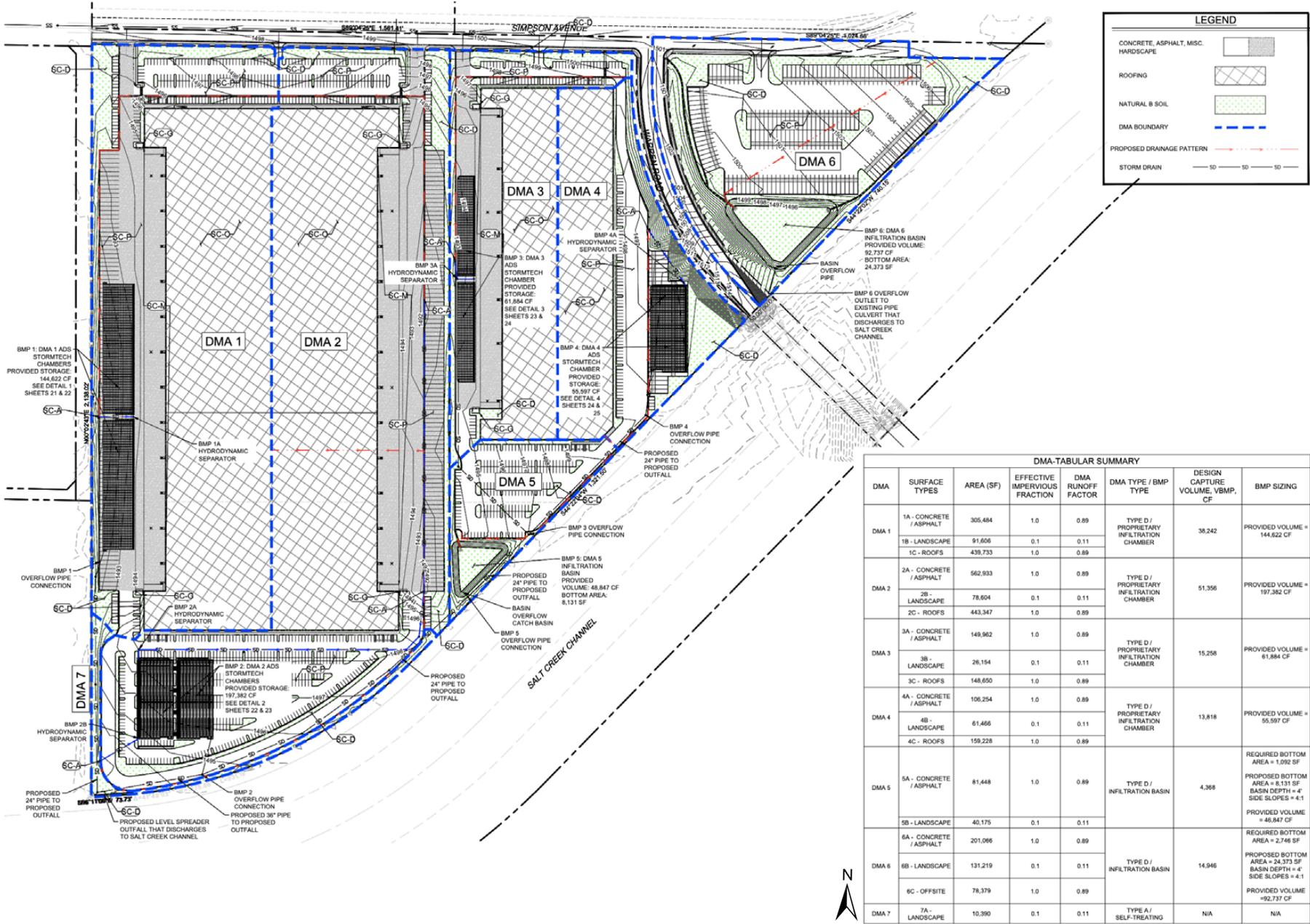
DMA 3, DMA 4, and DMA 5 total approximately 18 acres and incorporate both the eastern and western portion of the industrial warehouse Building 2. DMA 3 includes an underground infiltration basin to capture and treat flows from the western truck dock and the parking lots to the north and south. DMA 4 includes an underground infiltration basin to capture and treat flows from the associated eastern truck dock and western trailer parking area. DMA 5 includes an above ground infiltration basin to capture and treat flows from the southerly parking lot area. The runoff from the proposed development will sheet flow overland to concrete valley gutters and concrete curb & gutter system before entering a downstream catch basin.

DMA 6 is approximately 8 acres and incorporates the western Trailer Parking Site beyond Warren Avenue. DMA 6 includes an above ground infiltration basin to capture and treat flows from the parking lot. The runoff

from the proposed development will sheet flow overland to curb & gutter systems before entering a downstream concrete valley gutter that will convey the runoff into the above ground infiltration basin.

Per the City of Hemet Storm Drain Criteria and Drainage Design Manual, the Project will be retaining the post-development 100-year, 3-hour storm volume requirement of 437,103 CF. As shown in Table 5.10-2, the proposed Project would be sized to capture a total volume of 553,321 CF, thereby 26.5 percent above the City's requirement. With implementation of the operational source and treatment control BMPs that is outlined in the WQMP (Appendix L2) that would be reviewed and approved by the City during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. In addition, the proposed Project would implement the City of Hemet General Plan policies CSI-1, CSI-2.4, CSI-2.8, CSI-3, CSI-3.1, CSI-4, CSI-4.1, CSI-4.2, CSI-4.3, CSI-4.4, CSI-4.5, CSI-4.7, CSI-4.8, and CSI-4.10. Therefore, impacts would be less than significant.

Drainage Management Area Plan



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IMPACT HYD-2: THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Less than Significant Impact. The proposed Project would not deplete groundwater supplies within the Hemet South Groundwater Basin. The City of Hemet Water Department relies on local groundwater as the only water supply source for customers in its approximate 5.25 square mile service area. The City relies on groundwater as its supply source, which is pumped by 11 City-owned wells, of which nine are in the Hemet Groundwater Basin and two are within the San Jacinto Groundwater Basin. The City is within the boundaries of EMWD's service area and has water exchange service connections with EMWD as well as Lake Hemet Municipal Water District (LHMWD), which provides an opportunity for water exchanges during emergency situations.

Development of the proposed Project would introduce approximately 2,598,375 SF of impervious surfaces to the existing vacant site conditions. As previously discussed above, the proposed Project would install an on-site storm drain system that would convey runoff to four underground infiltration basins and two above ground infiltration basins that would capture, filter, and infiltrate runoff. The Project would also include 483,977 SF of landscaping that would infiltrate stormwater on-site. The design runoff volume will be stored and infiltrated to meet the 100-year, 3-hour storm volume requirement, and any additional runoff volume generated by the high flow runoff storm event will be discharged via an outlet pipe and conveyed downstream to Salt Creek Channel. As previously determined, the proposed LID, PPP HYD-2, would meet the City's LID requirements per the applicable NPDES and WQMP requirements.

As stated in Section 5.6, *Geology and Soils*, groundwater was encountered during drilling at depths between approximately 34 and 41 feet below the ground surface (bgs) and would not be expected to impact grading or foundation construction activities. Additionally, groundwater below the Project site would not be used to serve the proposed Project nor involve direct or indirect withdrawals of any groundwater over and above the EMWD's groundwater withdrawals that are self-governed by appropriate groundwater management practices as well as adjudicated groundwater management practices. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would have a less than significant impact.

IMPACT HYD-3: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE.

Less than Significant Impact.

Construction

Construction of the structures proposed by the Project would require excavation, grading, and other site preparation activities that would loosen soils, which has the potential to result in erosion and the loss of topsoil. The Project site is generally flat and does not contain substantial slopes that could induce significant erosion or siltation.

Project construction would be permitted under the NPDES Construction General Permit (PPP HYD-1), which requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer (QSD) for construction activities that disturb 1-acre or more of soils. The SWPPP is required to address site specific

conditions related to potential sources for sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspection during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall, with implementation of the existing construction regulations that would be verified by the City during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

Operation

As described previously, proposed Project development would result in an increase in impervious areas. As a result, the Project would increase surface flows compared to existing conditions. However, the stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed into 6 DMAs comprised of four underground and two above ground infiltration basins. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation. The proposed infiltration basin would capture the 72-hour rainfall depth for a 100-year 3-hour rain event, per the City's LID requirements. Any additional runoff volume will be discharged via an outlet pipe and conveyed downstream to Salt Creek Channel with a maximum outlet flow rate equal or less than the existing condition 100-year and 3-hour storm event. Further, the BMPs identified in the WQMP would reduce the potential for erosion and siltation. As part of the permitting approval process, the proposed drainage, water quality design, and engineering plans would be reviewed by the City's Engineering Department to ensure they meets the City's NPDES Permit requirements and limit the potential for erosion and siltation. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Overall, adherence to the existing regulations and PPP HYD-2 would ensure that Project impacts related to erosion and siltation from operational impacts would be less than significant.

IMPACT HYD-4: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON-SITE OR OFF-SITE.

Less than Significant Impact.

Construction

As described previously, within the current condition, topographically, the proposed Project site is relatively flat and naturally drains to the west and south. Runoff from the site travels via overland flow (including through curbs and gutters) north to south into Salt Creek Channel before heading downstream to Canyon Lake and then ultimately to Elsinore Lake. Construction of the proposed Project would include activities that could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP that would address site specific drainage issues related to construction of the Project and include BMPs to eliminate the potential for flooding or alteration of the drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities by a QSP. Compliance with the City's NPDES Permit and a SWPPP, as verified by the City through the construction permitting process, would prevent construction-related impacts related to potential increase in runoff or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

Operation

As described previously, proposed development would result in an increase in impervious areas onsite from 70,577 SF of impervious surfaces to 2,598,375 SF. As a result, the Project would increase surface flows, compared to existing conditions. However, installation of new storm water drainage facilities, including four underground and two aboveground infiltration basins, and pervious landscaped areas would be installed by the Project which would ensure that stormwater would be captured and treated onsite and not be allowed to flow off site. . The proposed infiltration system would capture the Project's 100-year, 3-hour storm volume requirement, per the County's LID requirements. Flows would be discharged to the existing storm drain system with a maximum outlet flow rate equal or less than the existing condition 100-year 3-hour storm event (Appendix L). In addition, landscaped areas would accept runoff water from impervious surfaces and control the rate and velocity of stormwater flows and would control the amount of discharge into the off-site drainage system. Overall, the proposed drainage facilities proposed for the Project have been sized to be consistent with the County MS4 permit requirements and the City's WQMP requirements. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Thus, implementation of the Project would not substantially increase the rate or amount of surface runoff, such that flooding would occur, and impacts would be less than significant.

IMPACT HYD-5: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Less than Significant Impact. As described previously, stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed into six DMAs comprised of four

underground and two above ground infiltration basins. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation. The proposed infiltration system would capture the 72-hour rainfall depth for a 100-year 3-hour rain event, per the City's LID requirements. Any additional runoff volume will be discharged via an outlet pipe and conveyed downstream to the Salt Creek Channel with a maximum outlet flow rate equal or less than the existing condition 100-year and 3-hour storm event. The Preliminary WQMP details that the storm drain facilities would be sized adequately for the 100-year, 3-hour storm volume requirement. Additionally, infiltration through underlying soil media would provide additional filtration and treatment of captured stormwater runoff. Runoff would flow through a series of gravel and media, as well as the proposed infiltration basin, prior to entering the storm drain system and the Salt Creek Channel. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Therefore, the Project would result in a less than significant impact on the capacity of existing or planned stormwater drainage systems and/or additional sources of polluted runoff.

IMPACT HYD-6 THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS.

Less than Significant Impact. According to FEMA FIRM Map 06065C2085G, the Project site is within a "0.2% Annual Chance Flood Hazard, Zone X" flood plain area defined as areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile. In addition, Zone X flood plain areas are outside the 100-year floodplain. Therefore, the proposed Project is located outside any 100-year flood zones and has low risk due to flooding.

As discussed above, development of the proposed Project would introduce approximately 2,598,375 SF of impervious surfaces to the existing vacant site conditions. As previously discussed above, the proposed Project would install an on-site storm drain system that would convey runoff to four underground infiltration basins and two above ground infiltration basins that would capture, filter, and infiltrate runoff. The Project also includes 483,977 SF of landscaping that would infiltrate stormwater on-site. The design runoff volume will be stored and infiltrated to meet the 100-year, 3-hour storm volume requirement, and any additional runoff volume generated by the high flow runoff storm event will be discharged via an outlet pipe and conveyed downstream to Salt Creek Channel. In addition, the drainage facilities proposed for the Project have been sized to adequately accommodate the stormwater flows from the proposed development and are consistent with the County and City drainage plans and MS4 permit requirements. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Thus, although the proposed Project would result in a substantial increase in impervious surfaces on the site, the proposed drainage infrastructure would maintain the existing drainage pattern and accommodate flows, such that storm flows would not be impeded or redirected. Therefore, impacts would be less than significant.

IMPACT HYD-7 THE PROJECT WOULD NOT, IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION.

Less than Significant Impact. According to FEMA FIRM Map 16071C8665H, the Project site is completely located in "Zone X" flood plain area. Thus, the Project is not located within a flood hazard zone and would result in a less than significant impact on flood hazard. In addition, tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis would occur. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank.

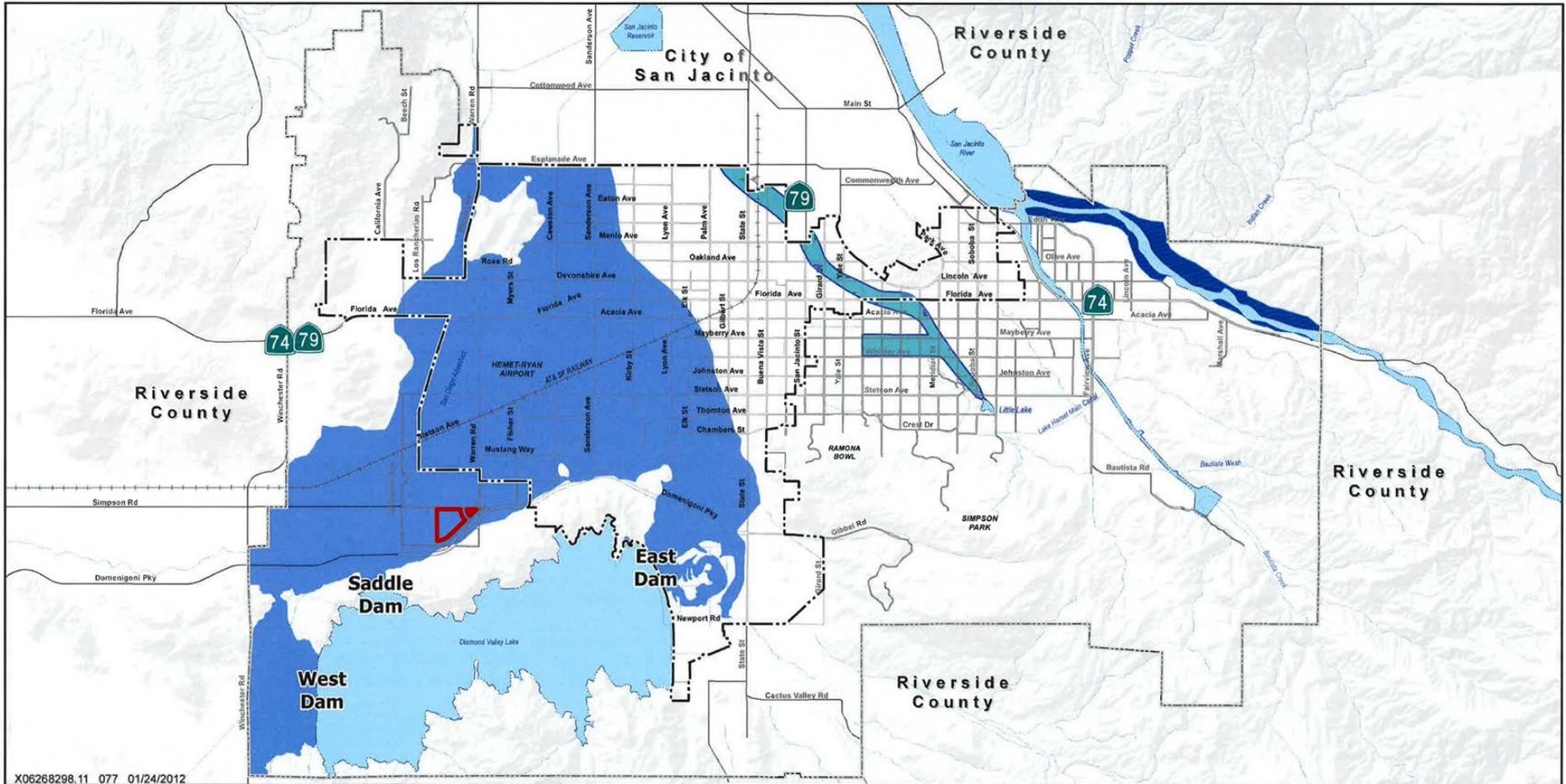
As shown in Figure 5.10-2, the Project site is within the dam inundation area of Diamond Valley Lake. Diamond Valley Lake is a water storage reservoir approximately 3.5 miles south of the Project site. The lake was constructed in 1999 and is operated and maintained by the MWD. The lake covers approximately seven square miles, has a capacity of approximately 243,900 acre-feet, and is the largest water-storage reservoir in southern California. The lake is impounded behind three earth/rock dams: West Dam, East Dam, and Saddle Dam (north). Dam failure and inundation could occur when an earthquake, design flaw, or overflow during storms cause a dam to flood. The nearest active fault zone is the San Jacinto Fault Zone, located approximately five miles northeast of the lake. Due to the Project's proximity to the Saddle Dam and lake, this would result in flood hazard impacts.

According to the City's General Plan EIR, the collapse of the East Dam of the lake would result in the most devastation. Maps from the California Office of Emergency Services (OES) indicate the inundation area extends north across Domenigoni Parkway and most of western Hemet. Florida Avenue flows could cover the area between approximately California Avenue and Lyon Avenue. Further, the inundation could flow out of the City in two directions, north past Tres Cerritos hills into San Jacinto, and southwest into Winchester. Several other dams pose potential danger to the City, however more specific to the proposed Project, the Saddle Dam of Diamond Valley Lake is the smaller dam on the north side of the reservoir, located south of the intersection of California Avenue and Domenigoni Parkway. After spreading around that area, the flow could take water downstream to the west, through Winchester. The General Plan includes policies and programs PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8, which would prevent the exposure of people or structures to flood hazards, including dam inundation and seiche hazards. The policies and programs ensure waterways and channels are clear and preserved in a natural state, ensure potential flood hazards are mitigated, require identification of funding sources, require incorporation of state and federal flood zone regulations into the City's Municipal Code, require appropriate flood control facilities for all development, and require site-specific studies to identify setbacks from a floodway. In addition, future land uses consistent with the City's General Plan would not place housing or other structures in a 100-year flood hazard area, within which the Project is not located. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Therefore, due to compliance with and implementation of General Plan policies and programs, potential dam inundation impacts would be less than significant.

In summary, impacts regarding release of pollutants due to Project inundation from flood hazards, tsunamis, or seiches would be less than significant.

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Dam Inundation Map



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- | | | |
|-------------------------|---------------------|--------------|
| Dam Inundation Areas | Hemet City Boundary | Project Site |
| Diamond Valley Combined | Planning Area | Street |
| Lake Hemet | Railroad | Creek/Canal |
| Little Lake | River/Lake | |



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IMPACT HYD-8 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Less than Significant Impact. The OWOW program was developed in effort by the SAWPA, mandated to manage water quality within the Santa Ana River Watershed for multiple beneficial purposes, and is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines such as land use planning, flood control, and natural resource management. Through compliance with the applicable NPDES permits, the Project would be consistent with the OWOW program developed for the region. The Project applicant would be required to prepare and implement a SWPPP during Project construction to avoid potential construction-related water quality impacts (PPP HYD-1 and PPP HYD-2) per the Construction General Permit. The Project applicant would also be required to prepare and implement a WQMP to treat and capture post-construction stormwater runoff as part of Project operation per the County's MS4 NPDES permit. Through implementation of the applicable construction and post-construction permitting requirements, the Project would not conflict with or obstruct implementation of a water quality control plan.

Pursuant to the Sustainable Groundwater Management Act (SGMA), each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that is responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). Eastern Municipal Water District (EMWD) Board of Directors is the GSA for the San Jacinto Groundwater Basin (west) that underlies the Project site and is responsible for development and implementation of a GSP. Based on the 2020 Urban Water Management Plan (UWMP) for EMWD, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the forecast demand for EMWD's entire service area. As discussed above, the Project's components are not anticipated to obstruct groundwater facilities as groundwater facilities are not planned by EMWD for this Project. Furthermore, it was concluded that the Project would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies. Thus, the Project would not conflict with the Hemet/San Jacinto Groundwater Management Plan or the West Jacinto Groundwater Basin Management Plan. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Therefore, the Project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation.

Thus, impacts related to conflict with, or obstruction of a water quality control plan or sustainable groundwater management plan would be less than significant.

5.10.7 CUMULATIVE IMPACTS

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River watershed which includes a majority of Orange County and large portions of western San Bernardino and Riverside Counties because cumulative projects and developments could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments. However, related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a WQMP (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and implemented by the Santa Ana RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable

with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area in which stormwater reaches the Project site from to the final discharge points of the stormwater. As described above, with implementation of the Project the onsite pervious surfaces would increase, and stormwater runoff would be accommodated by the proposed stormwater drainage basin infrastructure. Additionally, existing drainage flow patterns would be maintained. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

5.10.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 permit (Order No. R8-2010-0036)
- City of Hemet Municipal Code, Section 14-471, Compliance with the NPDES permit.

Plans, Programs, or Policies (PPPs)

PPP HYD-1: NPDES/SWPPP. Since this Project is located on a site that is over one acre or more, the permit holder shall comply with all of the applicable requirements of the National Pollutant Discharge Elimination System (NPDES) and shall conform to NPDES Best Management Practices for Stormwater Pollution Prevention Plans (SWPPP) during the life of this permit. Prior to issuance of any grading or construction permits - whichever comes first - the Applicant shall provide the Building and Safety Department evidence of submitting a Notice of Intent (NOI) and shall develop and implement a SWPPP and a monitoring program and reporting plan for the construction site.

PPP HYD-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the City Building and Safety Department. The WQMP shall identify all Post-Construction, Site Design, Source Control, and Treatment Control Best Management Practices (BMPs) that shall be incorporated into the development Project in order to minimize the adverse effects on receiving waters.

5.10.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impacts HYD-1 through HYD-8 would be less than significant.

5.10.10 MITIGATION MEASURES

No mitigation measures are required.

5.10.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and impacts would be less than significant.

5.10.12 REFERENCES

City of Hemet. (July 2020). *2020 Urban Water Management Plan*.

<https://www.hemetca.gov/DocumentCenter/View/7384/FINAL-City-of-Hemet-2020-UWMP-and-Water-Shortage-Contingency-Plan>.

City of Hemet. (January 2012). *General Plan 2030*. <https://www.hemetca.gov/534/Final-General-Plan-2030>.

EMWD (Eastern Municipal Water District). (April 2019). *Hemet/San Jacinto Groundwater Management Area 2018 Annual Report*. <https://www.emwd.org/hemetsan-jacinto-groundwater-management-area>.

FEMA (Federal Emergency Management Agency). (October 2020). Flood Insurance Rate Map (FIRM) 06065C1430H. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>.

Ware Malcomb. (October 20, 2023). *Preliminary Hydrology and Hydraulics Study*. Appendix L1.

Ware Malcomb. (March 29, 2023). *Project Specific Water Quality Management Plan*. Appendix L2.

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5.11 Land Use and Planning

5.11.1 INTRODUCTION

This section provides an analysis of the consistency of the proposed Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- City of Hemet General Plan 2030, Adopted January 2012
- City of Hemet General Plan 2030 Environmental Impact Report, Certified January 2012
- City of Hemet Municipal Code

5.11.2 REGULATORY SETTING

5.11.2.1 State Regulations

California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000-66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. As stated in Section 65302 of the California Government Code, “The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals.” While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals.

5.11.2.2 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal - The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the Plan’s goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

Santa Ana Regional Water Quality Control Board (RWQCB) Water Quality Control Plan (Basin Plan)

The City of Hemet is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

Municipal Regional Stormwater National Pollution Discharge Elimination System (NPDES) Permit

Within the Riverside County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of co-permittee agencies, including the Riverside County Flood Control and Water Conservation District (RCFCWCD) which includes the County of Riverside, and the Cities of Beaumont, Moreno Valley, Calimesa, Murrieta, Canyon Lake, Norco, Corona, Perris, Riverside, Hemet, San Jacinto, Lake Elsinore, Wildomar, Menifee. The City of Hemet Department of Public Works is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County of Riverside and multiple municipalities within the County. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the Municipal Separate Storm Sewer System (MS4) permit, Order No. R8-2010-0036, NPDES No. CAS 618033.

5.11.2.3 Local Regulations

City of Hemet General Plan

Land Use Element

Goal LU-1 **Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City's residents and businesses and enhance the overall quality of life in the community.**

Policy LU 1.1 **Land Use Mix.** Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.

Policy LU 1.2 **Job Creation.** Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City's job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City's population.

Policy LU 1.9 **Consistency with Land Use Districts.** Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines.

- Policy LU 1.12 Flexibility Over Time.** Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such use are consistent with the overall vision, goals, and policy intentions of the General Plan.
- Policy LU 1.13 Build a Strong Community.** Support the development of a strong, socially connected and ethnically diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and attractiveness, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities.
- Goal LU-2 Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.**
- Policy LU 2.1 Adequate Infrastructure.** Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.
- Policy LU 2.2 Public Service Levels.** Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.
- Policy LU 2.3 Public Improvement Costs.** Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.
- Policy LU 2.4 Concentrate Land Uses.** Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.
- Policy LU 2.9 Sustainable Design.** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.
- Policy LU 2.11 Stormwater Management.** Require a Stormwater Management approach to drainage systems that promotes multiple pw-poses for flood protection, water quality, groundwater recharge, habitat hydration, and serves as an attractive community amenity. Promote naturalized, soft- bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.
- Policy LU 2.12 Use of Recycled Water Systems.** Require connections and use of recycled water facilities where possible to irrigate public landscapes and create water elements that will add to community value.
- Goal LU-3 Avoid land use conflict and provide for compatible development.**
- Policy LU 3.5 Buffering of New Development.** Require new development to provide a transition from adjoining development of different land use and intensity through the use of buffers setbacks, edge treatments, site design, landscaping and building scale and orientation.

- Goal LU-10** **Ensure that Hemet-Ryan Airport meets the transportation and public safety needs of the community and the region while maintaining compatibility with surrounding land uses.**
- Goal LU-11** **Promote a strong and diversified economic base and retain and attract new investment, businesses, industries and employment opportunities to the City.**
- Policy LU 11.1** **Attract New Businesses.** Support existing businesses and seek to attract new business and industries which strengthen and diversify Hemet's tax revenue base, improve wage- and salary levels, increase the variety of job opportunities, and employ the resident labor force.
- Policy LU 11.2** **Job Growth Industries.** Facilitate job growth and business attraction and retention in areas such as green technology, tourism airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical school in the City.
- Policy LU 11.4** **Industrial Development.** Retain industrial land for businesses that provide jobs for manufacturing and processing of goods research and design, and other uses that create local revenue sources and employment opportunities.
- Policy LU 11.9** **Consider Industrial Use Locations.** Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.
- Policy LU 11.10** **Industrial Development Standards.** Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.

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 1.6** **Sustainable Design.** Require new developments to incorporate sustainable design amenities and features including using landscape areas for stormwater management and treatment.
- 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 3.5 Variety of Streetscape Design.** Encourage a variety of designs in sidewalks and trails, with respect to alignment and surface materials, separating sidewalks from the curb along arterial streets to provide for a convenient and safe path of travel for pedestrians and bicyclists.
- Policy CD-3.7 Drought Tolerant Landscaping.** Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.
- Goal CD-5 Promote attractive community design to make Hemet a more desirable place to live.**
- Policy CD 5.6 Development Standards.** Continue to provide and update development standards to ensure higher quality building and site design.
- Policy CD 5.7 Design Standards and Guidelines.** Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.
- 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 5.14 Buildings that Front Streets.** Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, facade articulation, ground-floor transparency, and location of parking.
- 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.
- Policy CD 5.16 Industrial Design.** Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance.
- Goal CD-6 Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.**
- Policy CD 6.1 Sign Design.** Sign Design Encourage interesting, creative, and unique approaches to sign design with the following:
- a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building.
 - b. Signs and monuments should complement a building's style and materials, and coordinate with the City's desired street character.
 - d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color.
 - e. Signs and sign monuments should be enhanced with the use of landscaping at their base.
- Policy CD 6.2 Sign Location.** Ensure that site plans for buildings and development projects identify locations and sizes for future signs.
- Goal CD-7 Enhance the visual image of the City through landscaping and perimeter walls and fencing.**

Policy CD 7.1 Comprehensive Landscape Plan. Improve the appearance of the City’s districts, edges and corridors through a comprehensive landscape plan, provision of open space buffers and a pedestrian and bike trail system.

Policy CD 7.2 Walls and Fences. Installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation purpose. Where walls or fences are necessary, the following should be considered:

a. Wrought Iron Fencing. Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.

c. Bermed landscaping is encouraged to be used as an alternative to development of walls and fences.

f. Theme walls. Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a “walled in” appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.

g. Landscape buffering. Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable materials which will resist the damaging effect of wind, rain, and irrigation.

h. Maintenance. When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.

Policy CD 7.3 Landscape Design. Encourage the use of creative landscape design to enhance visual interest, reduce conflicts between different land uses, accommodate stormwater drainage and treatment, and incorporate drought tolerant landscape materials.

Goal CD-11 Utilize the principles of safescape and defensible space to improve community image and personal safety.

Policy CD 11.3 Building Design. Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.

Policy CD 11.7 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.

Circulation Element

- Policy C 1.3 Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.
- Policy C 1.9 Driveway Standards.** As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access redevelopment of adjacent parcels.
- Policy C 1.11 Parkway Design.** Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.
- Policy C 1.15 New Development.** Approval of new development projects shall:
- require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
 - require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;
 - require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;
 - require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;
 - limit lot development to reverse frontage and/or side-one lots on all arterials.
- Policy C 1.17 Traffic Analyses.** Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.
- Policy C 3.4 Emergency and Service Vehicle Right-of-Way.** Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.
- Goal C-4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.**
- Policy C 4.1 Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.
- Policy C 4.5 Development Alternatives.** Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.

- Policy C 4.6 Vehicle Mile Reduction.** Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.
- Policy C 4.7 Employer Incentives.** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas.
- Policy C 4.15 Transit-oriented Development Design Features.** Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:
- a. Designing transit stops to reduce disruption to vehicular traffic;
 - b. Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods;
 - c. Ensuring that all transit stops are ADA accessible;
 - d. Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate;
 - e. Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;
- Goal C-6 Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.**
- Policy C 6.4 Truck Routes.** Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.
- Policy C 6.5 Truck Access.** Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.

Community Services and Infrastructure Element

- Goal CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.**
- Policy CSI 1.1 Infrastructure Availability.** Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.
- Policy CSI 1.2 Infrastructure Adequacy.** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.
- Policy CSI 1.3 Provider Notification.** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

- Goal CSI-2** **Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**
- Policy CSI 2.1** **Agency Coordination.** Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.
- Policy CSI 2.2** **Water Supply Assessments.** Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.
- Policy CSI 2.3** **Performance Standards.** Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.
- Policy CSI 2.7** **Ground Water Recharge.** Ensure that adequate aquifer water recharge areas are preserved and protected through a comprehensive water management strategy.
- Policy CSI 2.8** **Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation.
- Policy CSI 2.9** **Location of Water Lines.** As part of discretionary project approvals and building permit reviews, require that all future water lines be located within street or alley rights-of-way.
- Goal CSI-3** **Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**
- Policy CSI 3.1** **Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.
- Policy CSI 3.2** **Location of Sewer and Gray Water Lines.** Require that all future sewer and gray water lines be located within street or alley rights-of-way.
- Policy CSI 3.3** **Industrial Discharge.** Work with the water districts to encourage the provision of brine disposal pipelines and any other new technologies that benefit the expansion of the City's industrial job base.
- Policy CSI 3.4** **Sanitary Sewers.** Promote the extension of sanitary sewers to serve all new and existing land uses and densities, as feasible, to protect groundwater quality. Require new development, and existing development where feasible, to connect to the sanitary sewer system. Exceptions may be considered for properties with a minimum lot size of ½ acre and that are located more than 660 feet from a sewer line.
- Goal CSI-4** **Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.**
- Policy CSI 4.1** **Sufficient Service.** Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.
- Policy CSI 4.3** **Pollutant Discharge.** Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs with stakeholders and the Regional Water Quality Control Board to implement the National Pollutant Discharge

Elimination System program, Storm Water Pollution Prevention Plans, Water Quality Master Plans, , comply with the requirements of the Lake Elsinore Canyon Lake TMDL to reduce nitrogen and phosphorous in the San Jacinto River Watershed, and provide education on best management practices for the public and the development community.

Policy CSI 4.4 Groundwater Recharge. Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.

Policy CSI 4.5 Drainage System Mitigation. In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.

Policy CSI 4.6 Aesthetic Design. Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.

Policy CSI 4.7 Bioswales. Discourage lined channels and encourage "soft bottom" channels that provide slower water runoff, first flush capabilities, groundwater recharge potential, and streambed vegetation.

Policy CSI 4.10 Low Impact Development. Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:

1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;
2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;
3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits.
4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.
5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.
6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.

Policy CSI 4.11 Ahwahnee Water Principles Incorporate the Ahwahnee Water Principles for Resource Efficient Land Use into development design, as appropriate, to reduce costs and improve the reliability and quality of the City's water resources.

- Goal CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.**
- Policy CSI 5.3 Energy Services.** Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.
- Policy CSI 5.4 Solar Energy** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.
- Policy CSI 5.5 Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.
- Policy CSI 5.8 Agency Coordination.** Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner, and encourage developers of large scale or complex developments to contact local utilities early in the process to insure that projected energy and utility demands will be able to be accommodated.
- Goal CSI-6 Maintain an adequate and efficient system of collection and disposal of solid waste generated in the City in compliance with California Integrated Waste Management Board requirements.**
- Policy CSI 6.1 Solid Waste System.** Promote efficient, economical, and environmentally sound waste collection, management, and disposal.
- Policy CSI 6.2 Recycling.** Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.

Public Safety Element

- 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 1.3 Slope Stability.** Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.
- Policy PS 1.6 Alquist-Priolo.** Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.
- Policy PS 1.7 Emergency Access.** Seek to maintain emergency access in the event of an earthquake by siting arterial roadways to avoid fault zones and designing roadways to mitigate damage.

- Goal PS-2 Reduce risk of property damage and human injury from flood hazards.**
- Policy PS 2.2 Flood Area Preservation.** Encourage flood control infrastructure that does not reduce the natural character or limit use of the site.
- Policy PS 2.3 New Development.** Minimize additional flood risk exposure in developing areas.
- Policy PS 2.6 100-Year Flood Zone.** Require new construction within the 100-year flood zone to meet National Flood Insurance Program standards.
- Goal PS-4 Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.**
- Policy PS 4.1 Land Use Compatibility.** Minimize the risk of potential hazards associated with aircraft operations at the Hemet- Ryan Airport through the implementation of the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC).
- Policy PS 4.4 Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."
- Policy PS 4.5 Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.
- Policy PS 4.6 Project Noise Mitigation.** Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.
- Policy PS 4.8 Project Operating Compatibility.** Development applications shall be subject to the following airport land use restrictions:
- a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.
 - b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet- Ryan Airport shall be prohibited.
 - c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
 - d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.

e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.

- Policy PS 4.9 Aviation Wildlife Hazards.** Projects that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration.
- 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 5.6 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-6 Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.**
- Policy PS 6.1 Fire Protection Standards.** Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.
- Policy PS 6.2 Individual Fire Protection Systems.** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.
- Policy PS 6.4 Safety Exits.** Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.
- Policy PS 6.8 Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.
- 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.
- Policy PS 7.5 Fire Protection Adequacy.** Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.
- Goal PS-8 Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.**
- Policy PS 8.1 Police Services.** Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls in rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.
- Policy PS 8.3 Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and on-going demand for police services.
- Goal PS-9 Improve community safety and reduce opportunities through criminal activity through appropriate physical design.**
- Policy PS 9.1 Defensible Space.** Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.
- Policy PS 9.2 Adequate Project Lighting.** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.
- Goal PS-11 Manage noise levels through land use planning and development review.**
- Policy PS 11.1 Noise Standards.** Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.
- Policy PS 11.2 Design to Minimize Noise.** Encourage the use of siting and building design techniques as a means to minimize noise.
- Policy PS 11.3 Evaluate Noise.** Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.
- Policy PS 11.4 Protect Noise-Sensitive Uses.** Protect noise-sensitive uses from new noise sources.
- Goal PS-12 Minimize noise conflicts from transportation sources and airports.**
- Policy PS 12.1 Traffic Noise.** Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.
- Goal PS-13 Minimize noise conflicts with stationary noise generators.**
- Policy PS 13.1 Protect Valuable Noise Sources.** Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.

*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 1.6 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.

Policy OS 1.8 Local Resource Preservation. Maintain and enhance the natural resources of the Santa Rosa Hills, Tres Cerritos Hills, Salt Creek, Bautista Canyon, San Jacinto River/Bautista Creek, Reinhardt Canyon, Lakeview Mountains, Diamond Valley Lake, and all other waterways, ecosystems, and critical vegetation to ensure the long-term viability of habitat, wildlife, and wildlife movement corridors.

Policy OS 1.9 Partnerships. Support efforts of local, state, and federal agencies and private conservation organizations to preserve, protect, and enhance identified open spaces and natural resources.

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.

Goal OS-5 Conserve and protect surface water, groundwater, and imported water resources.

Policy OS 5.1 Natural Approaches. Use natural approaches to the maximum extent possible to manage streams and create drainage infrastructure systems to protect groundwater recharge areas, conserve groundwater resources, maintain water quality through pollution reduction, channel drainage in environmentally sensitive ways, and design attractive and multi-use open space areas for recreation and habitat.

Policy OS 5.2 Protection of Groundwater Resources. Identify and protect the area's waterways and groundwater resources from depletion and sources of pollution in cooperation with local water districts, Riverside County Flood Control District, the Santa Ana Regional Water Quality Control Board, or other appropriate agencies.

- Policy OS 5.3 Development Design.** Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.
- Policy OS 5.4 Reclaimed Water.** Use reclaimed water to irrigate parks, golf courses, public landscaped areas, and for other feasible applications as service becomes available from local water providers.
- Policy OS 5.5 Water Efficient Landscaping.** Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.
- Goal OS-6 Conserve energy resources through the use of available technology and conservation practices.**
- Policy OS 6.1 CALGreen Standards.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.
- Policy OS 6.3 Federal, State, Utility Company Incentives.** Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.
- Policy OS 6.5 Clean Energy.** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy resources, where compatible with adjacent land uses.
- Policy OS 6.6 Solar Energy.** Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an onsite solar generation.
- Policy OS 6.7 Recycling.** Promote the use of recycling and recycled materials in development projects and consumable products.
- Goal OS-7 Improve air quality and seek to reduce green house gas emissions.**
- Policy OS 7.1 Development Design and Practices.** Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.
- Policy OS 7.6 Transportation Trip Management.** Encourage employers to implement transportation demand management (TDM) measures to reduce trips and vehicle miles traveled.
- Policy 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.
- Policy OS 7.9 Stationary Source Pollution.** Continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy OS 7.11 Fugitive Dust. Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations.

Policy OS 7.12 Best Management Practices. Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

Goal OS-8 Promote practices that fulfill present and future housing and economic needs while not harming natural resources, depleting renewable energy resources, or disrupting environmental systems.

Policy OS 8.2 Land Use Planning. Encourage new and infill development that provides employment opportunities for Hemet residents, is located near activity centers or along transportation corridors, and incorporates off-road trails for pedestrians and cyclists to reduce the length and number of vehicle trips.

Policy OS 8.4 Local Employment. Continue to create local employment opportunities by maintaining an adequate supply of designated commercial and industrial land, in accordance with the Land Use Element.

Policy OS 8.5 Jobs/Housing Balance. Improve the City's jobs-housing balance by encouraging the development, expansion, and retention of business.

Policy OS 8.6 Vehicle Miles Traveled. Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emissions through job creation.

Policy OS 8.7 Innovative Practices. Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.

City of Hemet Municipal Code

Chapter 90 of the City's Municipal Code constitutes the Hemet Development Code. The Hemet Development Code implements the Hemet General Plan by providing policies that reinforce the goals set by the General Plan. By complying with the standards set in the Hemet Development Code, the City will more efficiently achieve sustainable growth. Further, the Hemet Development Code outlines the City's guidelines and requirements for developments of each zoning type. Manufacturing/Business Park projects within the City are required to adhere to standards provided in Section 90-1045 of the Hemet Development Code. These standards include allowed uses within manufacturing and business park zones as well as development standards such as maximum height, setback requirements, and parking requirements. The Project will be required to comply with these standards for development approval.

5.11.3 ENVIRONMENTAL SETTING

The Project site is located in the western portion of the City of Hemet at the intersection of Warren Road and Simpson Road. The approximately 74.88 gross acre Project site consists of the following Assessor Parcel Numbers (APNs) 465-140-043 and 465-140-042. The Project site has a General Plan designation of Mixed Use (MU) and zoning designation of Business Park (B-P). Additionally, the Project site is located within Section 25, Township 5 South, Range 2 West, within the Winchester United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The surrounding uses, described below, are dominated by vacant land and agricultural uses.

- **North:** Simpson Road followed by agricultural uses.
- **West:** El Fuego Rd followed by agricultural uses and a small model plane airpark.
- **South:** Olive Avenue followed by undeveloped land followed by Domenigoni Parkway.
- **East:** Vacant land followed by Domenigoni Parkway and single-family residences.

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT LU-1: THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas.

The proposed Project would develop two industrial warehouse buildings on a site that is currently surrounded by predominantly vacant land and agricultural uses. The Project site is undeveloped and utilized primarily for agricultural purposes. Entitlements for the Project would include a General Plan Amendment to change the existing land use designation from Mixed Use (MU) to Business Park (BP) (see Figure 2.1, *Land Use Plan, Hemet General Plan*). However, the Project would be consistent with the surrounding uses. The surrounding area is currently vacant but areas to the north and west are zoned for business park and mixed uses. Therefore, the Project would not physically divide an established community, and would result in no impact.

IMPACT LU-2: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Less than Significant Impact. The proposed Project would require a General Plan Amendment to change the existing Mixed Use (MU) land use designation to Business Park (B-P), consistent with the current zoning designation and would also require approval of a Tentative Parcel Map (TPM) to subdivide APN 465-140-043 into two separate parcels, one for each proposed warehouse building, resulting in a total of three parcels for the Project site. Entitlements further include a Conditional Use Permit (CUP) and Site Plan Review from the City of Hemet to construct two new speculative warehouse buildings totaling 1,192,418 SF, an ancillary trailer parking lot, and related site improvements. The Project would be required to comply with any applicable Federal, State, regional, and local land use plans, policies, and regulations. Projects should be consistent with applicable policies in order to promote the efficient, sustainable growth projected in the long-term planning documents. At a regional level, the Project should comply with the goals and policies presented in SCAG’s RTP/SCS. Locally, the Project should comply with the City’s General Plan and the City’s Municipal Code.

SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies. SCAG’s RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. The policies are not directly applicable to the Project. As shown in Table 5.11-1, the Project would not conflict with the adopted RTP/SCS. Therefore, impacts would be less than significant.

Table 5.11-1: SCAG RTP/SCS Consistency Analysis

RTP/SCS Goal Statements	Project Consistency Discussion
1. Encourage regional economic prosperity and global competitiveness.	Consistent. The Project would increase employment opportunities within the City of Hemet by providing 1,158 new jobs and enhance the region’s overall economic development and competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. However, the Project would develop an underutilized property consistent with the current zoning that is conveniently located in proximity to Highway 74 and Highway 79 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California
3. Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the Project that would result in the deterioration of the transportation system. However, as a measure to safeguard security, the Project would comply with applicable policies included in the Section 5.8, <i>Hazards and Hazardous Materials</i> in order to protect the transportation system from any potential hazards, including development outside 100-year flood zones, dam inundation areas, Alquist-Piolo earthquake fault zones, and very high fire severity zones
4. Increase person and goods movement and travel choices within the transportation system.	Consistent. As an individual development, the Project is limited in its ability to maximize the goods movement and

RTP/SCS Goal Statements	Project Consistency Discussion
	travel choices within the SCAG region. The Project would not create substantial traffic impediments and would improve the accessibility of goods to the surrounding area by locating industrial goods production services and a new employment center near existing highway infrastructure to promote efficient goods movement within the region.
5. Reduce greenhouse gas emissions and improve air quality.	Consistent. While the Project would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region. Mitigation measures are specified to reduce the Project’s air quality impacts to a less than significant level, where necessary, and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.
6. Support healthy and equitable communities.	Consistent. The Project will comply with the City of Hemet Achieving a Healthy Community General Plan Policies included as Appendix F to the General Plan Update to support healthy and equitable communities. through frontage improvements, including sidewalks, which would encourage walking in the Project area.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not Applicable. The proposed Project would contribute to meeting the regional goal of developing two industrial buildings in an area that is supported by multiple transportation options which includes bus services in addition to personal vehicles. Services are provided by the Riverside Transit Agency (RTA) and there is an existing bus stop near the Project site on Mustang Way.
10. Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The Project would be consistent with goals and policies of the General Plan. Although the Project would result in the loss of agricultural land, the existing farming use on the Project site is a lawful nonconforming use that would otherwise not be permitted under the Project site’s General Plan or zoning designations of MU and BP, respectively. This loss of agricultural land was already accounted for within the 2012 General Plan EIR as a significant and unavoidable impact, and therefore does not represent a conflict. In addition, Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts associated with biological resources. The Project would not conflict with this goal.

City of Hemet General Plan Policies, Goals, and Implementation Measures

Land Use Consistency

Under the General Plan the Project site is assigned a Land Use Designation of Mixed Use (MU) and is zoned Business Park (B-P) under the Zoning Map. The Project would include a General Plan Amendment to change the existing Land Use Designation from MU to BP, consistent with existing B-P zoning. The General Plan states that the BP designation provides for single and multitenant light industrial, flex office, and office uses. Suitable uses include corporate and general business offices, medical uses, research and development, e-commerce, and light manufacturing. B-P allows for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and business parks, including corporate offices developed at a maximum Floor Area Ratio (FAR) of 0.6. The proposed Project would be consistent with the new General Plan designation following approval of the proposed General Plan Amendment. Furthermore, as shown in Table 5.11-2 below, the proposed Project would be consistent with applicable City General Plan Goals and Policies.

Table 5.11-2: General Plan Consistency

General Plan Policy	Project Consistency
Land Use Element	
Goal LU-1 Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City’s residents and businesses and enhance the overall quality of life in the community.	Consistent. The proposed Project would be consistent with the surrounding uses as well as existing zoning and would create additional jobs within the City.
Policy LU 1.1 Land Use Mix. Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.	Consistent. The Project would directly add to the City’s land use mix through the development of two warehouse buildings providing employment opportunities for the City of Hemet. The Project would be adequately supported by public services and infrastructure.
Policy LU 1.2 Job Creation. Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City’s job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City’s population.	Consistent. The Project would develop industrial warehouses located along Simpson Road. The surrounding area contains agricultural and vacant parcels. However, the surrounding areas are zoned for business park and mixed uses. As discussed in Section 5.13 <i>Population and Housing</i> , the Project would create 1,158 new job opportunities and provide economic growth.
Policy LU 1.9 Consistency with Land Use Districts. Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines.	Consistent. The Project site would be located south of Simpson Road. According to the City’s General Plan, the Project would be within the Page Ranch District, under the City Mixed Area #4 which does not have any specific design features. Further, prior to final design and Project approvals, the Project would have to indicate compliance with applicable design standards and guidelines set forth in the City’s Municipal Code.
Policy LU 1.12 Flexibility Over Time. Require development to occur within the designated range of density and intensity but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such use are consistent with the overall vision, goals, and policy intentions of the General Plan.	Consistent. The Project would require a General Plan Amendment from the site’s existing land use designation of Mixed Use (MU) to Business Park (BP) to develop the proposed industrial warehouses located along Simpson Road. The surrounding area contains agricultural and vacant parcels. However, the surrounding areas are zoned for business park and mixed uses. Building 1 would result in a FAR of 0.47 and Building 2 would result in a FAR of 0.39 which is below the maximum allowed by the Business Park

General Plan Policy	Project Consistency
	designation of 0.60. As discussed in Section 5.13 <i>Population and Housing</i> , the Project would create job opportunities and provide economic growth.
<p>Policy LU 1.13 Build a Strong Community. Support the development of a strong, socially connected and ethnically diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and attractiveness, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities.</p>	<p>Consistent. As discussed in Section 5.13, <i>Population and Housing</i>, the Project would generate the need for approximately 1,158 employees, which represents approximately 6.1 percent of the forecasted employment growth between 2016 and 2045 for the City. Although the Project would generate additional long-term employment in the Project area, the new employment opportunities would be within the forecasted and planned growth of the City.</p>
<p>Goal LU-2 Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.</p>	<p>Consistent. The proposed Project includes road improvements along Simpson and Warren Road and improvements along the Project frontages. The Project would also construct a new sewer line in Simpson Road which would be used by the planned mixed uses in the area. As discussed in Section 5.14, <i>Public Services</i>, the City would have sufficient capacity to accommodate public service needs including fire and police services.</p>
<p>Policy LU 2.1 Adequate Infrastructure. Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.</p>	
<p>Policy LU 2.2 Public Service Levels. Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.</p>	<p>Consistent. As discussed in Section 5.14, <i>Public Services</i>, the City would have sufficient capacity to accommodate public service needs and would not significantly impact service levels.</p>
<p>Policy LU 2.3 Public Improvement Costs. Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.</p>	<p>Consistent. The Project would be required to pay development impact fees that would contribute to public improvements pursuant to Municipal Code Section 58-61.</p>
<p>Policy LU 2.4 Concentrate Land Uses. Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.</p>	<p>Consistent. The proposed Project would consist of two warehouse buildings located in the Page Ranch District. According to the General Plan, the Page Ranch District takes advantage of the regional highway accessibility (SR 74) and visibility through high quality development and streetscape enhancements. Additionally, SR 74 (aka Florida Avenue), which is north of the Project site is designed to carry high levels of traffic as well as to provide access to facilities and public services. The Project site is already served by existing service lines in Simpson Road and would therefore result in less infrastructure development. The site is currently used for agricultural purposes and therefore there would be no impacts on natural environmental resources. In addition, no open space is zoned in the area.</p>
<p>Policy LU 2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.</p>	<p>Consistent. As discussed in the Energy Analysis (Appendix G) and in Section 5.6, <i>Energy</i>, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy or other resources. The Project would be consistent with local plans for efficiency and would implement BMPs for sustainable design.</p>

General Plan Policy	Project Consistency
<p>Policy LU 2.11 Stormwater Management. Require a Stormwater Management approach to drainage systems that promotes multiple purposes for flood protection, water quality, groundwater recharge, habitat hydration, and serves as an attractive community amenity. Promote naturalized, soft-bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would adhere to the City’s Water Quality Management Plan as well as develop a site-specific Water-Quality Management Plan.</p>
<p>Policy LU 2.12 Use of Recycled Water Systems. Require connections and use of recycled water facilities where possible to irrigate public landscapes and create water elements that will add to community value.</p>	<p>Consistent. The proposed Project would include a 2-inch recycled water service connection to the recycled water line in Simpson Road.</p>
<p>Goal LU-3 Avoid land use conflict and provide for compatible development.</p>	<p>Consistent. The Project would require a General Plan Amendment from the site’s existing land use designation of Mixed Use (MU) to Business Park (BP) to develop the proposed industrial warehouses and associated truck trailer parking area located along Simpson Road. The surrounding area contains agricultural and vacant parcels. However, the surrounding areas are zoned for business park and mixed uses and is within Mixed Use Area #4 which is intended for a retail/business park node at Warren Avenue and the Domenigoni Corridor.</p>
<p>Policy LU 3.5 Buffering of New Development. Require new development to provide a transition from adjoining development of different land use and intensity through the use of buffers setbacks, edge treatments, site design, landscaping and building scale and orientation.</p>	<p>Consistent. The Project would include landscaping along the perimeter of the site to create a buffer and screening from adjacent properties and uses. The proposed warehouse buildings would also be setback a minimum of 20 feet consistent with zoning and required development standards.</p>
<p>Policy LU 10.1 Airport Influence Area. Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Compatibility Plan (ALUCP) and General Plan policies. All legislative land use proposals, i.e. General Plan amendments, zone changes, Specific Plans, Specific Plan amendments, and ordinance amendments, that are citywide or located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUCP. All non-legislative land use proposals located within the Airport Influence Area will be reviewed by City staff as to consistency with the Compatibility Plan and considered by the City’s approving body.</p>	<p>Consistent. The Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan Zone E and is consistent with allowable land uses within the ALUCP.</p>
<p>Goal LU-11 Promote a strong and diversified economic base and retain and attract new investment, businesses, industries and employment opportunities to the City.</p>	<p>Consistent. The Project would develop two industrial warehouses and associated truck trailer parking located along Simpson Road. As discussed in Section 5.13, <i>Population and Housing</i>, the Project would generate 1,158 jobs for the City of Hemet which is consistent with the City’s estimated growth.</p>
<p>Policy LU 11.1 Attract New Businesses. Support existing businesses and seek to attract new business and industries which strengthen and diversify Hemet’s tax revenue base, improve wage- and salary levels, increase the variety of job opportunities, and employ the resident labor force.</p>	<p>Consistent. The Project would generate approximately 1,158 jobs that would be filled by residents within the City and provide tax revenue to the City of Hemet.</p>

General Plan Policy	Project Consistency
<p>Policy LU 11.2 Job Growth Industries. Facilitate job growth and business attraction and retention in areas such as green technology, tourism airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical school in the City.</p>	<p>Consistent. The Project would develop two industrial warehouses and associated truck trailer parking located along Simpson Road. As discussed in Section 5.13, <i>Population and Housing</i>, the Project would generate approximately 1,158 jobs for the City of Hemet which is consistent with the City’s estimated growth.</p>
<p>Policy LU 11.4 Industrial Development. Retain industrial land for businesses that provide jobs for manufacturing and processing of goods research and design, and other uses that create local revenue sources and employment opportunities.</p>	<p>Consistent. The Project would develop two industrial warehouses and associated truck trailer parking in a prime location in that provides easy access from existing roadways, intensive uses would be concentrated to the existing approximately 64 acres parcel to the west of Warren Road. As discussed in Section 5.13, <i>Population and Housing</i>, the Project would generate approximately 1,158 jobs for the City of Hemet which is consistent with the City’s estimated growth.</p>
<p>Policy LU 11.9 Consider Industrial Use Locations. Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.</p>	<p>Consistent. The Project would develop two industrial warehouses and associated truck trailer parking in a prime location in that provides easy access from existing roadways, intensive uses would be concentrated to the existing approximately 64 acres parcel to the west of Warren Road. As discussed in Section 5.12, <i>Population and Housing</i>, the Project would generate approximately 1,158 jobs for the City of Hemet which is consistent with the City’s estimated growth.</p>
<p>Policy LU 11.10 Industrial Development Standards. Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.</p>	<p>Consistent. As discussed in Section 5.9 <i>Hazards and Hazardous Materials</i>, routine use and transport of hazardous materials would comply with applicable laws and regulations.</p>
<p>Community Design Element</p>	
<p>Goal CD-1 Enhance Hemet’s sense of place and local identity to develop community pride and expand tourism and investment.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the Project would comply with the City of Hemet’s General Plan and City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road that would include the construction of sidewalks and landscaped frontages. As discussed in Section 3.0, <i>Project Description</i>, the proposed Project would utilize a varied color scheme and glazing with various building finish materials, such as painted stucco, metal cladding, and windows; and varied building heights and architectural projections.</p>
<p>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.</p>	
<p>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.</p>	<p>Consistent. As discussed in Section 5.1, <i>Aesthetics</i>, the proposed building height (60 feet) would be consistent with development standards pursuant to the City Municipal Code Section 90 with approval from the reviewing authority. The Project buildings would be set back from the adjacent streets so as not to encroach into the existing public long-distance views. The building height of 60 feet, massing, setbacks, new sidewalks and layered landscaping along Simpson and Warren Roads would ensure that public views of the Domenigoni Mountains remain visible to vehicles and pedestrians traveling along Warren Road, as shown in</p>

General Plan Policy	Project Consistency
	Figure 5.1-1. Building colors and materials would be consistent with the industrial design considerations to compliment the surrounding landscape.
<p>Policy CD 1.5 Design Excellence. Require design excellence and compatibility in site planning, architecture, landscape design and signage.</p>	<p>Consistent. Through consistency with the applicable design standards and guidelines set forth in the City’s Municipal Code and the Project’s use of landscaping, building layout, finish materials, and accenting, the Project site would create a quality architectural presence along Simpson Road.</p>
<p>Policy CD 1.6 Sustainable Design. Require new developments to incorporate sustainable design amenities and features including using landscape areas for stormwater management and treatment.</p>	<p>Consistent. The proposed Project would be constructed according to Title 24 requirements of the 2022 California administrative code and landscaping would be implemented throughout the Project site, including over the detention/infiltration basin. BMP’s for stormwater management would also be implemented.</p>
<p>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.</p>	<p>Consistent. As shown in Figure 3-10, <i>Landscaping Plan</i>, the Project would include installation of drought-tolerant landscaping throughout the site including along Project frontages and building entrances.</p>
<p>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.</p>	<p>Consistent. As discussed under Section 5.1.5, <i>Transportation</i>, the Project would include installation of sidewalks and native drought tolerant streetscape landscaping throughout the Project to enhance the overall site.</p>
<p>Policy CD 3.5 Variety of Streetscape Design. Encourage a variety of designs in sidewalks and trails, with respect to alignment and surface materials, separating sidewalks from the curb along arterial streets to provide for a convenient and safe path of travel for pedestrians and bicyclists.</p>	<p>Consistent. As discussed under Section 5.1.5, <i>Transportation</i>, while the Project does not front any arterial streets, the Project would include installation of sidewalks and along the building entrances to enhance overall travel for pedestrians and bicyclist.</p>
<p>Policy CD-3.7 Drought Tolerant Landscaping. Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.</p>	<p>Consistent. The proposed Project includes drought tolerant landscaping with trees on both building street frontages to provide cover and shading.</p>
<p>Goal CD-5 Promote attractive community design to make Hemet a more desirable place to live.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the Project would comply with the City of Hemet’s General Plan and City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.</p>
<p>Policy CD 5.6 Development Standards. Continue to provide and update development standards to ensure higher quality building and site design.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the Project would comply with the City of Hemet’s General Plan and City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.</p>
<p>Policy CD 5.7 Design Standards and Guidelines. Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the Project would comply with the City of Hemet’s General Plan and City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.</p>

General Plan Policy	Project Consistency
<p>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.</p>	<p>Consistent. The Project includes new sidewalks along Simpson Road and Warren Road and would provide lighting consistent with Section 90.1045.</p>
<p>Policy CD 5.14 Buildings that Front Streets. Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, facade articulation, ground-floor transparency, and location of parking.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the Project would comply with the City of Hemet’s General Plan and City Code guidelines for business park developments including setbacks, building layout, finish materials, and accenting, and would create a quality architectural presence along Project frontages, Simpson Road and Warren Road.</p>
<p>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.</p>	<p>Consistent. Parking areas within the Project site would be screened by ornamental trees along the perimeter of the Project.</p>
<p>Policy CD 5.16 Industrial Design. Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i>, the Project would comply with the City of Hemet’s General Plan and City Code guidelines for business park developments and would create a quality architectural presence along Simpson Road.</p>
<p>Goal CD-6 Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.</p>	<p>Consistent. The Project would comply with the City of Hemet’s General Plan and City Code guidelines for industrial developments including sign design standards pursuant to Municipal Code Section 90-1251. Tenant signage would be implemented by the future tenant of the development and would be required to be consistent with this policy.</p>
<p>Policy CD 6.1 Sign Design. Sign Design Encourage interesting, creative, and unique approaches to sign design with the following:</p> <ul style="list-style-type: none"> a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building. b. Signs and monuments should complement a building’s style and materials, and coordinate with the City’s desired street character. d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color. e. Signs and sign monuments should be enhanced with the use of landscaping at their base. 	
<p>Policy CD 6.2 Sign Location. Ensure that site plans for buildings and development projects identify locations and sizes for future signs.</p>	
<p>Goal CD-7 Enhance the visual image of the City through landscaping and perimeter walls and fencing.</p>	<p>Consistent. As illustrated in Figure 3-10, <i>Landscaping Plan</i>, the Project would include ornamental trees along the perimeter of the Project site as a buffer and would not include any solid walls. The proposed Project would include an eight-foot wrought iron fence along the street frontages which would also feature landscaping to soften the appearance which would be maintained by the future tenant. The Project would include installation of sidewalks and along the building entrances to enhance overall travel for pedestrians and bicyclist.</p>
<p>Policy CD 7.1 Comprehensive Landscape Plan. Improve the appearance of the City’s districts, edges and corridors through a comprehensive landscape plan, provision of open space buffers and a pedestrian and bike trail system.</p>	
<p>Policy CD 7.2 Walls and Fences. Installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation</p>	

General Plan Policy	Project Consistency
<p>purpose. Where walls or fences are necessary, the following should be considered:</p> <p>a. Wrought Iron Fencing. Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.</p> <p>c. Bermed landscaping is encouraged to be used as an alternative to development of walls and fences.</p> <p>f. Theme walls. Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a “walled in” appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.</p> <p>g. Landscape buffering. Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable materials which will resist the damaging effect of wind, rain, and irrigation.</p> <p>h. Maintenance. When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.</p>	
<p>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.</p>	<p>Consistent. The Project would include drought-tolerant landscaping along the perimeter of the Project to screen buildings, parking, loading areas and landscaping above the underground detention basins along the southeastern border of the site.</p>
<p>Goal CD-11 Utilize the principles of safescape and defensible space to improve community image and personal safety.</p>	<p>Consistent. The Project would be built in compliance with the CBC and the City Code guidelines for industrial development, which would include provisions for doorways and windows. In addition, Project frontages would be directed along Simpson Road and Warren Road.</p>
<p>Policy CD 11.3 Building Design. Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.</p>	
<p>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</p>	<p>Consistent. The Project would include drought-tolerant landscaping along the perimeter of the Project to screen buildings, parking, loading areas and landscaping above the three detention basins along the southeastern border of</p>

General Plan Policy	Project Consistency
<p>plant materials should be used in areas where increased visibility is desired.</p>	<p>the site. The landscaping would screen views on the buildings but would not block visibility of any surrounding scenic resources, as described in Section 5.1, <i>Aesthetics</i>.</p>
<p>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.</p>	<p>Consistent. The Project would provide lighting throughout the Project site along sidewalks and outdoor areas consistent with Section 90.1045 of the City's Municipal Code.</p>
<p>Circulation</p>	
<p>Policy C 1.3 Traffic Flow. Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.</p>	<p>Consistent. As further discussed in Section 5.15, <i>Transportation</i>, the proposed Project has prepared and submitted a Traffic Impact Analysis (TIA), included as Appendix N, to satisfy the City's LOS requirements. Implementation of the proposed Project would result in three intersections operating at an unsatisfactory LOS, however the Project would be required to pay fair share for road improvements that would achieve a satisfactory intersection LOS D.</p>
<p>Policy C 1.9 Driveway Standards. As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access redevelopment of adjacent parcels.</p>	<p>Consistent. As discussed in Section 5.15, <i>Transportation</i>, all driveways would be constructed according to the City of Hemet General Plan Roadway Circulation Master Plan.</p>
<p>Policy C 1.11 Parkway Design. Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.</p>	<p>Consistent. The Project site which is currently open areas used for agricultural uses, would include installation of native streetscape landscaping along the building entrances and throughout the site including parking areas to enhance overall pedestrian and driving experience. The proposed landscaping plan includes a variety of drought-tolerant trees and plants which would provide shade.</p>
<p>Policy C 1.15 New Development. Approval of new development projects shall:</p> <ul style="list-style-type: none"> a. require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow; b. require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis; c. require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway; d. require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system; 	<p>Consistent. As discussed in Section 5.15, <i>Transportation</i>, the proposed Project has been designed to comply with the roadway development standards as specified in Policy C 1.15.</p>

General Plan Policy	Project Consistency
<p>e. limit lot development to reverse frontage and/or side-one lots on all arterials.</p>	
<p>Policy C 1.17 Traffic Analyses. Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.</p>	<p>Consistent. As further discussed in Section 5.15, <i>Transportation</i>, the proposed Project has prepared and submitted a Traffic Impact Analysis (TIA), included as Appendix N to satisfy the City’s LOS requirements. Implementation of the proposed Project would result in three intersections operating at an unsatisfactory LOS, however the Project would be required to pay fair share for road improvements that would achieve a satisfactory intersection LOS D.</p>
<p>Policy C 3.4 Emergency and Service Vehicle Right-of-Way. Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed in accordance with Section 503 of the California Fire Code that requires the safeguarding of any activity that encroaches into a right-of-way to ensure there is no interference with emergency access or evacuation. As described in Section 5.15, <i>Transportation</i>, the proposed driveways and roadways would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency and public utility vehicles to access the site and surrounding areas.</p>
<p>Goal C-4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.</p>	<p>Consistent. The Project would install new sidewalks along Simpson Road and Warren Road as well as provide bike racks on site. The Project would also be located in an area that contains bus services provided by Riverside Transit Agency (RTA).</p>
<p>Policy C 4.1 Sustainable Urban Design. Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.</p>	
<p>Policy C 4.5 Development Alternatives. Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.</p>	<p>Consistent. As discussed in Section 5.15, <i>Transportation</i>, the Project would include the installation of new sidewalks and roadway improvements along Simpson Road and Warren Road as well as provide bike racks on site. The Project would also be located in an area that contains several existing bus stops for transit services provided by Riverside Transit Agency (RTA). There are no existing or planned bike lanes within the vicinity of the Project.</p>
<p>Policy C 4.6 Vehicle Mile Reduction. Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.</p>	<p>Consistent. As discussed in Section 5.15, <i>Transportation</i>, the Project site would result in a significant and unavoidable impact on VMT. However, the Project would implement CAPCOA measures T-6 and T-18 that are included as Mitigation Measure GHG-10 and Project Design Feature TR-1, which would reduce the Project VMT by approximately 13.82 percent.</p>
<p>Policy C 4.7 Employer Incentives. Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing</p>	<p>Consistent. As discussed in Section 5.15, <i>Transportation</i>, the Project would include the installation of bike racks on site. The Project would also be located in an area that contains</p>

General Plan Policy	Project Consistency
<p>appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas.</p>	<p>several existing bus stops for transit services provided by RTA and existing bikeways along Simpson Road.</p>
<p>Policy C 4.15 Transit-oriented Development Design Features. Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:</p> <ul style="list-style-type: none"> a. Designing transit stops to reduce disruption to vehicular traffic; b. Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods; c. Ensuring that all transit stops are ADA accessible; d. Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate; e. Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers; 	<p>Consistent. As discussed in Section 5.15, <i>Transportation</i>, the Project would install new sidewalks along Simpson Road and Warren Road as well as provide bike racks on site. While the Project is not responsible for implementing the design features listed, the Project would be located in an area that contains several existing bus stops for transit services provided by RTA and existing bikeways.</p>
<p>Goal C-6 Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.</p>	<p>Consistent. The Project site would be located in the South Warren Road Area within the Page Ranch District. According to the General Plan, the South Warren Road Area is identified for mixed use and there are no zoned residential uses within the vicinity of the Project site. The Project site is adjacent to two truck routes designated in the City of Hemet General Plan, Warren Road and Domenigoni Parkway and would not cause any neighborhood disruption.</p>
<p>Policy C 6.4 Truck Routes. Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.</p>	<p>Consistent. As described in Section 5.15 <i>Transportation</i>, the Project would develop two industrial warehouses located in an area with an airport and commercial uses located near existing truck routes on Warren Road and Domenigoni Parkway. The Project would feature signs onsite pointing out the designated truck routes.</p>
<p>Policy C 6.5 Truck Access. Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.</p>	<p>Consistent. The Project would be two industrial warehouses. Access to the proposed Project would be provided via four new driveways on Simpson Road. Additionally, the Project would provide a total of 419 trailer parking stalls and 194 dock doors for loading/unloading.</p>
<p>Community Services and Infrastructure</p>	
<p>Goal CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.</p>	<p>Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i>, the Project would be consistent with the water supply projections and the UWMP assumptions and would not require additional water supplies.</p>
<p>Policy CSI 1.1 Infrastructure Availability. Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.</p>	<p>Consistent. The Project would construct a new sewer line within Simpson Road and connect to new lines in the Project site. Installation of the onsite and offsite sewer infrastructure are part of construction of the proposed Project and would not result in any physical environmental effects beyond those described throughout this document. The area surrounding the Project is planned to be developed with</p>

General Plan Policy	Project Consistency
	industrial and mixed uses and these new service lines would provide access to these future projects.
<p>Policy CSI 1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.</p>	<p>Consistent. New sewer and water infrastructure would be installed on the Project site to connect to existing lines. As discussed in Section 5.10 <i>Hydrology</i>, a detention basin would also be implemented to collect stormwater runoff. The proposed Project Applicant has provided notification to applicable utility providers in order to ensure adequate infrastructure is available for the Project, as further discussed in Section 5.17, <i>Utilities and Service Systems</i>.</p>
<p>Policy CSI 1.3 Provider Notification. Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.</p>	<p>Consistent. The proposed Project Applicant has provided notification to applicable utility providers in order to ensure adequate infrastructure is available for the Project, as further discussed in Section 5.17, <i>Utilities and Service Systems</i>. The Project would also utilize recycled water to the greatest extent possible.</p>
<p>Goal CSI-2 Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.</p>	<p>Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i>, the Project is consistent with the water supply projections and UWMP assumptions and would not require additional water supplies.</p>
<p>Policy CSI 2.2 Water Supply Assessments. Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.</p>	<p>Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i>, the Project is consistent with the water supply projections and UWMP assumptions and would not require additional water supplies.</p>
<p>Policy CSI 2.3 Performance Standards. Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.</p>	<p>Consistent. As described in Section 5.17, <i>Utilities and Service Systems</i>, the Project would include the installation of 2-inch water service lines onsite to connect to the existing 24-inch diameter water line in Simpson Road.</p>
<p>Policy CSI 2.7 Ground Water Recharge. Ensure that adequate aquifer water recharge areas are preserved and protected through a comprehensive water management strategy.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, groundwater is not expected to be encountered during grading activities and the groundwater below the site would not be used to supply the Project. Groundwater use is managed by EMWD, thus the Project would not interfere with groundwater recharge.</p>
<p>Policy CSI 2.8 Best Management Practice Features/Equipment. Require installation of best management practice features for water for all new development and for applicable rehabilitation.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would comply with the City Municipal Code guidelines and would implement Best Management Practices (BMPs).</p>
<p>Policy CSI 2.9 Location of Water Lines. As part of discretionary project approvals and building permit reviews, require that all future water lines be located within street or alley rights-of-way.</p>	<p>Consistent. As described in Section 5.17, <i>Utilities and Service Systems</i>, the Project would include the installation of a 2-inch domestic water line onsite to connect to the existing 24-inch diameter water line in Simpson Road.</p>
<p>Goal CSI-3 Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.</p>	<p>Consistent. As described in Section 5.17, <i>Utilities and Service Systems</i>, the proposed Project would utilize approximately 1.2 percent of the daily excess treatment capacity of the San Jacinto Water Reclamation Facility.</p>
<p>Policy CSI 3.1 Performance Standards. New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.</p>	<p>Consistent. As described in Section 5.17, <i>Utilities and Service Systems</i>, the Project would include the construction of an onsite sewer connection to the proposed 24-inch diameter sewer main within Simpson Road which both</p>

General Plan Policy	Project Consistency
<p>Policy CSI 3.2 Location of Sewer and Gray Water Lines. Require that all future sewer and gray water lines be located within street or alley rights-of-way.</p>	<p>buildings would connect to; all sewer and gray water lines would be required within the project site; proposed buildings and uses would be serviced with onsite sewer systems and appropriately sized lines</p>
<p>Policy CSI 3.4 Sanitary Sewers. Promote the extension of sanitary sewers to serve all new and existing land uses and densities, as feasible, to protect groundwater quality. Require new development, and existing development where feasible, to connect to the sanitary sewer system. Exceptions may be considered for properties with a minimum lot size of ½ acre and that are located more than 660 feet from a sewer line.</p>	
<p>Goal CSI-4 Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would comply with the City Municipal Code guidelines and would implement Best Management Practices (BMPs) to reduce flood hazards and preserve groundwater quality.</p>
<p>Policy CSI 4.1 Sufficient Service. Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the infiltration basins proposed onsite would capture the 72-hour rainfall depth for a 100-year 3-hour rain event, per the City’s LID requirements.</p>
<p>Policy CSI 4.2 100-Year Storm Flows. Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the infiltration basins proposed onsite would capture the 72-hour rainfall depth for a 100-year 3-hour rain event, per the City’s LID requirements.</p>
<p>Policy CSI 4.3 Pollutant Discharge. Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs with stakeholders and the Regional Water Quality Control Board to implement the National Pollutant Discharge Elimination System program, Storm Water Pollution Prevention Plans, Water Quality Master Plans, , comply with the requirements of the Lake Elsinore Canyon Lake TMDL to reduce nitrogen and phosphorous in the San Jacinto River Watershed, and provide education on best management practices for the public and the development community.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project includes BMPs that would treat stormwater in accordance with the County MS4 permit requirements.</p>
<p>Policy CSI 4.4 Groundwater Recharge. Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would implement Low Impact Design features to support groundwater recharge.</p>
<p>Policy CSI 4.5 Drainage System Mitigation. In accordance with the City’s performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the proposed Project would not create a significant impact on the regional storm drain systems by including infiltration basins proposed onsite that would capture the 72-hour rainfall depth for a 100-year 3-hour rain event, per the City’s LID requirements.</p>

General Plan Policy	Project Consistency
<p>Policy CSI 4.6 Aesthetic Design. Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would include landscaped detention basins to retain the additional runoff from Project development.</p>
<p>Policy CSI 4.7 Bioswales. Discourage lined channels and encourage “soft bottom” channels that provide slower water runoff, first flush capabilities, groundwater recharge potential, and streambed vegetation.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would include landscaped detention basins to retain the additional runoff from Project development.</p>
<p>Policy CSI 4.10 Low Impact Development. Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:</p> <ol style="list-style-type: none"> 1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces; 2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable; 3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits. 4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales. 5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting. 6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration. 	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would implement LID features and the stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed into six DMAs comprised of four underground and two above ground infiltration basins. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation.</p>
<p>Policy CSI 4.11 Ahwahnee Water Principles. Incorporate the Ahwahnee Water Principles for Resource Efficient Land Use into development design, as appropriate, to reduce costs and improve the reliability and quality of the City’s water resources.</p>	<p>Consistent. Ahwahnee Water Principles include the use of drought tolerant landscaping and efficient use of water. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would include drought tolerant landscaping as well as implement LID features and the stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed into 6 DMAs comprised of four underground and two above ground infiltration basins. The infiltration basins have been sized to</p>

General Plan Policy	Project Consistency
	capture and treat stormwater while providing peak storm mitigation.
Goal CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.	Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i> , the proposed Project would coordinate with the responsible utility agencies and the Project site is currently served by existing utility lines. The proposed Project would not require use of natural gas.
Policy CSI 5.3 Energy Services. Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would implement energy efficient practices as outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the City in Municipal Code Section 14-65.
Policy CSI 5.4 Solar Energy. Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.	Consistent. As discussed in Section 5.8, <i>Greenhouse Gas Emissions</i> , the proposed Project would be constructed with a solar ready roof which can be utilized by the future tenants.
Policy CSI 5.5 Energy Efficient Design. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would implement energy efficient practices as outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.
Policy CSI 5.8 Agency Coordination. Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner, and encourage developers of large scale or complex developments to contact local utilities early in the process to insure that projected energy and utility demands will be able to be accommodated.	Consistent. The proposed Project Applicant has provided notification to applicable utility providers in order to ensure adequate infrastructure is available for the Project, as further discussed in Section 5.17, <i>Utilities and Service Systems</i> .
Goal CSI-6 Maintain an adequate and efficient system of collection and disposal of solid waste generated in the City in compliance with California Integrated Waste Management Board requirements.	Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i> , the Project would be required to comply with the AB 341 which requires diversion of 75 percent of operational solid waste.
Policy CSI 6.1 Solid Waste System. Promote efficient, economical, and environmentally sound waste collection, management, and disposal.	Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i> , the Project would be required to comply with the AB 341 which requires diversion of 75 percent of operational solid waste through reuse or recycling
Policy CSI 6.2 Recycling. Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	Consistent. As discussed in Section 5.17, <i>Utilities and Service Systems</i> , the Project would be required to comply with 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste
Policy CSI 7.1 City/School Districts Coordination. Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.	Consistent. The Project would be required to pay development impact fees that would contribute to school district needs pursuant to Municipal Code Chapter 58-61.
Policy CSI 7.8 Infrastructure Design. To the extent feasible and appropriate, infrastructure designed for new development shall provide a beneficial impact on the	Consistent. The proposed Project would contribute to community facilities through the payment of development fees as required by Municipal Code Chapter 58-61.

General Plan Policy	Project Consistency
location and implementation of community facilities such as schools, parks, fire stations, and other public services.	
Public Safety	
Goal PS-1 Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.	Consistent. The Project would be built in compliance with the CBC which would ensure the building could provide adequate protection from damage associated with seismic incidents.
Policy PS 1.1 Seismic Standards. Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.	
Policy PS 1.2 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.	Consistent. The Project would be built in compliance with the CBC which would ensure the building could provide adequate protection from damage associated with seismic incidents.
Policy PS 1.3 Slope Stability. Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.	Consistent. As discussed in Section 5.7, Geology and Soils, the Project site and the adjacent parcels are relatively flat and do not contain any hills or steep slopes.
Policy PS 1.7 Emergency Access. Seek to maintain emergency access in the event of an earthquake by siting arterial roadways to avoid fault zones and designing roadways to mitigate damage.	Consistent. The proposed Project would be built in compliance with the CBC to ensure adequate emergency access and would include signage for emergency situations.
Goal PS-2 Reduce risk of property damage and human injury from flood hazards.	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Project would comply with the City’s Municipal code Chapter 14, Division 3 which provides construction standards that address the major causes of flood damage, and includes provisions for anchoring, placement of utilities, raising floor elevations, using flood resistant construction materials, and other methods to reduce flood damage.
Policy PS 2.2 Flood Area Preservation. Encourage flood control infrastructure that does not reduce the natural character or limit use of the site.	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Project would comply with the City’s Municipal code Chapter 14, Division 3, Flood Hazard Reduction Standards.
Policy PS 2.3 New Development. Minimize additional flood risk exposure in developing areas.	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Project would comply with the City’s Municipal code Chapter 14, Division 3, Flood Hazard Reduction Standards.
Policy PS 2.6 100-Year Flood Zone. Require new construction within the 100-year flood zone to meet National Flood Insurance Program standards.	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , according to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C2085G), the Project site is primarily located in “Zone X”, which is an area that is not located in a flood zone with a known base flood elevation.
Goal PS-4 Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport	Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i> , the Project site is located in Zone E of the Hemet-Ryan Airport Land Use Compatibility Plan, which

General Plan Policy	Project Consistency
<p>while recognizing and maintaining its function as a part of Hemet’s transportation system.</p>	<p>does not have any development restrictions. Thus, implementation of the Project would be consistent with the Hemet-Ryan ALUCP and would not put lives or property in any potential dangers associated with the use of the Hemet-Ryan Airport</p>
<p>Policy PS 4.1 Land Use Compatibility. Minimize the risk of potential hazards associated with aircraft operations at the Hemet- Ryan Airport through the implementation of the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC).</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan Zone E and is consistent with allowable land uses within the ALUCP.</p>
<p>Policy PS 4.4 Project Compatibility Review. As part of the City’s development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet’s General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."</p>	<p>Consistent. The Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan Zone E and is consistent with allowable land uses within the ALUCP.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan Zone E and is outside of established airport safety zones.</p>
<p>Policy PS 4.6 Project Noise Mitigation. Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Project site is located in Zone E of the Airport Influence Area but does not fall within the designated noise contours that could contribute to noise impacts.</p>
<p>Policy PS 4.7 Avigation Easements. Avigation easements shall be required for all land uses located 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.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Project is located in Compatibility Zone E. Thus, notices are not required for the Project.</p>
<p>Policy PS 4.8 Project Operating Compatibility. Development applications shall be subject to the following airport land use restrictions:</p> <p>a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.</p>	<p>Consistent. The Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan Zone E and is consistent with allowable land uses within the ALUCP. The Project would not include operations that would direct lights toward aircraft, that would generate large amounts of smoke and vapor, or that would generate electrical interference with aircraft. The proposed buildings would be a maximum of 60 feet in height with the approval of the reviewing authority, consistent with the Hemet development code, therefore not exceeding 200 feet.</p>

General Plan Policy	Project Consistency
<p>b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet- Ryan Airport shall be prohibited.</p> <p>c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.</p> <p>d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.</p> <p>e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.</p>	
<p>Policy PS 4.9 Aviation Wildlife Hazards. Projects that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration.</p>	<p>Consistent. The Project proposes the construction of two industrial warehouses and a truck trailer parking lot. The Project would not have potential to attract wildlife.</p>
<p>Goal PS-5 Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by City conditions of approval, and included as PPP HYD-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.9 <i>Hazards and Hazardous Materials</i>, routine use, storage, and transport of hazardous materials would comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to UST); CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA, and DTSC.</p>
<p>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.</p>	<p>Consistent. As described in Section 5.9, <i>Hazards and Hazardous Materials</i>, a Phase I Environmental Site Assessment was conducted for the Project site. The Phase I did not identify any recognized environmental conditions and determined that the Project site is not a listed hazardous site per Government Code Section 65962.5.</p>
<p>Goal PS-6 Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.</p>	

General Plan Policy	Project Consistency
<p>Policy PS 6.1 Fire Protection Standards. Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed according to California Fire Code guidelines.</p>
<p>Policy PS 6.2 Individual Fire Protection Systems. Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed according to California Fire Code and the guidelines from the Hemet Fire Department related to fire prevention and would be subject to review during the plan check process.</p>
<p>Policy PS 6.4 Safety Exits. Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.</p>	<p>Consistent. As discussed in Section 5.15, <i>Transportation</i>, the proposed Project would be constructed according to California Fire Code guidelines which would include appropriate egress systems.</p>
<p>Policy PS 6.8 Fire Hazard Mitigation. Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed according to California Fire Code and the guidelines from the Hemet Fire Department related to fire prevention and would be subject to review during the plan check process.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.14, <i>Public Services</i>, the City would have sufficient capacity to accommodate fire protection and the Project would not significantly impact service levels.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.14, <i>Public Services</i>, the City would have sufficient capacity to accommodate fire protection and the Project would not significantly impact service levels or emergency response times.</p>
<p>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.</p>	<p>Consistent. The Project would be required to pay development impact fees that would contribute to public services pursuant to City Development Code Chapter 58-61.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the proposed Project would be constructed in accordance with Section 503 of the California Fire Code that requires the safeguarding of any activity that encroaches into a right-of-way to ensure there is no interference with emergency access or evacuation. As described in Section 5.15, <i>Transportation</i>, the proposed driveways and roadways would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the site and surrounding areas.</p>

General Plan Policy	Project Consistency
<p>Policy PS 7.5 Fire Protection Adequacy. Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.</p>	<p>Consistent. As discussed in Section 5.14, <i>Public Services</i>, the City would have sufficient capacity, staff, and equipment to accommodate fire protection.</p>
<p>Goal PS-8 Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.</p>	<p>Consistent. As discussed in Section 5.14, <i>Public Services</i>, the City would have sufficient capacity to accommodate police services and the Project would not significantly impact service levels or emergency response times.</p>
<p>Policy PS 8.1 Police Services. Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls in rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.</p>	
<p>Policy PS 8.3 Development Impacts. Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and on-going demand for police services.</p>	<p>Consistent. The Project would be required to pay development impact fees that would contribute to public services pursuant to City Development Code Chapter 58-61.</p>
<p>Goal PS-9 Improve community safety and reduce opportunities through criminal activity through appropriate physical design.</p>	<p>Consistent. As discussed in Section 3.0 <i>Project Description</i>, the Project would include security lighting throughout the Project site to ensure maximum visibility.</p>
<p>Policy PS 9.1 Defensible Space. Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.</p>	<p>Consistent. As discussed in Section 3.0 <i>Project Description</i>, the Project would include security lighting throughout the Project site to ensure maximum visibility.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 3.0 <i>Project Description</i>, the Project would include security lighting throughout the Project site to ensure maximum visibility.</p>
<p>Goal PS-11 Manage noise levels through land use planning and development review.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, a Noise Impact Analysis was prepared by Urban Crossroads and construction and on-site operational noise impacts would be less than significant without mitigation. Impacts regarding offsite traffic noise would be significant and unavoidable as there are no feasible mitigation measures that would reduce impacts to a less than significant level. However, significant and unavoidable roadway noise impacts were accounted for under future General Plan buildout conditions within the 2012 General Plan EIR. The Project otherwise complies with all noise standards.</p>
<p>Policy PS 11.1 Noise Standards. Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, a Noise Impact Analysis was prepared by Urban Crossroads and construction and on-site operational impacts would be less than significant without mitigation. The proposed Project would develop two industrial warehouse buildings in an area designated for Business Park and Mixed Uses and would not expose sensitive receptors to unnecessary noise levels.</p>
<p>Policy PS 11.2 Design to Minimize Noise. Encourage the use of siting and building design techniques as a means to minimize noise.</p>	

General Plan Policy	Project Consistency
<p>Policy PS 11.3 Evaluate Noise. Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, a Noise Impact Analysis was prepared by Urban Crossroads and construction and on-site operational impacts would be less than significant without mitigation.</p>
<p>Policy PS 11.4 Protect Noise-Sensitive Uses. Protect noise-sensitive uses from new noise sources.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, a Noise Impact Analysis was prepared by Urban Crossroads and construction and on-site operational impacts would be less than significant without mitigation. Impacts regarding offsite traffic noise would be significant and unavoidable as there are no feasible mitigation measures that would reduce impacts to a less than significant level. The Project otherwise complies with all noise standards.</p>
<p>Goal PS-12 Minimize noise conflicts from transportation sources and airports.</p>	<p>Consistent. As described in Section 5.15, <i>Transportation</i>, the Project would introduce two industrial warehouses located in an area zoned for Business Park uses located near existing truck routes on Warren Road and Domenigoni Parkway. As discussed in Section 5.12, <i>Noise</i>, the Project site is located outside the 55 dBA CNEL noise level contour boundaries of the Hemet-Ryan Airport and is considered <i>clearly acceptable</i>.</p>
<p>Policy PS 12.1 Traffic Noise. Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, the Project site is located outside the 55 dBA CNEL noise level contour boundaries of the Hemet-Ryan Airport and is considered <i>clearly acceptable</i>.</p>
<p>Policy PS 12.3 Airport Noise. Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, the Project site is located outside the 55 dBA CNEL noise level contour boundaries of the Hemet-Ryan Airport and is considered <i>clearly acceptable</i>.</p>
<p>Goal PS-13 Minimize noise conflicts with stationary noise generators.</p>	<p>Consistent. As discussed in Section 5.12, <i>Noise</i>, the Project would introduce new stationary sources from loading dock activities, truck movement, parking and noise from heating, ventilation, and air conditioning units. The proposed Project would result in less than significant noise impacts from operation of the warehouse buildings.</p>
<p>Policy PS 13.1 Protect Valuable Noise Sources. Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.</p>	<p>Consistent. As described in Section 5.15, <i>Transportation</i>, the Project would introduce two industrial warehouses located in an area zoned for Business Park uses located near existing truck routes on Warren Road and Domenigoni Parkway.</p>
<p>Open Space and Conservation</p>	
<p>Goal OS-1 Preserve and protect critical open space and natural resources.</p>	<p>Consistent. The Project site is zoned for Business Park uses and is not identified as open space. As discussed in Section 5.4, <i>Biological Resources</i>, with the implementation of MM BIO-1 and BIO-2, impacts on burrowing owls, nesting birds, and any sensitive biological resources would be mitigated to a less than significant level.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, with the implementation of MM BIO-1 and BIO-2, impacts on burrowing owls, nesting birds, and any sensitive biological resources would be mitigated to a less than significant level.</p>

General Plan Policy	Project Consistency
<p>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.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, the Project site is located within the Western Riverside County MSHCP. Pursuant to MSHCP requirement, pre-construction surveys for burrowing owls shall take place 30 days prior to the commencement of any ground disturbing activities, as implemented by MM BIO-1.</p>
<p>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.</p>	<p>Consistent. As described in Section 5.4, <i>Biological Resources</i>, the Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site consists of active agricultural fields surrounded by agricultural lands, residential development, and busy roads. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage.</p>
<p>Policy OS 1.8 Local Resource Preservation. Maintain and enhance the natural resources of the Santa Rosa Hills, Tres Cerritos Hills, Salt Creek, Bautista Canyon, San Jacinto River/Bautista Creek, Reinhardt Canyon, Lakeview Mountains, Diamond Valley Lake, and all other waterways, ecosystems, and critical vegetation to ensure the long-term viability of habitat, wildlife, and wildlife movement corridors.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, the proposed Project would not impact any riparian or wetland resources. The Project site has not been identified as occurring within a wildlife corridor or linkage. Furthermore, the Project site consists of active agricultural fields surrounded by agricultural lands, residential development, and busy roads. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage.</p>
<p>Policy OS 1.9 Partnerships. Support efforts of local, state, and federal agencies and private conservation organizations to preserve, protect, and enhance identified open spaces and natural resources.</p>	<p>Consistent. The Project site is zoned for Business Park uses and is not identified as open space.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 5.1, <i>Aesthetics</i>, the proposed Project would be set back from public scenic corridors and would not impact views of the surrounding foothills.</p>
<p>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.</p>	<p>Consistent. As discussed in Section 3.0, Project Description and illustrated in Figure 3-10 Conceptual Landscaping Plan, the proposed Project would utilize drought tolerant landscaping to reduce water use.</p>
<p>Goal OS-5 Con serve and protect surface water, groundwater, and imported water resources.</p>	<p>Consistent. The proposed Project would be constructed according to Title 24 requirements of the 2022 California administrative code and landscaping would be implemented throughout the Project site including over the detention/infiltration basin. BMPs for stormwater management would also be implemented.</p>
<p>Policy OS 5.1 Natural Approaches. Use natural approaches to the maximum extent possible to manage streams and create drainage infrastructure systems to</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would implement LID features and the stormwater runoff from the addition of impervious</p>

General Plan Policy	Project Consistency
<p>protect groundwater recharge areas, conserve groundwater resources, maintain water quality through pollution reduction, channel drainage in environmentally sensitive ways, and design attractive and multi-use open space areas for recreation and habitat.</p>	<p>surfaces onsite from development of the Project would be conveyed into 6 DMAs comprised of four underground and two above ground infiltration basins. The underground basins would be covered with vegetation and landscaping. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation.</p>
<p>Policy OS 5.2 Protection of Groundwater Resources. Identify and protect the area’s waterways and groundwater resources from depletion and sources of pollution in cooperation with local water districts, Riverside County Flood Control District, the Santa Ana Regional Water Quality Control Board, or other appropriate agencies.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the Project would implement LID features and the stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed into six DMAs comprised of four underground and two above ground infiltration basins. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation.</p>
<p>Policy OS 5.3 Development Design. Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.</p>	<p>Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i>, the proposed Project would incorporate best management practices in order to encourage and facilitate efficient water use.</p>
<p>Policy OS 5.5 Water Efficient Landscaping. Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.</p>	<p>Consistent. As discussed in Section 5.17, <i>Utilities</i>, the proposed Project would utilize recycled water for the Project landscaping. In addition, the Project would use drought tolerant landscaping to minimize water use.</p>
<p>Goal OS-6 Conserve energy resources through the use of available technology and conservation practices.</p>	<p>Consistent. As discussed in Section 5.6, <i>Energy</i>, the proposed Project would comply with all applicable CalGreen Building Code standards including the use of energy efficient appliances.</p>
<p>Policy OS 6.1 CALGreen Standards. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.</p>	<p>Consistent. As discussed in Section 5.6, <i>Energy</i>, the proposed Project would comply with all applicable CalGreen Building Code standards including the use of energy efficient appliances.</p>
<p>Policy OS 6.3 Federal, State, Utility Company Incentives. Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.</p>	<p>Consistent. As discussed in Section 5.6, <i>Energy</i>, the proposed Project would implement energy efficient practices as outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.</p>
<p>Policy OS 6.5 Clean Energy. Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy resources, where compatible with adjacent land uses.</p>	<p>Consistent. As discussed in Section 5.8, <i>Greenhouse Gases</i>, the Project buildings would each feature a solar-ready roof, consistent with Title 24 requirements.</p>

General Plan Policy	Project Consistency
<p>Policy OS 6.6 Solar Energy. Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an onsite solar generation.</p>	<p>Consistent. As discussed in Section 5.8, <i>Greenhouse Gas Emissions</i>, the proposed Project buildings would be constructed with solar ready roofs which can be utilized by the future tenants.</p>
<p>Policy OS 6.7 Recycling. Promote the use of recycling and recycled materials in development projects and consumable products.</p>	<p>Consistent. As discussed in Section 5.17, <i>Utilities</i>, the proposed Project would comply with AB 341 and California Green Building Standards code and recycle 65% of construction related solid waste and 75% of operational solid waste.</p>
<p>Goal OS-7 Improve air quality and seek to reduce greenhouse gas emissions.</p>	<p>Consistent. While the proposed Project would not improve air quality, the Project would introduce mitigation measures outlined in Section 5.8, <i>Greenhouse Gas Emissions</i>, that are specified to reduce the Project’s air quality impacts to the maximum extent feasible, and the Project would include various measures related to building design, mobile sources, and energy systems pursuant to Title 24 CalGreen Code and Building and Energy Efficiency Standards in order to minimize greenhouse gas emissions.</p>
<p>Policy OS 7.1 Development Design and Practices. Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.</p>	<p>Consistent. As discussed in Section 5.3, <i>Air Quality</i>, the Project would incorporate design features and mitigation measures to reduce air pollutant emissions to the greatest extent feasible.</p>
<p>Policy OS 7.6 Transportation Trip Management. Encourage employers to implement transportation demand management (TDM) measures to reduce trips and vehicle miles traveled.</p>	<p>Consistent. As discussed in Section 5.8, <i>Greenhouse Gas Emissions</i>, the proposed Project would include Mitigation Measure GHG-10, which requires each owner/tenant to develop a use/occupant-specific transportation demand management (TDM) program to be submitted to the City Planning Department and City Building Department for review.</p>
<p>Policy 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.</p>	<p>Consistent. As discussed in Section 5.6, <i>Energy</i>, the proposed Project would comply with all applicable CalGreen Building Code standards including the use of energy efficient appliances.</p>
<p>Policy OS 7.9 Stationary Source Pollution. Continue to minimize stationary source pollution through the following:</p> <ul style="list-style-type: none"> • Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. • Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. • Reduce exposure of the City’s sensitive receptors to poor air quality nodes through smart land use decisions. 	<p>Consistent. As shown in Table 5.3-8: <i>Summary of Peak Operational Emissions</i> and Table 5.3-11: <i>Localized Significance Emissions from Project Operation</i>, the proposed Project’s stationary source emissions would not exceed SCAQMD air quality thresholds and would not expose sensitive receptors to high concentrations of pollutants. In addition, the proposed Project would not result in localized significance thresholds for nearby sensitive receptors.</p>
<p>Policy OS 7.11 Fugitive Dust. Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations.</p>	<p>Consistent. As discussed in Section 5.3, <i>Air Quality</i>, the proposed Project would implement SCAQMD Rule 403 in order to reduce impacts from fugitive dust during construction.</p>

General Plan Policy	Project Consistency
<p>Policy OS 7.12 Best Management Practices. Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.</p>	<p>Consistent. As described in Section 5.3, <i>Air Quality</i>, operation of the proposed Project would not generate substantial quantities of steam, smoke, and dust emissions, and emissions would be regulated by SCAQMD requirements.</p>
<p>Policy OS 8.2 Land Use Planning. Encourage new and infill development that provides employment opportunities for Hemet residents, is located near activity centers or along transportation corridors, and incorporates off-road trails for pedestrians and cyclists to reduce the length and number of vehicle trips.</p>	<p>Consistent. As discussed in Section 5.13, <i>Population and Housing</i>, the proposed Project would generate 1,158 employees to operate two industrial warehouse buildings, which jobs are anticipated to be filled by the local workforce and reduce the need for lengthier commutes.</p>
<p>Policy OS 8.4 Local Employment. Continue to create local employment opportunities by maintaining an adequate supply of designated commercial and industrial land, in accordance with the Land Use Element.</p>	<p>Consistent. As discussed in Section 5.13, <i>Population and Housing</i>, the proposed Project would generate 1,158 employees to operate two industrial warehouse buildings.</p>
<p>Policy OS 8.5 Jobs/Housing Balance. Improve the City's jobs-housing balance by encouraging the development, expansion, and retention of business.</p>	<p>Consistent. As discussed in Section 5.13, <i>Population and Housing</i>, the City of Hemet is a housing rich community, the proposed Project would generate approximately 1,158 employees to operate two industrial warehouse buildings and associated truck trailer parking areas.</p>
<p>Policy OS 8.6 Vehicle Miles Traveled. Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emissions through job creation.</p>	<p>Consistent. Although the Project VMT would exceed the baseline threshold, upon compliance with existing rules and implementation of CAPCOA measures T-6 and T-18 that are included as Mitigation Measure GHG-10 and Project Design Feature TR-1, the Project VMT would be reduced by 13.82 percent.</p>
<p>Policy OS 8.7 Innovative Practices. Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.</p>	<p>Consistent. The Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.</p>

Entitlements

General Plan Amendment

The Project would include a General Plan Amendment to change the existing land use designation from Mixed Use (MU) to Business Park (B-P), consistent with the current Business Park (B-P) zoning for the site and warehousing and distribution uses proposed by the Project. (see Figure 3-5, Existing General Plan Land Use, and Figure 3-6, Proposed General Plan Land Use). The BP designation provides for single and multitenant light industrial, flex office, and office uses. Suitable uses include corporate and general business offices, medical uses, research and development, e-commerce, and light manufacturing.

Conditional Use Permit

According to the City of Hemet Municipal Code Section 90-1043, warehouses and product fulfillment centers 400,000 square feet and over in the B-P zone require a Conditional Use Permit. The Project would require

a Conditional Use Permit (CUP) from the City of Hemet to construct two new speculative warehouse buildings totaling 1,192,418 square feet, an ancillary trailer parking lot, and related site improvements.

Tentative Tract Map (TTM)

The Project would require approval of a Tentative Parcel Map (TPM) to subdivide APN 465-140-043 into two separate parcels, one for each proposed warehouse building, resulting in a total of three parcels for the Project site.

Site Plan Review

The Project would also require a Site Plan Review to make sure that the development would adhere to all applicable development code and regulations.

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.

The Project would comply with the following plans which would further reduce potential impacts.

Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP)

The Project site is located approximately 1.6 miles southwest of the Hemet-Ryan Airport. The Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) as adopted in 1992 and amended in 2009 is the applicable Compatibility Plan for the Hemet-Ryan Airport. The most recent Hemet-Ryan ALUCP was adopted on February 9, 2017 and establishes a compatibility map delineation, and specific compatibility policies.

According to the Hemet-Ryan Airport Land Use Compatibility Plan the Project site is in Zone E of the Airport Influence Area and is located outside all three of the designated Hemet-Ryan Airport noise contours (55 CNEL, 60 CNEL and 65 CNEL). The site is also outside of the established airport safety zones. Additionally, given that the proposed Project would include a General Plan Amendment, ALUC review of the Project is required.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (RWQCB)

The City of Hemet is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality and potential beneficial uses of the water. The Project complies with the RWQCB.

5.11.7 CUMULATIVE IMPACTS

Cumulative projects in the City of Hemet would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Hemet would utilize regional planning documents such as SCAG's 2020 RTP/SCS during planning, and the City's General Plan,

to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a General Plan amendment.

While the Project requires a General Plan amendment to change the land use designation of the site, the proposed Project would be consistent with the General Plan land use designation and zoning designation after the amendment and would be consistent with the surrounding uses. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what future applications might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.11.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.11.9 PROJECT DESIGN FEATURES

None.

5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact LU-1 would have no impact and LU-2 would be less than significant.

5.11.11 MITIGATION MEASURES

Refer to all mitigation measures presented in this Draft EIR. In instances where significant impacts are identified as part of the Project's construction and/or operational phases, mitigation measures are provided in the specific topic sections to reduce impacts to less-than-significant levels (or, if it is not possible to reduce the Project's impacts to less-than-significant levels, mitigation is provided to minimize impacts to the maximum level feasible).

5.11.12 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with land use and planning for Impacts LU-2 to less than significant and LU-1 would result in no impact.

5.11.13 REFERENCES

City of Hemet. January 2012. *General Plan 2030*. Retrieved October 2023 from:
<https://www.hemetca.gov/534/Final-General-Plan-2030>

City of Hemet. January 2012. *General Plan 2030 Environmental Impact Report*. Retrieved October 2023 from: <https://www.hemetca.gov/444/Final-Environmental-Impact-Report>

SCAG Final 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, "Connect SoCal 2024". Accessed: <https://scag.ca.gov/connect-socal>

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5.12 Noise

5.12.1 INTRODUCTION

This Draft EIR section evaluates the potential noise impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during construction and operational activities; and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following City documents and report prepared by Urban Crossroads in Appendix M:

- City of Hemet 2030 General Plan, Adopted 24 January 2012
- City of Hemet General Plan 2030 Environmental Impact Report, Certified January 12, 2012
- City of Hemet Municipal Code
- Simpson Road Warehouse Noise Analysis, Urban Crossroads, December 2023 (Appendix M)

5.12.1.1 Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dB_A: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

L_{max}: The instantaneous maximum noise level experienced during a given period of time.

L_{min}: The instantaneous minimum noise level experienced during a given period of time.

L_x: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L₅₀ and L₉₀ represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: Also termed the "day-night" average noise level (DNL), L_{dn} is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the L_{dn}, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

PPV: The maximum instantaneous peak of the vibration signal.

RMS: The average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body.

VdB: Decibel notation. VdB serves to reduce the range of numbers used to describe human response to vibration.

The “ambient noise level” is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

5.12.1.2 Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive to those in the vicinity to hear it. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with daily activities (EPA, 1979). Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity (Appendix M).

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

5.12.1.3 Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as that would be expected at a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source (Urban, 2024e).

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source.

Soft sites such as soft dirt, grass, or scattered bushes and trees have an absorptive ground surface. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Urban, 2024e).

5.12.1.4 Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

There are no federal regulations concerning noise impacts that are applicable to the Project.

5.12.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.12.2.3 Local Regulations

Hemet-Ryan Airport Land Use Compatibility Plan

The Project site is located approximately 1.6 miles southwest of the Hemet-Ryan Airport. The Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) as adopted in 1992 and amended in 2009 is the applicable Compatibility Plan for the Hemet-Ryan Airport. The most recent Hemet-Ryan ALUCP was adopted on February 9, 2017 and establishes a compatibility map delineation, and specific compatibility policies. The Project site is located outside of the Hemet-Ryan Airport noise level contours (55 CNEL, 60CNEL, and 65 CNEL) and the Project's industrial land uses would experience clearly acceptable noise levels below 60 dBA CNEL as shown in Figure 5.12-2, *Hemet-Ryan Airport Noise Contours*.

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following policies related to noise that are applicable to the Project:

Land Use Element

Policy LU 11.10 Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.

Public Safety Element

Policy PS 4.5 Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.

Policy PS 4.6 Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.

Goal PS 11 **Manage noise levels through land use planning and development review.**

Policy PS 11.1 Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.

Policy PS 11.2 Encourage the use of siting and building design techniques as a means to minimize noise.

Policy PS 11.4 Protect noise-sensitive uses from new noise sources.

Goal PS 12 **Minimize noise conflicts from transportation sources and airports.**

Policy PS 12.1 Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.

Policy PS 12.3 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.**

Policy PS 13.1 Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.

City of Hemet Municipal Code

Chapter 30, Article II, Section 30-32(33). Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Sunday Construction shall be prohibited. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistent with these provisions is exempt from regulation.

Construction Standards

The City does not have daytime construction noise level limits for activities that occur within the specified hours listed in Municipal Code Chapter 30, Article II, Section 30-32(33). The Federal Transit Authority (FTA) considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use. Therefore, to evaluate whether the Project will generate potentially significant short-term noise levels at the closest noise sensitive residential receiver locations, a daytime exterior construction noise level of 80 dBA Leq is used as a reasonable threshold to assess construction noise level impacts based on the FTA detailed analysis construction noise criteria with a nighttime exterior construction noise level of 70 dBA Leq.

Vibration Standards

The City of Hemet does not identify specific vibration level standards. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (Caltrans, 2020, p. 38) Table 19, vibration damage are used to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site, identified by address in Table 5.12-1 below, can best be described as “older residential structures” with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

5.12.3 ENVIRONMENTAL SETTING

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.12-1. The noise level measurements were positioned as close to the Project site as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets. A description of these locations and the existing noise levels are provided in Table 5.12-1.

Table 5.12-1: 24-Hour Ambient Noise Level Measurements

Location ¹		Energy Average Noise Level (dBA Leq) ²	
		Daytime	Nighttime
L1	Located west of the site near the residence at 35125 Simpson Rd.	64.6	61.1
L2	Located west of the site near the residence at 35224 Simpson Rd.	70.1	66.0
L3	Located northeast of the site near the residence at 5599 Cottage Drive.	63.0	58.9
L4	Located east of the site near the residence at 28744 Warren Rd.	57.9	56.6
L5	Located east of the site near the residence at 28758 Warren Rd.	54.1	54.0

Source: Urban Crossroads, 2024e (Appendix M)

¹See Figure 5.12-1 for the noise level measurement locations.

²Energy (logarithmic) average levels. The 24-hour measurement worksheets are included in Appendix 5.2.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

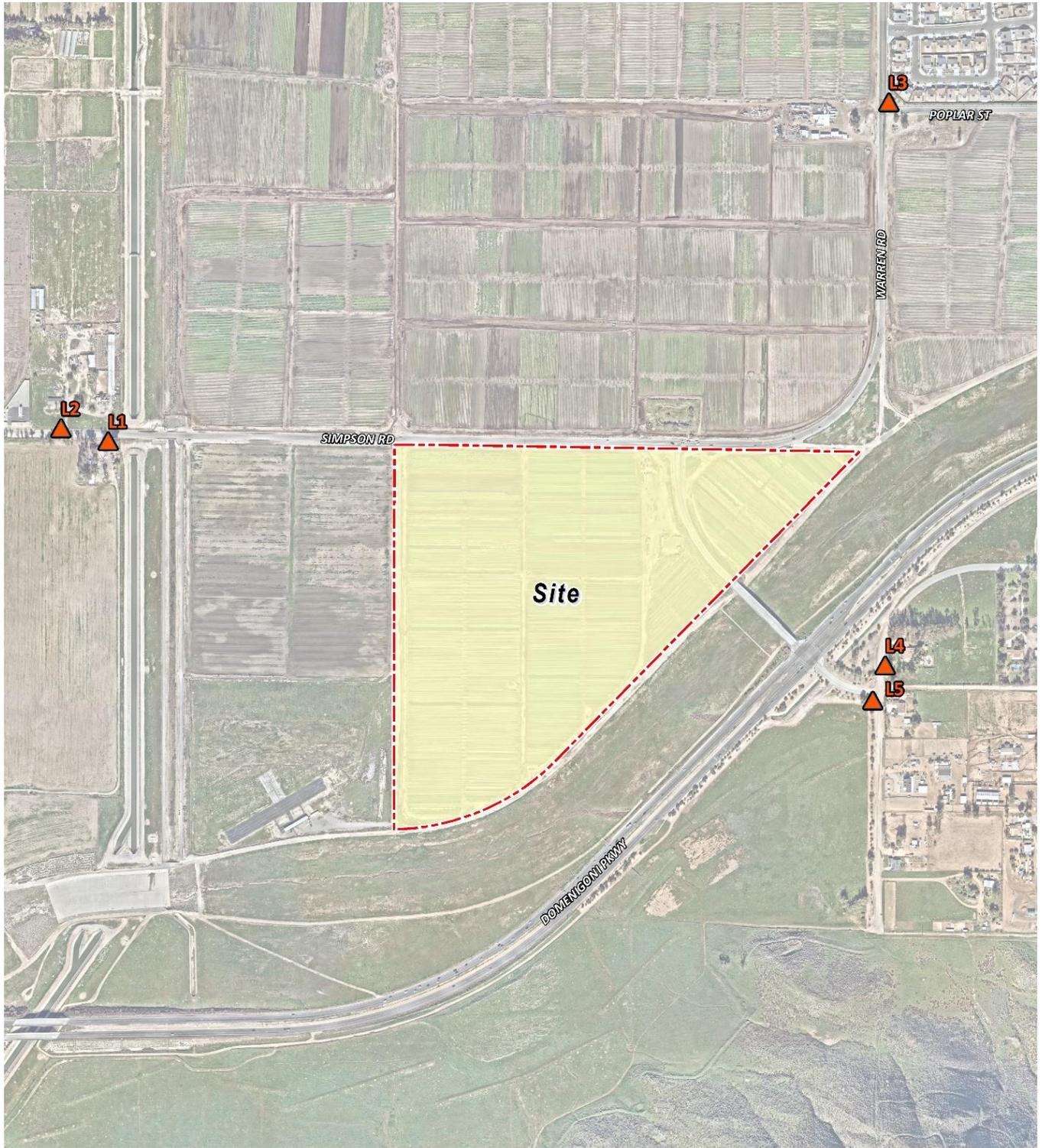
5.12.3.1 Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project site, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 vibration decibels (VdB) (approximately 0.006 in/sec PPV) and could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006). There are currently no active or proposed construction activities near the Project site, as shown on Table 5-1, that would generate additional vibration impacts in the area.

5.12.3.2 Existing Airport Noise

The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Exhibit HR-5 of the Hemet-Ryan Airport Land Use Compatibility Plan. As shown on Figure 5.12-2, the Project site is located outside the 55 dBA CNEL noise level contour boundaries and industrial land uses are considered *clearly acceptable* by the ALUCP.

Noise Measurement Locations

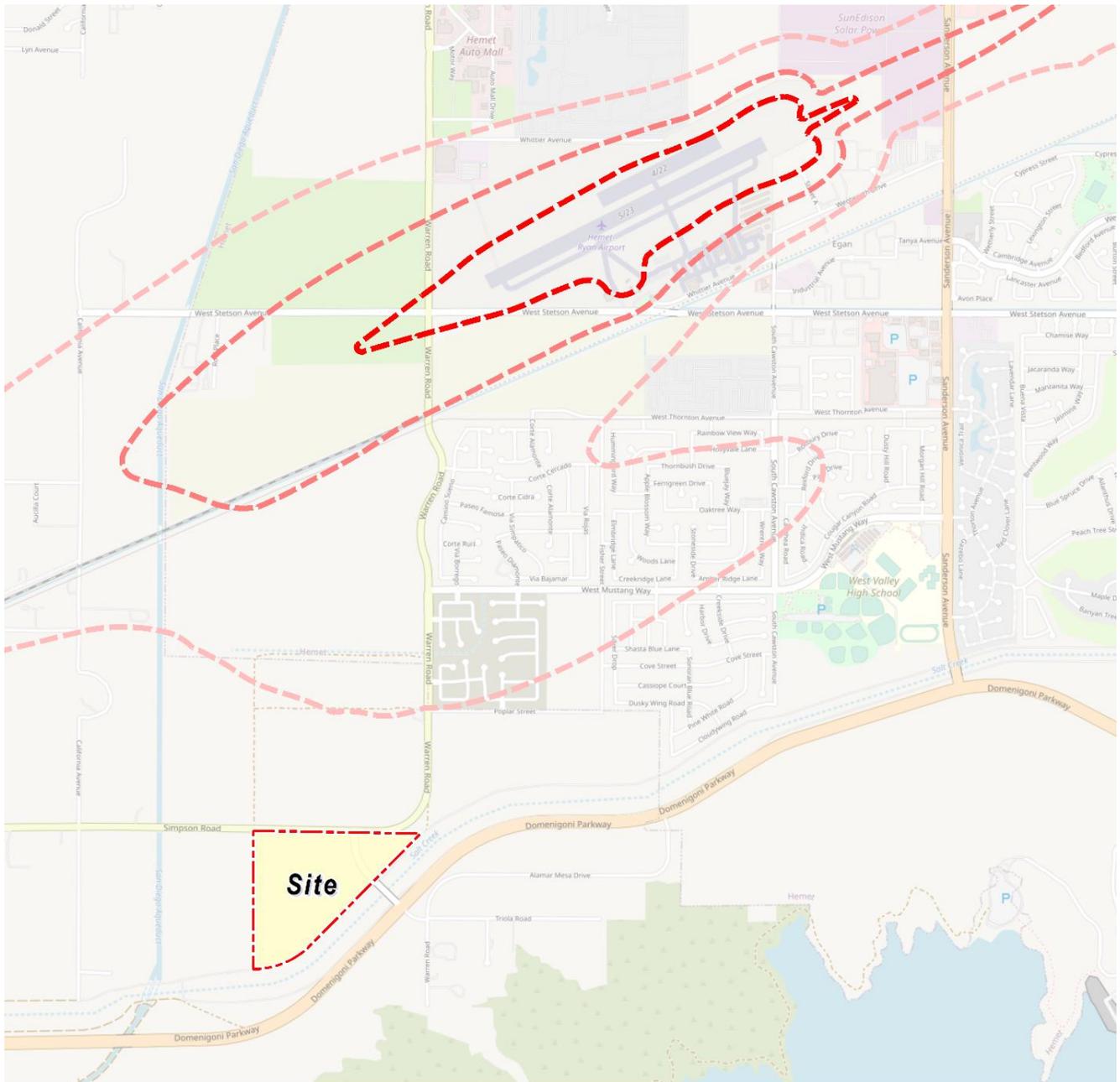


□ Site Boundary ▲ Measurement Locations



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Hemet-Ryan Airport Noise Contours



Unmitigated Hemet-Ryan Airport Noise Level Contour Boundaries

- Site Boundary
- 65 dBA CNEL
- 60 dBA CNEL
- 55 dBA CNEL



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5.12.3.3 Sensitive Receivers

Noise sensitive receivers are generally defined as either as people or the locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The noise sensitive receptors that are in the vicinity of the Project site are described below and shown in Figure 5.12-3. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Locations listed with an “L” are the locations of the 24-Hour Ambient Noise Level Measurements, locations with an “R” are the locations of sensitive receivers.

- R1 Location R1 represents the existing residence at 35125 Simpson Road, approximately 1,607 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2 Location R2 represents the existing residence at 35224 Simpson Road, approximately 1,834 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3 Location R3 represents the existing residence at 5599 Cottage Drive, approximately 1,993 feet northeast of the Project site. Receiver R3 is placed in the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4 Location R4 represents the existing residence at 28744 Warren Road, approximately 930 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5 Location R5 represents the existing residence at 28758 Warren Road, approximately 1,066 feet southeast of the Project site. Receiver R5 is placed in the private outdoor living areas (backyards) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

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Sensitive Receptor Locations



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5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- NOI-1 Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels;
- NOI-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, would the project expose people residing or working in the project area to excessive noise levels.

Construction Noise and Vibration

A significant impact related to construction noise would occur if Project related construction activities:

- Do not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or 6:00 p.m. and 7:00 a.m. during the months of October through May (Hemet Municipal Code Chapter 30, Article II, Section 30-32(33)) or
- Create noise levels which exceed the FTA's daytime exterior construction noise level of 80 dBA Leq or 70 dBA Leq nighttime acceptable noise level threshold at nearby sensitive receiver locations;

If Project-related construction activities generate vibration levels which exceed the Caltrans *Transportation and Construction Vibration Guidance Manual* vibration threshold of 0.3 PPV in/sec at nearby buildings.

Operational Noise

According to HMC Section 30-32[a][42], *any noise that is made, generated, produced, or continued (whether from a human, animal, or device) in such a manner that it unreasonably disturbs the peace and quiet of any neighborhood of which causes any discomfort or annoyance to any reasonable person of normal sensitivities, or that otherwise violates any provision of the Hemet Municipal Code, including the noise limits set forth in the Hemet Zoning Code, or that violates the general plan.*

For stationary (operational) noise sources, Table 6.5 of City of Hemet General Plan Public Safety Element outlines the appropriate exterior performance standards to control the non-transportation stationary noise impacts. Table 6.5 identifies a daytime exterior noise level limit of 60 dBA Leq and nighttime exterior noise level limit of 45 dBA Leq.

Off-Site Traffic Noise

The Hemet General Plan Public Safety Element, Table 6-3, *Land Use Compatibility for Community Noise Environments* was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the City. The *normally acceptable* exterior noise level for non-noise-sensitive land use is 70 dBA CNEL. To determine if Project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a *barely perceptible* 3 dBA criteria is used pursuant to the Hemet General Plan Safety Element. When the without Project noise levels are greater than the *normally acceptable* 70 dBA CNEL land use compatibility criteria, a *barely perceptible* 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses is generally consistent with the Federal Interagency Committee on Noise (FICON) noise level increase thresholds for noise-sensitive land uses but instead rely on the Hemet General

Plan Public Safety Element, Table 6-3, *Land Use Compatibility for Community Noise Environments normally acceptable 70 dBA CNEL exterior noise level criteria.*

Table 5.12-2: Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive ²	If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive	Residential Exterior Noise Level ³	60 dBA L _{eq}	45 dBA L _{eq}
		If ambient is < 60 dBA Leq ¹	≥ 5 dBA Leq Project increase	
		If ambient is 60 - 65 dBA Leq ¹	≥ 3 dBA Leq Project increase	
		If ambient is > 65 dBA Leq ¹	≥ 1.5 dBA Leq Project increase	
Construction	Noise-Sensitive	Noise Level Threshold ⁴	80 dBA L _{eq}	70 dBA L _{eq}
		Vibration Level Threshold ⁵	0.3 PPV (in/sec)	

Source: Urban Crossroads, 2024e (Appendix M)

¹ FICON, 1992.

² City of Hemet General Plan Public Safety Element, Table 6.3.

³ City of Hemet General Plan Public Safety Element, Table 6.5.

⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

⁵ Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

5.12.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The Hemet Municipal Code limits construction hours between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or 6:00 p.m. and 7:00 a.m. during the months of October through May (Hemet Municipal Code Chapter 30, Article II, Section 30-32(33)) to reduce noise and establishes a numeric maximum acceptable construction source noise levels threshold at potentially affected receivers, which allows for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land uses. The construction noise levels are compared against the FTA's threshold to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. As detailed in Section 5.15, *Transportation*, the proposed Project is anticipated to generate approximately 2,539 new daily trips, 146 new a.m. peak hour trips and 197 new p.m. peak hour trips. The increase in noise levels generated by the vehicular/truck trips have been qualitatively estimated, as further

described under Impact NOI-1, and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include new stationary sources loading dock, truck movement, parking and noise from heating, ventilation, and air conditioning units utilized by the new buildings on the Project site. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously and shown on Table 5.12-18.

5.12.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: THE PROJECT WOULD 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.

Construction

Less than Significant Impact. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: site preparation, grading, building construction, paving and architectural coating. Noise levels generated by heavy construction equipment range from approximately 68 dBA Leq to 81 dBA Leq at 50 feet from the noise source, as shown on Table 5.12-3 and are provided in Appendix M.

Table 5.12-3: Construction Reference Noise Levels

Construction Stage	Reference Construction Equipment ¹	Reference Noise Level @ 50 feet (dBA Leq)	Composite Reference Noise Level (dBA Leq) ²	Reference Power Level Level (dBA Leq) ³
Site Preparation	Tractor	80	84.0	115.6
	Backhoe	74		
	Grader	81		
Grading	Scraper	80	83.3	114.9
	Excavator	77		
	Dozer	78		
Building Construction	Crane	73	80.6	112.2
	Generator	78		
	Front End Loader	75		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		

	Roller	73		
Architectural Coating	Man Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator (<25kVA)	70		

Source: Urban Crossroads, 2024e (Appendix M)

¹ FHWA Road Construction Noise Model.

² Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

³ Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings.

However, per Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction activity is not permitted on Sundays. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistent with these provisions is exempt from regulation. The proposed Project’s construction activities would occur pursuant to these regulations. Thus, the construction activities would be in compliance with the City’s construction-related noise standards.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that would be in use for the 14-month construction period.

As shown on Table 5.12-4, construction noise from the Project at the nearby receiver locations would range from 38.6 to 50.5 dBA Leq. As detailed in Table 5.12-5, the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities. Therefore, impacts related to construction noise would be less than significant.

Table 5.12-4: Construction Equipment Noise Level Summary

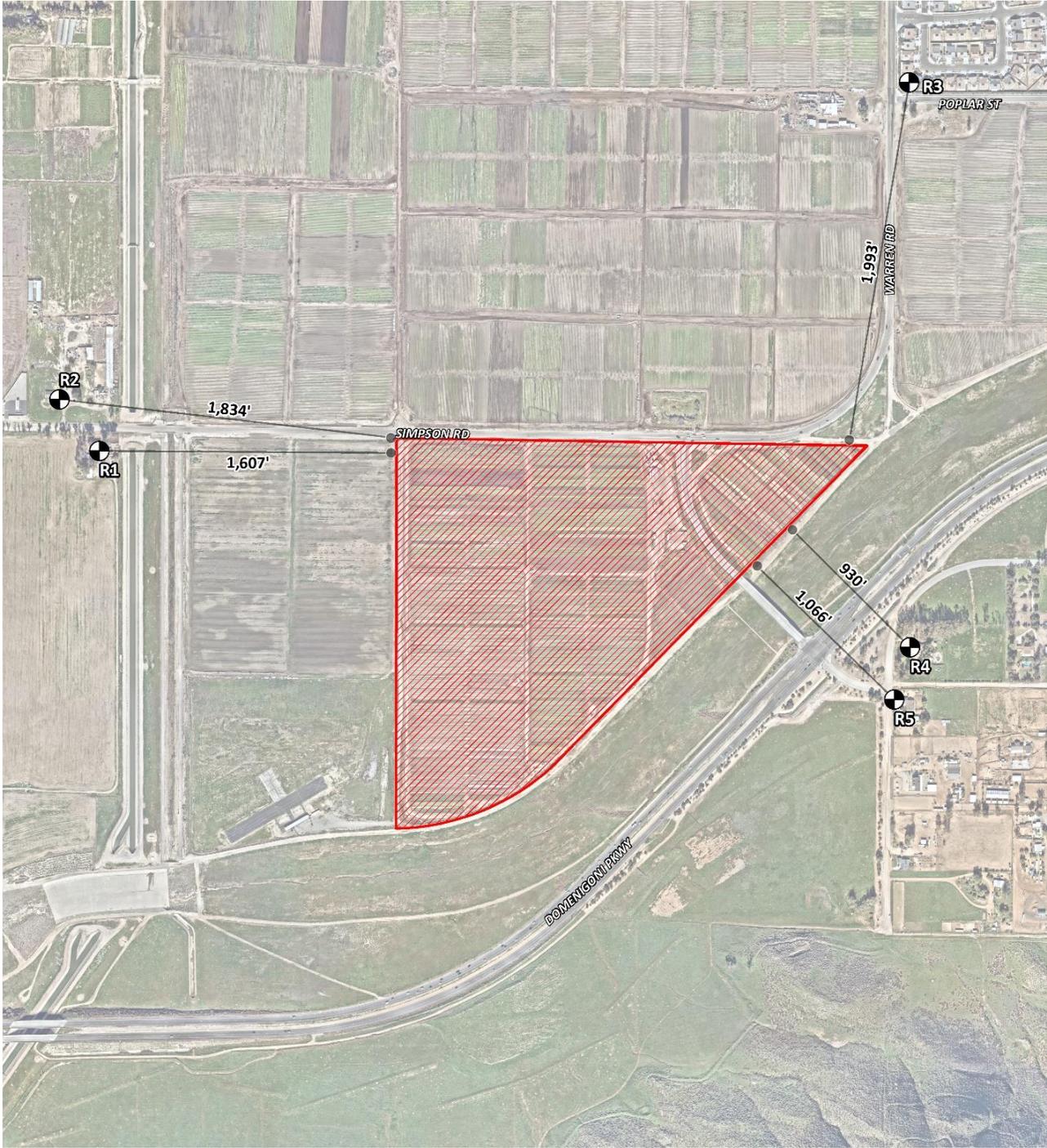
Receiver Location ¹	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	47.6	46.9	44.2	41.5	39.8	47.6
R2	46.4	45.7	43.0	40.3	38.6	46.4
R3	46.5	45.8	43.1	40.4	38.7	46.5
R4	49.1	48.4	45.7	43.0	41.3	49.1
R5	50.5	49.8	47.1	44.4	42.7	50.5

Source: Urban Crossroads, 2024e (Appendix M)

¹ Construction noise source and receiver locations are shown on Figure 5.12-4.

² Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations.

Construction Noise Source Locations



Construction Activity Receiver Locations Distance from receiver to Project site boundary (in feet)



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Table 5.12-5: Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	47.6	80	No
R2	46.4	80	No
R3	46.5	80	No
R4	49.1	80	No
R5	50.5	80	No

Source: Urban Crossroads, 2024e (Appendix M)

¹ Construction noise source and receiver locations are shown on Figure 5.12-4.

² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 5.12-4.

³ Construction noise level thresholds as shown on Table 5.12-2.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Off-site Roadway and Utility Improvements

To support the Project development, the Project would construct onsite water lines to connect to the existing 24-inch water main in Simpson Road. The Project would also construct onsite sewer lines to connect to a new 24-inch sewer main in Simpson Road, which would also be constructed by the Project. Runoff from the Project site would be collected and treated by four underground and two aboveground infiltration basins, located throughout the site. The Project would construct onsite storm drain improvements, which would emergency overflow to Salt Creek Channel, mimicking existing conditions. The Project would include construction of new sidewalks on all Project frontages. All off-site infrastructure and improvements would occur concurrently with the construction of the proposed Project. The loudest phase of construction associated with off-site roadway and utility improvements would likely be grading/excavation activities, which would generate similar noise levels compared to the grading/excavation phase of the proposed Project's on-site construction activities previously outlined on Table 5.12-4.

It is expected that the off-site construction activities would not take place at any one location for the entire duration of construction due to the nature of the linear construction activity. Construction noise from this off-site work would, therefore, be relatively short-term and the noise levels would be reduced as construction work moves linearly along the selected alignment and farther from sensitive uses. Therefore, due to the temporary nature of Project construction, impacts related to the construction of off-site roadway and utility improvements would be less than significant. However, in order to further reduce noise levels for nearby sensitive receptors, the Project would implement the following standard best management practices as Project Design Features (PDFs).

- PDF NOI-1: All construction activities shall comply with HMC Section 30-32[a][43], restricting construction activities to the approved hours of construction as set forth on a permit or other city entitlement as issued the building official, planning commission, or city council, or as otherwise prohibited by the Hemet Building Code.
- PDF NOI-2: Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards).
- PDF NOI-3: All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.
- PDF NOI-4: Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.

- PDF NOI-5: The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment.
- PDF NOI-6: Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.
- PDF NOI-7: No music or electronically reinforced speech from construction workers shall be allowed.

Nighttime Concrete Pour

Nighttime concrete pouring activities would occur as part of the Project construction. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during daytime hours. The pouring activities would be limited to within the actual building footprint. Since the nighttime concrete pours would take place outside the permitted time allowed in the City of Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (included as PPP NOI-1), the Project Applicant would be required to obtain authorization for nighttime work from the City of Hemet.

As shown on Table 5.12-6, concrete pouring activities would range from 31.1 to 35.2 dBA L_{max} at the nearby receiver locations and would occur at the beginning of building construction. With the authorization from the City of Hemet, the nighttime concrete pour activities would satisfy the 70 dBA L_{eq} nighttime residential noise level threshold at all the nearest noise sensitive receiver locations. Other building structures surrounding the Project site are farther away and would experience further reduced vibration. Therefore, impacts from nighttime concrete pouring activities onto nearby receptors would be less than significant.

Table 5.12-6: Nighttime Concrete Pour Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L_{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	32.3	70	No
R2	31.1	70	No
R3	31.2	70	No
R4	33.8	70	No
R5	35.2	70	No

Source: Urban Crossroads, 2024e (Appendix M)

1 Construction noise source and receiver locations are shown on Figure 5.12-4.

2 Nighttime Concrete Pour noise model inputs are included in Appendix 10.2.

3 Exterior nighttime noise level standards as shown on Table 5.12-2.

4 Do the estimated Project construction noise levels exceed the construction noise level threshold?

Operation

Less than Significant Impact. To present the potential worst-case noise conditions, this analysis assumes the proposed warehouse buildings would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking and loading and unloading of trucks at designated loading bays. The onsite industrial use-related noise sources are expected to include: loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity. As described previously, the Project site is located within the vicinity of existing residences, which are sensitive receivers, located at approximately 930 feet to the southeast of the Project site. The locations of operational noise sources are shown in Figure 5.12-5.

The Noise Impact Analysis (included as Appendix M) calculated the operational source noise levels that would be generated by the proposed Project and the noise increases that would be experienced at the closest sensitive receptor locations.

Operational Noise Standard Compliance

Tables 5.12-7 and 5.12-8 show the estimated Project’s operational noise levels. Table 5.11-7 shows that the daytime hourly noise levels at the off-site sensitive receiver locations are expected to range from 36.6 to 43.6 dBA Leq.

Table 5.12-7: Daytime Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock/Truck Parking Activity	36.5	35.9	39.5	42.5	43.4
Roof-Top Air Conditioning Units	23.8	25.8	25.1	25.7	27.4
Parking Lot Vehicle Movements	18.6	17.5	15.3	17.7	19.8
Trash Enclosure Activity	19.7	18.5	13.9	15.5	16.8
Truck Movements	22.9	22.1	24.9	24.5	26.0
Total (All Noise Sources)	37.0	36.6	39.8	42.7	43.6

Source: Urban Crossroads, 2024e (Appendix M)
¹ See Figure 5.11-5 for the noise source locations.

Table 5.12-8 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 36.4 to 43.6 dBA Leq.

Table 5.12-8: Nighttime Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Loading Dock/Truck Parking Activity	36.5	35.9	39.5	42.5	43.4
Roof-Top Air Conditioning Units	21.4	23.4	22.7	23.3	25.0
Parking Lot Vehicle Movements	18.6	17.5	15.3	17.7	19.8
Trash Enclosure Activity	15.7	14.6	10.0	11.5	12.9
Truck Movements	22.9	22.1	24.9	24.5	26.0
Total (All Noise Sources)	36.9	36.4	39.8	42.6	43.6

Source: Urban Crossroads, 2024e (Appendix M)
¹ See Figure 5.11-5 for the noise source locations.

Table 5.12-9 shows that these operational noise levels would not exceed the City’s exterior noise level standards at all nearby sensitive receiver locations. Thus, operational impacts from the proposed Project would be less than significant.

Table 5.12-9: Operational Noise Level Compliance

Receiver Location ¹	Project Operational Noise Levels (dBA L _{max}) ²		Noise Level Standards (dBA L _{max}) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	37.0	36.9	60	45	No	No
R2	36.6	36.4	60	45	No	No
R3	39.8	39.8	60	45	No	No
R4	42.7	42.6	60	45	No	No
R5	43.6	43.6	60	45	No	No

Source: Urban Crossroads, 2024e (Appendix M)

¹ See Exhibit 5.11-3 for the receiver locations.

² Proposed Project unmitigated operational noise levels as shown on Tables 5.12-7 and 5.12-8.

³ Exterior noise level standards, as shown on Table 5.12-2.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?
 "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

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Operational Noise Level Increases

To evaluate if noise from operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise levels measurements at the nearby receiver locations. The difference between the combined Project operational and ambient noise levels describes the noise level increases to the existing ambient noise environment. As indicated on Tables 5.12-10 through 5.12-11, the increase in noise would range from 0.0 to 0.2 dBA L_{eq} , which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations. In addition, the proposed Project would implement the City of Hemet General Plan policies LU-11.10, PS-4.5, PS-11, PS-11.1, PS-11.2, PS-11.4, PS-12, PS-12.1, PS-12.3, PS-13, and PS-13.1. Therefore, impacts would be less than significant.

Table 5.12-10: Daytime Project Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	36.9	L1	64.6	64.6	0.0	5.0	No
R2	36.4	L2	70.1	70.1	0.0	1.5	No
R3	39.8	L3	63.0	63.0	0.0	5.0	No
R4	42.6	L4	57.9	58.0	0.1	5.0	No
R5	43.6	L5	54.1	54.5	0.4	5.0	No

Source: Urban Crossroads, 2024e (Appendix M)

¹ See Figure 5.11-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 5.12-13.

³ Reference noise level measurement locations as shown on Figure 5.12-1.

⁴ Observed daytime ambient noise levels as shown on Table 5.12-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 5.12-2.

Table 5.12-11: Nighttime Operational Noise Level Increases

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	36.9	L1	61.1	61.1	0.0	5.0	No
R2	36.4	L2	66.0	66.0	0.0	1.5	No
R3	39.8	L3	58.9	59.0	0.1	5.0	No
R4	42.6	L4	56.6	56.8	0.2	5.0	No
R5	43.6	L5	54.0	54.4	0.4	5.0	No

Source: Urban Crossroads, 2024e (Appendix M)

¹ See Figure 5.11-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 5.12-13.

³ Reference noise level measurement locations as shown on Figure 5.12-1.

⁴ Observed daytime ambient noise levels as shown on Table 5.12-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 5.12-2.

Off-Site Traffic Noise

Significant and Unavoidable Impact. The proposed Project would generate traffic-related noise from operation. As described in Section 3.0, *Project Description*, access to the Project site would be provided from six driveways, including: one automobile only driveway accessing each of Building 1 and Building 2, two driveways allowing automobiles and trucks accessing Building 1, one driveway allowing both automobiles and truck to access Building 2, and one driveway allowing for truck access to the truck trailer parking lot, all along Simpson Road, as shown in Figure 3-7, *Conceptual Site Plan*. To identify the potential of traffic from the proposed Project to generate noise impacts, noise contours were developed based on the Traffic Impact Analysis included as Appendix N. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

Traffic Noise Contours. Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area, which includes roadways on which the majority of Project vehicles would travel. Tables 5.12-12 through 5.12-15 present a summary of the exterior dBA CNEL traffic noise levels for each traffic condition.

Table 5.12-12: Existing Without Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	SR-79	s/o SR-74	Sensitive	68.8	RW	106	229
2	SR-79	s/o Simpson Rd.	Sensitive	69.8	RW	123	266
3	SR-79	s/o Domenigoni Pkwy.	Non-Sensitive	72.7	89	192	414
4	Warren Rd.	n/o SR-74	Sensitive	66.9	RW	80	171
5	Warren Rd.	s/o SR-74	Non-Sensitive	69.0	RW	109	236
6	Warren Rd.	s/o Stetson Av.	Sensitive	67.0	RW	80	172
7	Warren Rd.	s/o Mustang Wy.	Sensitive	68.2	RW	96	206
8	SR-74	w/o SR-79	Sensitive	69.0	RW	171	369
9	SR-74	e/o SR-79	Sensitive	70.3	97	208	448
10	SR-74	e/o Warren Rd.	Sensitive	70.1	77	165	356
11	Stetson Av.	e/o Warren Rd.	Non-Sensitive	66.8	RW	78	169
12	Simpson Rd.	e/o SR-79	Sensitive	65.4	RW	63	136
13	Domenigoni Pkwy.	w/o SR-79	Sensitive	70.1	77	166	357
14	Domenigoni Pkwy.	e/o SR-79	Non-Sensitive	72.0	104	224	482
15	Domenigoni Pkwy.	e/o Warren Rd.	Sensitive	71.4	95	204	439

Source: Urban Crossroads, 2024e (Appendix M)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.12-13: Existing With Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	SR-79	s/o SR-74	Sensitive	70.1	60	129	277
2	SR-79	s/o Simpson Rd.	Sensitive	70.5	64	137	296
3	SR-79	s/o Domenigoni Pkwy.	Non-Sensitive	73.1	94	204	439
4	Warren Rd.	n/o SR-74	Sensitive	67.0	RW	80	172
5	Warren Rd.	s/o SR-74	Non-Sensitive	71.0	69	149	320
6	Warren Rd.	s/o Stetson Av.	Sensitive	69.9	RW	125	268
7	Warren Rd.	s/o Mustang Wy.	Sensitive	70.5	64	138	297
8	SR-74	w/o SR-79	Sensitive	70.4	98	211	455
9	SR-74	e/o SR-79	Sensitive	70.9	105	227	489
10	SR-74	e/o Warren Rd.	Sensitive	70.7	85	182	392
11	Stetson Av.	e/o Warren Rd.	Non-Sensitive	66.9	RW	79	171
12	Simpson Rd.	e/o SR-79	Sensitive	68.9	RW	107	230
13	Domenigoni Pkwy.	w/o SR-79	Sensitive	70.5	83	178	384
14	Domenigoni Pkwy.	e/o SR-79	Non-Sensitive	72.3	109	234	505
15	Domenigoni Pkwy.	e/o Warren Rd.	Sensitive	71.4	95	204	440

Source: Urban Crossroads, 2024e (Appendix M)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.12-14: Opening Year Cumulative (2025) without Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	SR-79	s/o SR-74	Sensitive	69.3	RW	114	245
2	SR-79	s/o Simpson Rd.	Sensitive	70.3	62	133	286
3	SR-79	s/o Domenigoni Pkwy.	Non-Sensitive	73.2	96	206	444
4	Warren Rd.	n/o SR-74	Sensitive	68.3	RW	97	210
5	Warren Rd.	s/o SR-74	Non-Sensitive	69.7	RW	122	263
6	Warren Rd.	s/o Stetson Av.	Sensitive	67.7	RW	89	191
7	Warren Rd.	s/o Mustang Wy.	Sensitive	68.9	RW	107	232
8	SR-74	w/o SR-79	Sensitive	70.1	94	201	434
9	SR-74	e/o SR-79	Sensitive	71.3	112	241	519
10	SR-74	e/o Warren Rd.	Sensitive	71.5	96	206	444
11	Stetson Av.	e/o Warren Rd.	Non-Sensitive	67.6	RW	88	189
12	Simpson Rd.	e/o SR-79	Sensitive	66.2	RW	71	153

13	Domenigoni Pkwy.	w/o SR-79	Sensitive	70.5	82	177	382
14	Domenigoni Pkwy.	e/o SR-79	Non-Sensitive	72.5	111	240	517
15	Domenigoni Pkwy.	e/o Warren Rd.	Sensitive	71.9	102	219	471

Source: Urban Crossroads, 2024e (Appendix M)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.12-15: Opening Year Cumulative (2025) with Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	SR-79	s/o SR-74	Sensitive	70.4	63	135	292
2	SR-79	s/o Simpson Rd.	Sensitive	70.9	68	146	315
3	SR-79	s/o Domenigoni Pkwy.	Non-Sensitive	73.5	101	217	467
4	Warren Rd.	n/o SR-74	Sensitive	68.3	RW	98	210
5	Warren Rd.	s/o SR-74	Non-Sensitive	71.5	74	160	344
6	Warren Rd.	s/o Stetson Av.	Sensitive	70.2	61	132	284
7	Warren Rd.	s/o Mustang Wy.	Sensitive	71.0	69	148	319
8	SR-74	w/o SR-79	Sensitive	71.2	111	239	515
9	SR-74	e/o SR-79	Sensitive	71.7	120	258	557
10	SR-74	e/o Warren Rd.	Sensitive	72.0	103	221	477
11	Stetson Av.	e/o Warren Rd.	Non-Sensitive	67.6	RW	88	191
12	Simpson Rd.	e/o SR-79	Sensitive	69.2	RW	113	244
13	Domenigoni Pkwy.	w/o SR-79	Sensitive	70.9	88	189	408
14	Domenigoni Pkwy.	e/o SR-79	Non-Sensitive	72.8	116	251	540
15	Domenigoni Pkwy.	e/o Warren Rd.	Sensitive	71.9	102	219	472

Source: Urban Crossroads, 2024e (Appendix M)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Existing Project Traffic Noise Level Increases. Table 5.12-12 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior traffic noise levels are expected to range from 65.4 to 72.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.12-14 shows the Existing with Project conditions would range from 66.9 to 73.1 dBA CNEL. Table 5.12-16 shows that the Existing Project off-site traffic noise level increases would range from 0.0 to 3.5 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5.12-4, land uses adjacent to the study area roadway segments would experience potentially significant noise level impacts at three road segments: Warren Road south of Stetson Avenue and Mustang Way Road segments and Simpson Road east of the SR-79 road segment due to Project-related traffic noise levels.

Table 5.12-16: Existing with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	SR-79	s/o SR-74	Sensitive	68.8	70.1	1.3	1.5	No
2	SR-79	s/o Simpson Rd.	Sensitive	69.8	70.5	0.7	1.5	No
3	SR-79	s/o Domenigoni Pkwy.	Non-Sensitive	72.7	73.1	0.4	3.0	No
4	Warren Rd.	n/o SR-74	Sensitive	66.9	67.0	0.1	1.5	No
5	Warren Rd.	s/o SR-74	Non-Sensitive	69.0	71.0	2.0	n/a	No
6	Warren Rd.	s/o Stetson Av.	Sensitive	67.0	69.9	2.9	1.5	Yes
7	Warren Rd.	s/o Mustang Wy.	Sensitive	68.2	70.5	2.3	1.5	Yes
8	SR-74	w/o SR-79	Sensitive	69.0	70.4	1.4	1.5	No
9	SR-74	e/o SR-79	Sensitive	70.3	70.9	0.6	1.5	No
10	SR-74	e/o Warren Rd.	Sensitive	70.1	70.7	0.6	1.5	No
11	Stetson Av.	e/o Warren Rd.	Non-Sensitive	66.8	66.9	0.1	n/a	No
12	Simpson Rd.	e/o SR-79	Sensitive	65.4	68.9	3.5	1.5	Yes
13	Domenigoni Pkwy.	w/o SR-79	Sensitive	70.1	70.5	0.4	1.5	No
14	Domenigoni Pkwy.	e/o SR-79	Non-Sensitive	72.0	72.3	0.3	3.0	No
15	Domenigoni Pkwy.	e/o Warren Rd.	Sensitive	71.4	71.4	0.0	1.5	No

Source: Urban Crossroads, 2024e (Appendix M)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.11-2)?

Opening Year Project Traffic Noise Level Increases. Table 5.12-14 presents the Opening Year without Project conditions CNEL noise levels. The Opening Year without Project exterior noise levels are expected to range from 66.2 to 72.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.12-15 shows the Opening Year with Project conditions would range from 67.6 to 73.5 dBA CNEL. Table 5.12-17 shows that the Project off-site traffic noise level increases would range from 0.0 to 3.0 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5.12-4, land uses adjacent to the study area roadway segments would experience potentially significant level impacts at three road segments: Warren Road south of Stetson Avenue and Mustang Way road segments and Simpson Road east of the SR-79 road segment due to Project-related traffic noise levels.

Table 5.12-17: Opening Year with Project Traffic Noise Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	SR-79	s/o SR-74	Sensitive	69.3	70.4	1.1	1.5	No
2	SR-79	s/o Simpson Rd.	Sensitive	70.3	70.9	0.6	1.5	No
3	SR-79	s/o Domenigoni Pkwy.	Non-Sensitive	73.2	73.5	0.3	3.0	No

4	Warren Rd.	n/o SR-74	Sensitive	68.3	68.3	0.0	1.5	No
5	Warren Rd.	s/o SR-74	Non-Sensitive	69.7	71.5	1.8	n/a	No
6	Warren Rd.	s/o Stetson Av.	Sensitive	67.7	70.2	2.5	1.5	Yes
7	Warren Rd.	s/o Mustang Wy.	Sensitive	68.9	71.0	2.1	1.5	Yes
8	SR-74	w/o SR-79	Sensitive	70.1	71.2	1.1	1.5	No
9	SR-74	e/o SR-79	Sensitive	71.3	71.7	0.4	1.5	No
10	SR-74	e/o Warren Rd.	Sensitive	71.5	72.0	0.5	1.5	No
11	Stetson Av.	e/o Warren Rd.	Non-Sensitive	67.6	67.6	0.0	n/a	No
12	Simpson Rd.	e/o SR-79	Sensitive	66.2	69.2	3.0	1.5	Yes
13	Domenigoni Pkwy.	w/o SR-79	Sensitive	70.5	70.9	0.4	1.5	No
14	Domenigoni Pkwy.	e/o SR-79	Non-Sensitive	72.5	72.8	0.3	3.0	No
15	Domenigoni Pkwy.	e/o Warren Rd.	Sensitive	71.9	71.9	0.0	1.5	No

Source: Urban Crossroads, 2024e (Appendix M)

¹ Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.12-2)?

Implementation of the proposed Project would lead to increases in traffic noise along Warren Road south of Stetson Avenue and Mustang Way and Simpson Road east of State Route (SR) 79 above the allowable increase of 1.5 dBA. To reduce the potentially significant Project traffic noise level increases on the Warren Road south of Stetson Avenue and Mustang Way road segments and Simpson Road east of the SR 79 road segment, potential noise reducing actions associated with truck traffic, including rubberized asphalt hot mix pavement and off-site noise barriers, were analyzed. While rubberized asphalt would provide some noise reduction, the Noise Impact Analysis prepared for the Project (included as Appendix M) recognizes that this is only effective for tire-on-pavement noise at higher speeds and would not reduce truck-related off-site traffic noise levels associated with truck engine and exhaust stacks to less than significant levels. Since the use of rubberized asphalt would not lower the off-site traffic noise levels below a level of significance, rubberized asphalt is not proposed as mitigation for the Project because while it would reduce tire on pavement noise, it does not address any other noise sources such as exhaust or engine noises and would not effectively lower noises to below a level of significance. As such, the off-site Project-related traffic noise level increases at adjacent land uses under Opening Year Conditions would remain significant and unavoidable.

Since existing and future noise-sensitive receiving land uses are located adjacent to the impacted roadway segments in the Project study area, off-site noise barriers were considered in the Noise Impact Analysis as a potential traffic noise mitigation measure to reduce the impacts. Off-site noise barriers are estimated to provide a *readily perceptible* 5 dBA reduction which, according to the Federal Highway Administration (FHWA), is simple to attain when blocking the line-of-sight from the noise source to the receiver. Caltrans guidance in the Highway Design Manual, Section 1102.3(3), indicates that for design purposes, the noise barrier should intercept the line of sight from the exhaust stack of a truck to the receptor, and an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust noise source. Therefore, any exterior noise barriers at receiving noise sensitive land uses experiencing Project-related traffic noise level increases would need to be high enough and long enough to block the line-of-sight from the noise source (at 11.5 feet high per Caltrans) to the receiver (at 5 feet high per FHWA guidance) in order to provide a 5 dBA reduction per FHWA guidance. As such, off-site noise barriers would not be feasible and would not

lower the off-site traffic noise levels below a level of significance; and therefore, noise barriers are not proposed as mitigation for the Project.

Therefore, due to reasons outlined above, neither form of mitigation is recommended for implementation as they would not eliminate the off-site traffic noise level increases at the adjacent land uses to the impacted roadway segments. Therefore, the Project's off-site traffic noise level increases at adjacent noise sensitive land uses are considered a significant and unavoidable impact.

IMPACT NOI-2: THE PROJECT WOULD NOT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Construction

Less than Significant Impact. Construction activities for development of the Project would include excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. Excavation and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet (Appendix M), as shown in Table 5.12-18.

Table 5.12-18: Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Source: Urban Crossroads, 2024e (Appendix M)
Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 5.12-19 presents the expected Project-related vibration levels at the adjacent receiver locations. At distances ranging from 930 to 1,993 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.001 PPV in/sec and would not exceed the FTA's most stringent threshold of 0.3 in/sec PPV threshold at any receiver locations. Other building structures surrounding the Project site are farther away and would experience further reduced vibration. Therefore, impacts related to construction vibration would be less than significant.

Table 5.12-19: Project Construction Vibration Levels

Location	Distance at Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV(in/sec) ³						Threshold PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jack hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	1,607'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R2	1,834'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R3	1,993'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R4	930'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R5	1,066'	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No

Source: Urban Crossroads, 2024e (Appendix M)

¹ Construction noise source and receiver locations are shown on Figure 5.11-4.

² Distance from receiver to limits of construction activity.

³ Based on the Vibration Source Levels of Construction Equipment (Table 5.11-18).

⁴ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

Operation

Less than Significant Impact. Operation of the proposed industrial warehouse buildings would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA's *Transit Noise Impact and Vibration Assessment*. Truck movements onsite and on Simpson Road and Warren Road would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than FTA's *Transit Noise Impact and Vibration Assessment* vibration standard of 0.2 in/sec PPV, and therefore, would be less than significant.

IMPACT NOI-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, THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.

Less than Significant Impact. The Project site is located approximately 1.6 miles southwest of Hemet-Ryan (HR) Airport. Policy 4.1.5 *Noise Exposure for Other Land Uses* of the Riverside County Airport Land Use Compatibility Policy Document (RC ALUCP) indicates that the Project's industrial land uses would experience *clearly acceptable* exterior noise levels below 60 dBA CNEL. *Normally acceptable* noise levels for industrial land use range from 60 to 65 dBA CNEL (RC ALUCP). *Marginally acceptable* noise levels at industrial land uses range from 65 to 70 dBA CNEL. The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found in Figure 5.12-2. The Project site is located outside the 55 dBA CNEL noise level contour boundaries and is considered *clearly acceptable*. Therefore, based on the RC ALUCP compatibility criteria, "the activities associated with the specified land use can be carried out with essentially no interference from the noise exposure." (RC ALUCP, 2004). In addition, the proposed Project would implement the City of Hemet General Plan policies LU-11.10 PS-12.1, PS-12.3, and PS-13.1. Thus, implementation and development of the Project would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and impacts would be less than significant.

5.12.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area (as shown on Figure 5-1, *Cumulative Projects*). As noise is a localized phenomenon, travels in waves, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts. Therefore, the cumulative study area for noise impacts is the general vicinity of the Project site where projects and ambient growth could combine with noise levels associated from the proposed Project.

Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, the City's Municipal Code Chapter 30, Article II, Section 30-32(33) permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (included as PPP NOI-1). Exceptions to these standards may be granted only by the City building official and/or the City Council. Also, construction noise and vibration is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project construction. As shown on Figure 5-1 and listed Table 5-1, there are no cumulative projects adjacent to or within hearing distance of the Project site. The closest cumulative project is Rancho Diamonte II, which proposes 145 dwelling units on 4.1-acres approximately 0.55 miles north of the Project site along Sanderson Avenue. Construction activities for this Project would also be required to adhere to Municipal Code construction noise regulations. Thus, construction noise and vibration levels from the Project would not combine to become cumulatively considerable, and cumulative noise and vibration impacts associated with construction activities would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area analyzed in Appendix N. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Project in the opening year cumulative traffic volumes on the roadways in the Project vicinity. The noise levels associated with these traffic volumes with the proposed Project were identified previously in Table 5.11-17. As shown, cumulative development along with the proposed Project would increase local noise levels by a maximum of 3 dBA CNEL. As the increase is above the 1.5dBA threshold for those roadway segments and would double under the proposed Project, cumulative impacts associated with traffic noise would also be cumulatively considerable and significant and unavoidable.

5.12.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

California Code of Regulations, Title 24

Plans, Programs, or Policies (PPPs)

PPP NOI-1: Construction Noise. Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistent with these provisions is exempt from regulation.

5.12.9 PROJECT DESIGN FEATURES

PDF NOI-1: All construction activities shall comply with HMC Section 30-32[a][43], restricting construction activities to the approved hours of construction as set forth on a permit or other city entitlement as issued the building official, planning commission, or city council, or as otherwise prohibited by the Hemet Building Code.

PDF NOI-2: Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards).

PDF NOI-3: All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.

PDF NOI-4: Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.

PDF NOI-5: The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment.

PDF NOI-6: Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.

PDF NOI-7: No music or electronically reinforced speech from construction workers shall be allowed.

5.12.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts related to Impact NOI-2 and NOI-3 would be less than significant.

Impacts related to Impact NOI-1 would be potentially significant.

5.12.11 MITIGATION MEASURES

None.

5.12.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Impact NOI-2 and NOI-3 would be less than significant.

Impacts related to Impact NOI-1 would be significant and unavoidable.

5.12.13 REFERENCES

City of Hemet. January 2012. *General Plan 2030*. Retrieved October 2023 from:
<https://www.hemetca.gov/534/Final-General-Plan-2030>

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https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Urban Crossroads. "Simpson Road Warehouse Noise Analysis." March 2024. Appendix M.

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5.13 Population and Housing

5.13.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the City of Hemet and assesses the Project's impacts on planned growth and potential displacement of people and housing. The demographic data and analysis in this section is based, in part, on the following documents and resources:

- 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, SCAG, September 2020
- Demographics and Growth Forecast, SCAG, September 2020
- E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023, California Department of Finance (DOF), 2023
- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan 2010-2030 EIR, January 2012
- City of Hemet Municipal Code

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the CEQA Guidelines, “[a]n economic or social change by itself shall not be considered a significant impact on the environment.” Socioeconomic characteristics should be considered in an EIR only to the extent that they create adverse impacts on the physical environment.

5.13.2 REGULATORY SETTING

5.13.2.1 Federal Regulations

No federal laws, regulations, or executive orders apply to the proposed Project.

5.13.2.2 State Regulations

Housing Crisis Act of 2019 - Senate Bill 330 (SB 330)

Commonly known as Senate Bill 330 (Chapter 654, Statutes of 2019), the Housing Crisis Act of 2019 was passed to respond to the California housing crisis. Effective January 1, 2020, and slated to sunset on January 1, 2025, SB 330 aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. This law makes a number of modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act. Under this legislation, municipal and county agencies are restricted in ordinances and policies that can be applied to residential development.

While many of SB 330's provisions (including those related to vested rights and permit streamlining) apply to all cities and counties, the restrictions on local actions contained in Government Code Section 66300 apply only in "affected" cities and counties as defined by the HCD. In the case of counties, it is areas within counties and not necessarily an entire county that is affected. Hemet is considered an affected city, as defined by Government Code Section 66300.

5.13.2.3 Regional/Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan does not contain specific policies related to population and housing that are applicable to the proposed Project. However, the Housing Element, which by law is required to be updated every eight (8) years, does discuss population and housing growth in the City. The current State-approved City of Hemet General Plan Housing Element (2014-2021) was approved and adopted by the City Council on January 14, 2014 and is in its fifth cycle. Since 1969, California has required that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community through the adoption of a Housing Element in their respective General Plans. The state-approved 2014-2021 Housing Element is organized into five policy strategy areas aiming for: 1) equitable access to housing; 2) adequate provision of housing; 3) adequate housing sites; 4) neighborhood preservation, rehabilitation of the existing housing stock, and maintenance of affordable housing costs; and 5) reduced constraints to the provision of housing. The City of Hemet is also currently updating the sixth cycle Housing Element (2021-2029) which has been prepared but is out of compliance (HCD, 2024).

5.13.3 ENVIRONMENTAL SETTING

The Project site is comprised of two parcels which do not currently contain any housing and is used for agricultural production of row crops. There are no existing structures or improvements on site other than farming irrigation infrastructure and roadways. The Project site has a General Plan land use designation of Mixed Use (Mixed-Use Area #4) and a zoning designation of Business Park (BP). Mixed Use Area #4, which includes the Project site, encompasses 247 acres, and has a planned development capacity of 579 dwelling units, 820,000 SF of non-residential development, and population of 1,376 persons. Therefore, the approximately 74.88 gross acre Project site has a proportional development capacity of 176 dwelling units under the General Plan. However, the BP zoning designation is intended for single and multi-tenant light industrial, flex office, and office uses, and does not allow for residential uses.

Population

Estimates of population for cities and counties in California are determined by the Department of Finance (DOF) annually. The most recent data available is from January 2023, in which the City of Hemet had an estimated population of 89,918 persons while the County of Riverside had an estimated population of 2,439,234 persons (DOF, 2023).

According to the Southern California Association of Governments (SCAG) 2020-2045 RTP/SCS, the population of the City of Hemet is anticipated to increase from 81,500 persons in 2016 to 124,00 persons in 2045, an increase in 42,500 persons (Table 5.13-1). This represents a 52 percent increase between 2016 and 2045. Comparatively, the entire population of Riverside County is anticipated to increase from 2,364,000 persons in 2016 to 3,252,000 persons in 2045, an increase in 888,000 persons. This represents a 38 percent increase. Thus, the most recent estimates of population of the City of Hemet and the County of Riverside are within the existing SCAG regional growth projections.¹

¹ The 2024 SCAG RTP/SCS was adopted on April 4, 2024 which provides updated population, housing, and employment estimates. The proposed Project would still be within the projected growth in the updated RTP/SCS; however, as the NOP for the Project was circulation on December 18, 2023, the 2020-2045 RTP/SCS is the applicable regulation for the proposed Project.

Table 5.13-1: Population Trends in the City of Hemet

	2016 ¹	2023 ²	2045 ¹	2016 – 2045 Increase
City of Hemet	81,500	89,918	124,000	42,500 (52%)
Riverside County	2,364,000	2,439,234	3,252,000	888,000 (38%)

Sources:

¹SCAG, 2020b²DOF, 2023

Housing

Along with population, estimates of the number of housing units are determined by the DOF and updated annually. The most recent data available is from January 2023. There were an estimated 36,550 housing units and 872,930 housing units within the City of Hemet and County of Riverside, respectively (DOF, 2023).

SCAG is the agency that develops growth forecasts for regional planning within SoCal. Thus, SCAG census data is preferred over US Census Bureau data to use one source of information for projections and census data. According to SCAG's 2020-2045 RTP/SCS, the City of Hemet is projected to add approximately 23,600 households by 2045 (Table 5.13-2). Comparatively, the County as a whole is expected to add approximately 370,000 households by 2045. The most recent estimate of housing units in the City of Hemet and the County of Riverside are within SCAG regional growth projections.

Table 5.13-2: Housing Trends in the City of Hemet

	2016 ¹	2023 ²	2045 ¹	2016 – 2045 Increase
City of Hemet	29,900	36,550	53,500	23,600 (79%)
Riverside County	716,000	872,930	1,086,000	370,000 (52%)

Sources:

¹SCAG, 2020b²DOF, 2023

Employment

The most recent count of jobs in the City of Hemet is from the SCAG 2022 Spatial and Statistical Summary, which estimated 21,126 jobs in 2021 (SCAG, 2022). In addition, the annual average number of jobs in the County of Riverside for 2021 totaled 669,804 (SCAG, 2022). Since 2016, the number of jobs within both regions has decreased from 743,000.

According to SCAG's 2020-2045 RTP/SCS, the City of Hemet is projected to add approximately 18,500 jobs between 2016 and 2045 (Table 5.13-3). This represents an increase of approximately 85 percent. Comparatively, the entire County is projected to add approximately 360,000 jobs (or 48 percent) between 2016 and 2045. As shown below in Table 5.13-3, based on the most recent estimation, employment numbers within the City of Hemet and the County of Riverside are within SCAG regional growth projections.

Table 5.13-3: Employment Trends in the City of Hemet

	2016 ¹	2021 ²	2045 ¹	2016 – 2045 Increase
City of Hemet	21,700	21,126	40,200	18,500 (85%)
Riverside County	743,000	669,804 ³	1,103,000	360,000 (48%)

¹Source: SCAG, 2020b²Source: SCAG, 2022³The number of jobs in Riverside County was obtained by summing job data from the unincorporated area and all cities.

The three most prevalent employment industries within the City of Hemet are educational services, and health care and social assistance; arts, entertainment, and recreation, and accommodation and food services; and transportation and warehousing, and utilities. On a county-level, the three most prevalent industries are education services, and health care and social assistance; retail trade; and construction. Table 5.13-4 below summarizes employment within the City and County of Riverside by industry.

Table 5.13-4: Employment by Industry

Industry	Employment in the City of Hemet	Employment in the County of Riverside
Agriculture, forestry, fishing and hunting, and mining	0	8,417
Construction	2,623	77,582
Manufacturing	3,404	74,142
Wholesale trade	879	23,421
Retail trade	4,092	81,483
Transportation and warehousing, and utilities	4,268	59,068
Information	387	12,210
Finance and insurance, and real estate and rental and leasing	1,122	40,526
Professional, scientific, and management, and administrative and waste management services	3,118	76,911
Educational services, and health care and social assistance	5,944	141,583
Arts, entertainment, and recreation, and accommodation and food services	4,610	54,558
Other services, except public administration	2,374	30,839
Public administration	965	46,919

Sources: (ACS, 2021a) and (ACS, 2021b)

Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

According to the SCAG Environmental Justice Technical Report, the SCAG Region had a jobs-housing ratio of 1.19 in 2016 (SCAG, 2020c). Communities with more than 1.19 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.19 are “housing rich,” meaning that more housing is provided than employment opportunities in the area. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 5.13-4 provides the jobs-to-housing ratios for the City and Riverside County, based on data from SCAG.

Table 5.13-5: Jobs - Housing Trends in the City of Hemet

	Jobs	Dwelling Units	Jobs – Housing Ratio
City of Hemet			
2016	21,700	29,900	0.73
2021	21,126	35,986 ¹	0.59
2045	40,200	53,500	0.75
County of Riverside			
2016	743,000	716,000	1.04
2021	669,804	863,784 ¹	0.78
2045	1,103,000	1,086,000	1.02

Sources: DOF, 2023; SCAG, 2020b; SCAG, 2022

¹Estimates of the number of dwelling units in January 2022 were used to account for the totality of 2021 (DOF, 2023).

As shown on Table 5.13-4, the projected 2045 jobs-to-housing ratio for the City of Hemet and Riverside County are 0.75 and 1.02, respectively; that is, both the City of Hemet and Riverside County are housing-rich. Therefore, it is possible that residents in the City of Hemet commute to other incorporated cities or other counties for employment. Approximately 16 percent of workers from Hemet commuted seven or more hours weekly in 2021 (SCAG, 2022).

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.13.5 METHODOLOGY

State CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if growth associated with a project would exceed projections for the area and if such an exceedance would have the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data collection on population and housing trends, which was obtained from DOF, the Hemet General Plan, and SCAG. If projected growth with the Project would exceed SCAG and Hemet growth projections and could create a significant change to the environment, the resulting growth would be considered “substantial,” and a significant impact would result.

5.13.6 ENVIRONMENTAL IMPACTS

IMPACT POP-1: THE PROJECT WOULD NOT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE).

Less Than Significant Impact. The proposed Project would develop two new speculative high-cube warehouses totaling 1,192,418 square feet (SF) on the 74.88 gross acre (71.11 net acre) site. The Project would require a General Plan Amendment to change the existing land use designation from Mixed Use to Business Park, which would be consistent with the current Business Park zoning for the site. The Project site is within the Warren Avenue Mixed-Use Area #4 (MU-4), as designated under the City of Hemet General Plan Land Use Element. Under the approved General Plan, the estimated residential development capacity of MU-4 consists of 579 dwelling units and 1,376 residents. In addition, the anticipated land use within MU-4 would consist of 25 percent as retail or commercial, 40 percent as commercial office, medical, or light industrial, 30 percent as residential, and 5 percent as open space.

The proposed Project would result in an overall site FAR of approximately 0.43, which is within the allowed maximum FAR of 0.60 for the Business Park land use designation. In addition, the proposed Project does not involve construction of any new residential uses and would not contribute to a direct increase in the City’s population. Thus, buildout of the proposed Project would be within the maximum planned development capacity under the General Plan. However, the proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation.

Construction. Construction of the proposed Project would result in a temporarily increased demand for construction workers. This Draft EIR assumes that construction of the Project would commence in the first quarter of 2025. Based on construction estimates from the Air Quality Impact Analysis (included as Appendix C), construction would require approximately 250 construction workers during this 14-month period. Workers are anticipated to come from the City and surrounding jurisdictions and commute daily to the jobsite. Although it is possible that the demand for workers could induce some people to move to the region, this consideration would be minimal due to the temporary nature of construction and the relative number of existing construction workers in the region. Approximately 2,623 individuals are employed in the construction industry in the City of Hemet and 77,582 individuals are employed in the construction industry in Riverside County as a whole (ACS, 2021). The supply of general construction labor in the vicinity of the Project area is not expected to be constrained due to the current 6.3 percent unemployment rate in the City and the 5.4 unemployment rate in Riverside County and the temporary nature of construction projects (U.S. Bureau of Labor Statistics [BLS], 2023). As such, the existing 77,582 individuals which are employed in the construction industry in Riverside County could meet the construction needs of the Project, and this labor pool would increase with the continued projected growth of Riverside County. Therefore, implementation of the proposed Project would not induce substantial unplanned population growth directly or indirectly through construction employment that could cause substantial adverse physical changes in the environment. Construction impacts would be less than significant.

Operation. Implementation of the proposed Project would result in long-term employment opportunities in the Project region. Because the future tenants are unknown, the number of jobs generated from operation

cannot be precisely determined. Because the future tenant of the proposed warehouse is unknown, the number of jobs generated from operation of the proposed Project cannot be precisely determined. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan EIR listed in Table 3.G – Employment Factors. The General Plan EIR estimates that Light Industrial (LI) uses would employ approximately one worker for every 1,030 SF of building area. Thus, the proposed Project would generate approximately 1,158 employees.

As shown in Table 5.13-3, employment in the City of Hemet is expected to increase by 19,074 jobs between 2021 and 2045. Based on these growth projections, full buildout of the Project would represent approximately 6.1 percent of projected employment growth within the City of Hemet. Thus, the employment growth that would occur from the proposed Project is within the growth projections used to prepare SCAG's 2020-2045 RTP/SCS.

The employees that would fill these roles are anticipated to come from within the City or the region, as the unemployment rate of the City of Hemet as of August 2023 was 6.3 percent, and the County of Riverside was 5.4 percent (BLS, 2023). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate substantial needs for any housing. Thus, direct impacts related to population growth in an area would be less than significant.

Infrastructure. Development of the proposed Project would require expansion of infrastructure to serve the proposed uses at the site, including installation of new onsite water, sewer, stormwater drainage lines, and improved roadways as outlined in Section 3.0, *Project Description*. The onsite improvements would serve only the operations of the proposed development. They have not been sized to accommodate developments offsite. The proposed Project would include development of driveways as well as roadway improvements within the site frontage to provide adequate access and circulation for passenger automobiles and truck traffic. The Project does not directly propose any off-site roadway expansions. The Project would include a 14-foot dedication to Simpson Road. In addition, the Project would widen Simpson Road to 46.51 feet in width and Warren Road to 64 feet in width. The Project would include construction of new sidewalks on all property frontages. These improvements are all planned for by the City of Hemet General Plan and would not constitute roadway expansions that would indirectly contribute to population growth.

In addition to the on-site improvements described above, the Project proposes to construct an off-site 24-inch sewer main in Simpson Road. Under the General Plan, the Project site and vicinity were assumed to be built out consistent with mixed use development. Therefore, buildout of infrastructure within the Project vicinity has been planned for by the General Plan. Thus, the infrastructure proposed by the Project would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and impacts would be less than significant.

IMPACT POP-2: THE PROJECT WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.

No Impact. The Project site currently does not contain any housing and is utilized for farming activities, with no structures or improvements on site, with the exception of the roadway improvements of Warren Road and Simpson Road. Therefore, the proposed Project would not displace a substantial number of existing people or housing units that would require construction of replacement housing, and no impacts would occur.

5.13.7 CUMULATIVE IMPACTS

The cumulative population and housing impact assessment considers the development of the proposed Project in conjunction with other development projects in the context of the City of Hemet General Plan area. Impacts from cumulative population growth are considered in the context of their consistency with local and regional

planning efforts. As discussed, the Project site is designated by the Hemet General Plan for mixed use development; however, the Project proposes a General Plan Amendment to change the existing land use designation from Mixed Use to Business Park, consistent with the current Business Park zoning for the site. The Business Park land use designation allows a FAR of up to 0.60. As the Project would result in an FAR of 0.43, the proposed Project would not exceed the planned growth of the area and would not result in a cumulatively considerable increase in growth within the City of Hemet.

The proposed Project would not exceed the SCAG population, housing, and employment growth projections for the City and would represent a nominal percentage of SCAG's overall projections for the City of Hemet. The proposed Project would result in a generation of approximately 1,158 permanent jobs at full buildout, which is 6.1 percent of the growth projection anticipated by SCAG's 2020-2045 RTP/SCS, to occur between 2021 and 2045. The proposed Project is within the growth projections used to prepare RTP/SCS, thus, impacts related to cumulative growth would be less than significant and not cumulatively considerable.

5.13.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

California Government Code Section 65300

Plans, Programs, or Policies (PPPs)

None.

5.13.9 PROJECT DESIGN FEATURES

None.

5.13.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact POP-1 and POP-2 would be less than significant.

5.13.11 MITIGATION MEASURES

No mitigation measures are required.

5.13.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to population and housing would occur.

5.13.13 REFERENCES

ACS (American Community Survey). 2021a. *Industry by Sex for the Full-Time, Year-Round Civilian Employed Population 16 Years and Over – Riverside County, California*. Retrieved October 2023 from: <https://data.census.gov/table?q=riverside+county&t=Industry&tid=ACSST5Y2021.S2404>

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5.14 Public Services

5.14.1 INTRODUCTION

This section of the Draft EIR addresses impacts of the Project to public services, including fire protection and emergency services, police protection, school services, and other public services, such as library and health services. This section addresses whether there are physical environmental effects of new or expanded public facilities that are necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services, or an increase in calls for services, would not, by itself, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- City of Hemet 2030 General Plan, Adopted January 2023
- City of Hemet 2030 General Plan Environmental Impact Report, Certified January 2023
- City of Hemet Code of Ordinances
- Service Letter Responses, Appendix Q

5.14.2 REGULATORY SETTING

5.14.2.1 Federal Regulations

There are no Federal regulations pertaining to public services that would be applicable to the Project.

5.14.2.2 State Regulations

California Building Code

The California Building Code (CBC) includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The California Building Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (effective January 1, 2023).

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2022 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (adopted January 1, 2023).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire

alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill 50 (SB 50), which passed in 1998, amended California Government Code Sections 65995.5 through 65998, which contains limitations on Education Code Section 17620. The statute authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments.

According to California Government Code Section 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

California State Assembly Bill (AB) 2926: School Facilities Act of 1986

In 1986, AB 2926 was enacted to authorize the levy of statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of statutory fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Mitigation Fee Act (California Government Code Sections 66000 et seq.)

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Hemet to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989 (California Legislative Information 2019).

Quimby Act

The Quimby Act (California Government Code, Section 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

5.14.2.3 Local Regulations

Fire Protection and Emergency Services

Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following goals and policies related to fire protection and emergency services that are applicable to the Project:

Public Safety Element

- Goal PS-6** **Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.**
- Policy PS-6.1** **Fire Protection Standards.** Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.
- Policy PS-6.2** **Individual Fire Protection Systems.** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.
- Policy PS-6.3** **Safe Structures.** Continue to conduct building and fire code inspections and enforcement to ensure safe structures and the protection of land and property.
- Policy PS-6.4** **Safety Exits.** Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.
- Policy PS-6.5** **Wildland Fire Evaluation.** Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development’s vulnerability to fire and its potential as a source of fire.
- Policy PS-6.6** **Roadway Fire Buffer Coordination.** Coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel buildup.
- Policy PS-6.7** **Wildland Fire Protection.** Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.
- Policy PS-6.8** **Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.
- 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 of 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.
- Policy PS-7.5 Fire Protection Adequacy.** Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.
- Policy PS-7.7 Mutual Aid Agreements.** Continue to coordinate fire protection services with Riverside County, the California Department of Forestry and Fire Protection, Idyllwild Fire Protection District, and all other agencies and districts with fire protection powers.

Law Enforcement Services

Public Safety Element

- Goal PS-8 Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.**
- Policy PS-8.1 Police Services.** Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls within rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.
- Policy PS-8.2 Strategic Plan.** Maintain and implement a police department strategic plan to address staffing and facilities needs, service goals, deployment strategies, and other department issues.
- Policy PS-8.3 Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and ongoing demand for police services.
- Policy PS-8.4 Emergency Communication.** Ensure that outlying areas and newly annexed areas can be served by emergency communication systems as new development occurs.
- Policy PS-8.6 Neighborhood Watch.** Continue to promote the establishment of neighborhood and business watch programs to encourage community participation in crime prevention and increased awareness of any suspicious activity.
- Policy PS-8.8 Partnerships.** Continue to work with other law enforcement agencies, the school districts, businesses, nonprofit organizations, and community residents to enhance safety throughout the City.
- Goal PS-9 Improve community safety and reduce opportunities for criminal activity through appropriate physical design.**
- Policy PS-9.1 Defensible Space.** Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.

Policy PS-9.2 Adequate Project Lighting. Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.

Policy PS-9.3 Safety in Land Use and Design. Promote land use and design policies and regulations that encourage a mixture of compatible land uses to promote and increase the safety of public use areas and of pedestrian travel.

School Services

Community Services and Infrastructure Element

Goal CSI-7 Consult with local educational institutions to coordinate the provision of adequate and appropriate educational facilities and services.

Policy CSI-7.1 City/School Districts Coordination. Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.

Policy CSI-7.2 Early Participation. Involve area school districts in the review process for new development to ensure that the school district can serve the new development and to minimize associated impacts.

Developer School Fees

The Hemet Unified School District (HUSD) collects fees pursuant to Sections 17620 et seq. of the Education Code and Sections 65995 et seq. of the Government Code to help offset the cost of providing school services. The HUSD has established the fees to be as follows: \$4.79 per square foot for residential construction; \$0.78 per square foot for new commercial/industrial (excluding self-storage) and senior-residential construction.

Park Facilities

Recreation and Trails Element

Policy RC-1.2 Park Standard Require adequate open space in new development for both passive and active recreation. Achieve and maintain a standard of 5 acres of parkland per 1,000 residents in the City.

Policy RC-2.3 Quimby Act Continue to implement the Quimby Act to provide park dedication and in-lieu fees for community recreational facilities.

Other Public Facilities

Community Services and Infrastructure Element

Goal CSI-8 Work with local employers and health providers to facilitate the provision of excellent health care services to meet the needs of Hemet's diverse population.

Policy CSI-8.7 Healthy Employee Programs. Encourage local employers to adopt healthy living/healthy employee programs and practices such health challenges, healthy food choices, and healthy work environments.

Goal CSI-9 Maintain and enhance a City library system that contributes to quality of life through accessible and diverse library collections, technologically improved services, and a welcoming environment.

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

5.1.4.3 ENVIRONMENTAL SETTING

5.1.4.3.1 Fire Services

The Project site would be served by Hemet Fire Department (HFD). HFD provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, hazard abatement, acts of terrorism and natural disaster response. The HFD currently consists of three battalion chiefs, 15 fire captains, 21 firefighters/paramedics, one fire prevention officer, one emergency services coordinator, two public safety dispatchers, and one public safety call taker.

The City of Hemet is served by a total of five fire stations as listed in Table 5.14-1. The fire station closest to the Project site is Station 4, which is located at 1035 S. Cawston Avenue, approximately 2.6 roadway miles northeast of the Project.

Table 5.14-1: Fire Stations

Fire Station	Location	Distance from Site ¹	Estimated Response Time to Site	Equipment	Staffing
Station 4	1035 S. Cawston Avenue, Hemet, CA	2.6 miles	4 minutes	-Engine 4 -Truck 4	-3 captains -3 engineers -3 firefighters/medics
Station 3	4110 W. Devonshire Avenue, Hemet, CA	4.2 miles	6 minutes	-Engine 3 -Brush 303	-3 captains -3 engineers -3 firefighters/medics
Station 2	895 W. Stetson Avenue, Hemet, CA	4.7 miles	6 minutes	-Engine 2 -OES 352 -OES 6611	-3 captains -3 engineers -3 firefighters/medics
Station 1	220 N. Juanita Street, Hemet, CA	7.7 miles	8 minutes	-Engine 1 -Squad 1 -Battalion 1 -HazMat	-3 captains -3 engineers -6 firefighters/ medics
Station 5	120 N. Hemet Street, Hemet, CA	10.1 miles	11 minutes	-Engine 5	-3 captains -3 engineers -2 firefighters/medics

¹Distance from site is measured in roadway miles.

Source: Hemet Fire Department. <https://www.hemetca.gov/90/Fire>

5.1.4.3.2 Law Enforcement Services

The Hemet Police Department (HPD) is responsible for law enforcement and public safety activities in Hemet. The Hemet PD headquarters are located at 450 E. Latham Street, 3.0 miles east of the Project site, and has one substation. The Riverside County Sheriff's Department Hemet Station is located at 43950 Acacia Avenue, 7.7 miles east from the Project site.

HPD currently services the entire City of Hemet, with sworn officers, support staff, and a large contingent of part time volunteers. The City of Hemet also has a standard response time of 9 minutes for emergency calls

in urban areas, and a standard of 7 minutes per emergency response calls in non-urban areas, which the Hemet PD has met (General Plan Public Services Element and Appendix Q). Hemet PD is currently capable and has the resources to service the area of Hemet adequately. The Hemet PD headquarters, that serves the site, is located at 450 E. Latham Street, 7.6 miles northeast from the Project site. There are also additional auxiliary support divisions in the headquarters department. Hemet PD is staffed by 91 sworn police personnel.

5.14.3.3 Park Services

Parks within the City and vicinity are maintained and operated by the City of Hemet Public Works Department, Valley-Wide Parks and Recreation District, Hemet Unified School District (HUSD), and the Riverside County Department of Parks and Recreation. Existing parks within the City include 17 parks on a total of approximately 700.25 acres (City of Hemet, 2012). At the estimated population of 90,436 in 2021, the ratio of existing parkland acres per 1,000 residents is 7.7 (US Census Bureau, 2021). The parks and recreation facilities closest to the Project site include Stoner Park at 4595 Shasta Blue Lane (approximately 1.9 roadway miles from the Project site), Brubaker Park at 3707 Mustang Way (approximately 1.9 roadway miles from the Project site), and Diamond Valley Lake (approximately 5 roadway miles from the Project site).

5.14.3.4 School Services

The Project site is within the Hemet Unified School District (HUSD) boundary. The HUSD currently operates 45 schools, including: one preschool, 16 elementary schools, eight middle schools, five high schools, four alternative schools, and one adult school (HUSD 2023). As of the 2022/2023 school year, the HUSD had a total enrollment of 22,372 students (California Dept. of Education, 2023). According to the City of Hemet General Plan EIR, HUSD was expected to have excess capacity through 2016, however there is no information on the current capacity of the school district. The closest schools to the site are Harmony Elementary School, located at 1500 S. Cawston Avenue (approximately 1.4 miles northeast of the Project site), and West Valley High School, located at 3401 Mustang Way (approximately 1.5 miles northeast of the Project site).

5.14.3.5 Other Public Facilities

Other governmental services include a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. The library closest to the Project site and surrounding area is the Hemet Public Library, located at 300 E. Latham Avenue, approximately 7.2 roadway miles northeast of the Project site.

Additionally, the nearest medical facility to the Project site is the Hemet Global Medical Center, located at 1117 E. Devonshire Avenue, approximately 8.2 roadway miles northeast of the Project site.

5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- PS-1 – Fire protection

- PS-2 – Police protection
- PS-3 – Schools
- PS-4 – Parks
- PS-5 – Other public facilities

5.14.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public services can meet the demands of the Project, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the Project results in the need for new or the expansion of existing government services and facilities, including fire and police stations, schools, parks, libraries, community recreation centers, public health facilities and other public facilities.

5.14.6 ENVIRONMENTAL IMPACTS

IMPACT PS-1: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH FIRE PROTECTION SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE STATION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Less than Significant Impact. Construction and operation of the Project would increase the number of structures and employees in the Project area thus increasing demand for fire protection and emergency medical services. However, there are five existing fire stations that currently serve the City, three of which are within 5.0 miles of the Project site. The closest fire station to the Project site, Station 4, is located at 1035 S Cawston Avenue, approximately 2.6 miles northeast of the Project site. Response times for these stations are shown on Table 5.14-1.

Development of the site would consist of two warehouse buildings totaling 1,192,418 SF and an ancillary truck trailer lot. The proposed warehouse buildings would be concrete (which is generally non-flammable) tilt up construction which contains a low fire hazard risk rating. The buildings would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code adopted under Chapter 14, Section 40 of the Municipal Code, CBC, and other existing regulations regarding fire safety, as currently adopted by the City. The Project would also include landscaping, parking, and utility/stormwater improvements. The Project would be accessible via Simpson Road through six driveways. Proposed access to the Project site would be reviewed by the City Planning Department and the Hemet Fire Department to ensure compliance with State fire protection standards. The Project would be required to adhere to the 2022 California Fire Code which would minimize the demand upon fire stations, personnel, and equipment. Additionally, the Project would be required to pay Development Impact Fees pursuant to the City of Hemet's Municipal Code, Chapter 58-61. Development impact fees collected would ensure the level of fire protection services in the City and particularly around the Project site, are maintained and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities as needed. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-6, PS-6.1, PS-6.2, PS-6.3, PS-6.4, PS-6.5, PS-6.5, PS-6.6, PS-6.7, PS-6.8PS-7, PS-7.1, PS-7.3, PS-7.4, PS-7.5, and PS-7.7. Therefore, Project impacts to fire services would be less than significant.

IMPACT PS-2: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH POLICE SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Less than Significant Impact. Impacts to police services are considered significant if Project implementation would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction of new or expansion of existing police facilities.

As discussed in Section 5.12, *Population and Housing*, operation of the Project is estimated to generate a need for 1,158 employees, however, it is anticipated that some of these employees will come from within the region and thus would not contribute to a large increase in population. The police station that would serve the Project site is the west end Substation, located approximately 4.1 miles northeast of the Project site. HPD currently has a minimum sworn-patrol staffing level of five officers and one supervisor during the non-busy times of the day. The average during these non-busy times is eight officers and two supervisors. The staffing also includes Community Service Officers (CSO's) who handle all past crimes. A lieutenant is present seven days a week during certain times of the day. During the busiest times of the day there may be in excess of twenty-five sworn officers responding to calls for service. HPD has an officer-to-citizen ratio of 1 to 1000 residences. According to the City of Hemet General Plan EIR, the need for additional police will be incremental as the population increases and would be met by requiring new development projects to pay their proportional share of the City's requirements for development impact fees, the cost of providing additional police protection and services, including development of new facilities. Because the Project would not contribute to a substantial or unanticipated population increase as discussed in Section 5.13, *Population and Housing*, the Project would not result in the need for new or expanded police services or facilities to support the Project.

In addition, a service letter was sent to the HPD requesting information regarding the department's ability to service the Project. On August 15, 2023, the department responded stating that the development of the proposed Project would not result in the need for expansion of existing or construction of new police stations (Appendix Q)

Additionally, the Project would be required to pay development impact fees outlined as the Capital Facility Fee pursuant to Hemet Municipal Code Chapter 58. The collection of development impact fees would ensure the level of police protection services is maintained and the fees can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of facilities as needed. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-8, PS-8.1, PS-8.2, PS-8.3, PS-8.6, PS-8.8, PS-9, PS-9.1, PS-9.2, and PS-9.3. Therefore, Project impacts to police services would be less than significant.

IMPACT PS-3: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH SCHOOL SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES.

Less than Significant Impact. The Project site is within the HUSD boundary. As discussed previously, the Project would result in the development of two warehouses totaling 1,192,418 SF and an ancillary truck parking lot. No residential development is planned as a part of this Project. As such, the Project would not result in a direct demand for new or expanded school services within the area. As described previously, the proposed Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region as discussed in Section 5.13, *Population and Housing*, and substantial in-migration of employees that could generate new students is not anticipated to occur.

Additionally, under state law, development projects are required to pay school impact fees in accordance with Senate Bill 50 (SB 50) at the time of building permit issuance (included as PPP PS-1). The funding program established by SB 50 allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs and has been found by the legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). The school impact fee for commercial/industrial developments within the HUSD boundary is \$0.78 per SF, which would equal approximately \$930,085.04 (HUSD 2023). The school impact fees would offset any costs associated with an increase in school capacity due to the Project. In addition, the proposed Project would implement the City of Hemet General Plan policies CSI-7, CSI-7.1, and CSI-7.2. As such, impacts on school services would be less than significant.

IMPACT PS-4: THE PROJECT WOULD RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH PARK AND RECREATIONAL SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PARK FACILITIES.

Less than Significant Impact. The City of Hemet Public Works Department maintains approximately 12 parks and the Valley-Wide Recreation and Park District maintains approximately 4 parks within the City of Hemet. The closest park to the Project site is located approximately 1.9 miles away at Stoner Park at 4595 Shasta Blue. Typically, residential development increases the need for new parks and increases the use of existing citywide park facilities. The proposed warehouse development would not directly provide new housing opportunities. Although the proposed Project is anticipated to generate 1158 new employees, these employees are anticipated to come from within the Project region, as described previously. Although new employees may occasionally use local parks, such an increase in use would be limited and would not result in deterioration of facilities such that the construction or expansion of recreational facilities would be necessary. In addition, the proposed Project would implement the City of Hemet General Plan policies RC-1.2 and RC-2.3. Therefore, any increased demand for public parks within the City due to Project implementation would be considered a less than significant impact.

IMPACT PS-5: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH OTHER GOVERNMENT SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PUBLIC FACILITIES.

Less than Significant Impact. Other governmental and public services generally refer to libraries, medical services, and other facilities. The closest library facility to the Project site is the Hemet Public Library, located at 300 East Latham Avenue, approximately 4.8 miles northeast of the site. Demand placed on libraries is based on the generation of a resident population associated with a person's place of residence, and not typically their place of employment. The closest public health care facility to the Project site is the Hemet Valley Healthcare Center, located at 371N Weston Pl, approximately 5.16 miles from the Project site. As discussed previously, the Project would result in the development of two industrial warehouses totaling 1,192,418 SF warehouse building and would not directly result in a direct increase in the City's population as no residential uses are proposed. In addition, as discussed in Section 5.13, *Population and Housing*, the proposed Project is not anticipated to generate a population increase, as the employees needed to operate the Project are anticipated to come from within the Project region. As such, the proposed Project would not directly create a demand for public library facilities or public health care facilities (such as hospitals), nor would it directly result in the need to modify existing or construct new public service facilities. Additionally, the proposed Project would adhere to the payment of Development Impact Fees as outlined in Chapter 58 of the City of Hemet Municipal Code to ensure a fair share of costs associated with the proposed Project are paid for public facilities, including library facilities. In addition, the proposed Project would implement the City of Hemet General Plan policies CSI-8, CSI-8.7, CSI-9, and CSI-9.5. Therefore, the Project would result in a less than significant impact related to public facilities.

5.14.7 CUMULATIVE IMPACTS

The cumulative setting for public services is areas that are served by the Hemet Fire Department, Hemet Police Department, and HUSD. The Project would not significantly increase the need for public services in the Project area, in the cities surrounding the Project site, or within the region. As discussed above, the Project applicant would pay the required development impact fees and School Impact Fees. Additionally, as discussed above, the Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

5.14.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Fire Protection and Emergency Services

California Fire Code (CFC; California Code of Regulations, Title 24, Part 9)

Police Services

City Development Code Chapter 58 Planning and Development (58-61)

School Services

- Government Code Section 65995(b)
- California State Assembly Bill 2926: School Facilities Act of 1986
- California Senate Bill 50: School Facilities Bond Act of 1998

Park Services

- City Development Code Chapter 58 Planning and Development (58-61)
- California Government Code, Section 66477

Other Public Services

California Government Code Sections 66000 et seq.

Plans, Programs, or Policies (PPPs)

PPP PS-1: School Impact Fees. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Hemet Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

5.14.9 PROJECT DESIGN FEATURES

None.

5.14.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts PS-1, PS-2, PS-3, PS-4, and PS-5 would be less than significant.

5.14.11 MITIGATION MEASURES

No mitigation measures are required.

5.14.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with regulatory programs would reduce potential impacts related to public services to less than significant. Therefore, no significant unavoidable adverse impacts would occur.

5.14.13 REFERENCES

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5.15 Transportation

5.15.1 INTRODUCTION

This section describes the existing transportation and circulation conditions and evaluates the potential transportation impacts from implementation of the proposed Project. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). The analysis in this section is based on the following documents and reports included as Appendices O and P:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances
- Traffic Impact Analysis Report (TIA); EPD Solutions, Inc., April 2024; Appendix N.
- Vehicle Miles Traveled (VMT) Analysis; EPD Solutions, Inc., January 2024; Appendix O.

5.15.2 REGULATORY SETTING

5.15.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

5.15.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. Connect SoCal integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation

infrastructure, SCAG anticipates, in the 2020-2045 RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. (CARB) SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

Transportation Uniform Mitigation Fee (TUMF)

In 2000, the Western Riverside Council of Governments (WRCOG) established the Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of projected future growth and new development on the region's arterial highway system. The TUMF Program applies a uniform mitigation fee to new development projects that is collected by each WRCOG member agency. The collected funds are pooled and used by WRCOG to fund transportation network improvements, including roads, bridges, interchanges, and railroad grade separations, identified by the public works departments of WRCOG member agencies and listed in the Regional System of Highways and Arterials (RHSA) (WRCOG, 2016).

5.15.2.3 Local Regulations

City of Hemet Development Impact Fee (DIF) Program

The City of Hemet has created its own local DIF program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF includes funding for public services and utilities services. Under the City's DIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following policies related to transportation applicable to the Project:

Circulation Element

- Goal C-1** **Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.**
- Policy C-1.1** **Complete Streets** Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.
- Policy C-1.2** **Comprehensive Design** Street improvement projects shall be designed in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable.
- Policy C-1.3** **Traffic Flow** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

- Policy C-1.4 Traffic Management** Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing. Mechanisms include adding turn-out lanes at key intersections with transition back to the original number of lanes at mid-block as feasible to reduce bottlenecks.
- Policy C-1.5 Traffic Control System** Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.
- Policy C-1.6 Roadway Capacity** Identify roadways that cannot be widened to their full master-planned width because existing development or other physical constraints prohibit acquisition of full right-of-way and consider parking restrictions, access management, roadway restriping, and intersection improvements as potential methods of increasing roadway capacity.
- Policy C-1.7 Connectivity** Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.
- Policy C-1.8 Reciprocal Access** Require reciprocal accessways and consolidate commercial driveway entries along Florida Avenue, Sanderson Avenue, State Street, San Jacinto Street, and other commercial streets as practical.
- Policy C-1.9 Driveway Standards** As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access controls during redevelopment of adjacent parcels.
- Policy C-1.10 Center Median Design** Implement the design and construction of center landscaped medians with appropriate breaks for full turning movements along Florida Avenue, Stetson Avenue, Sanderson Avenue, Domenigoni Parkway, Warren Road, and other arterial corridors consistent with the General Plan's Circulation Map.
- Policy C-1.11 Parkway Design** Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.
- Policy C-1.12 Maintain Grid System** Maintain and encourage the existing grid system of streets to facilitate neighborhood accessibility, emergency response, and transportation capacity.
- Policy C-1.15 New Development** Approval of new development projects shall:
- a. Require that all roadways within a new development be constructed to the ultimate right of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
 - b. Require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;

- c. Require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;
- d. Require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;
- e. Limit lot development to reverse frontage and/or side-one lots on all arterials.

Policy C-1.17 Traffic Analyses Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.

Policy C-1.18 Future Roadways Future roadways and intersections must meet roadway classification design specifications and performance criteria.

Policy C-1.19 Street Standard Compliance Require compliance with established street standards for public, private, and rural streets, including traffic calming facilities, where appropriate.

Goal C-2 Coordinate and cooperate in the implementation of regional and inter-jurisdictional transportation plans and regional transportation systems.

Policy C-2.4 Roadway Design Consistency Coordinate implementation of new roadway connections with adjacent cities and Riverside County to ensure consistency in design and operations of the new facilities and connections.

Policy C-2.5 Regional Impacts Coordinate with Riverside County and adjacent jurisdictions regarding the planning, coordination, and impacts of circulation improvements in adjacent jurisdictions, the Sphere of Influence area and the Planning Area.

Goal C-3 Protect neighborhoods and reduce transportation related risk by establishing a street circulation system that promotes safety.

Policy C-3.3 Sight Distance Ensure that new roadways and intersections provide adequate sight distances for safe vehicular movement.

Policy C-3.4 Emergency and Service Vehicle Right-of-Way Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.

Policy C-3.10 Eliminate Hazards to Cyclists and Pedestrians Identify and seek to eliminate hazards to safe and efficient bicycle or pedestrian movement citywide.

Goal C-4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.

Policy C 4.1 Sustainable Urban Design Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

Policy C 4.2 Transportation Alternatives Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

- Policy C 4.5 Development Opportunities** Require new development to include opportunities for alternate transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.
- Policy C 4.6 Vehicle Mile Reduction** Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.
- Policy C 4.7 Employer Incentives** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and transit stops.
- Goal C-5 Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools, and commercial and office centers.**
- Policy C-5.1 Bikeway and Pedestrian Network** Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, commercial centers and employment centers by implementing the City’s Bikeway Circulation Plan and including provision and dedication of bikeways and pedestrian walkways in conjunction with development permits.
- Policy C-5.2 Expand Bikeway Network** Seek opportunities to acquire land and build new bikeways, including using floodways, easements, and abandoned rights-of-way and modifying and widening existing roadways and shoulders to accommodate bikeways, in accordance with the Bikeway Circulation Plan.
- Policy C-5.3 Bike-Friendly Development** Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects.
- Policy C-5.4 Roadway Sharing** Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all new roadway projects including the provision of sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles.
- Policy C-5.5 Regional Bikeway Interconnectivity** Require that existing and proposed bikeways within the City connect with those in neighboring jurisdictions and the Riverside County Trails and Bikeway System Master Plan, whenever practical.
- Policy C-5.6 Pedestrian Linkages** Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.
- Policy C-5.7 ADA Compliance** Encourage safe pedestrian walkways and compliance with Americans with Disability Act (ADA) requirements within all developments.
- Goal C-6 Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.**
- Policy C-6.3 Safety Checks** Re-evaluate railroad street crossing features if freight demand substantially increases within the developed portions of the City or when Metrolink service is provided.

Policy C-6.4 Truck Routes Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.

Policy C-6.5 Truck Access Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.

5.15.3 ENVIRONMENTAL SETTING

5.15.3.1 Existing Roadway Network

The existing roadway network in the vicinity of the Project site includes the following:

- **Interstate 215.** Interstate 215 (I-215) provides regional access to the Project site and is located approximately 8.5 miles west of the Project site and accessible via the Newport Road interchange. In this location, the freeway consists of four lanes in both directions. From Newport Road, I-215 connects to I-15 approximately 9 miles to the south and State Route (SR) 60 approximately 19.5 miles north.
- **State Route 79.** State Route 79 (SR 79) provides regional access to the Project site and is located approximately 2.9 miles west of the Project site and accessible via the Newport Road interchange. In this location, the highway consists of two lanes in both directions. SR-79 connects to I-15 and I-10, providing connections to San Bernardino County, Los Angeles County, and San Diego County.
- **State Route 74.** State Route 74 (SR 74) provides regional access and is located approximately 2.6 miles to the north. In this location, the highway consists of two lanes in both directions. SR 74 connects to I-215 and SR-79.
- **Simpson Road.** Simpson Road is classified as a secondary road according to City of Hemet General Plan 2030. Simpson Road comprises two lanes between SR 79 and Warren Road. No bike lanes exist on Simpson Road and there are no sidewalks observed on either side of Simpson Road.
- **Mustang Way.** Mustang Way is classified as a secondary road according to City of Hemet General Plan 2030. Mustang Way features four lanes between Warren Road and Sanderson Avenue. Mustang Way does not currently include a bike lane, but is designated to include Class 2 bike route according to the General Plan Circulation Element. Sidewalks are provided on both sides of Mustang Way between Warren Road and Sanderson Avenue.
- **Domenigoni Parkway.** Domenigoni Parkway is designated as an arterial road according to City of Hemet General Plan 2030. Within the vicinity of the Project site, Domenigoni Parkway features four lanes between SR 74 and Warren Road. Domenigoni Parkway does not include bike lanes but is designated to include Class 2 bike routes according to the General Plan Circulation Element. There are no sidewalks on Domenigoni Parkway.
- **Warren Road.** Warren Road is designated as an arterial road according to City of Hemet General Plan 2030. Warren Road features two lanes between SR 74 and Domenigoni Parkway. Warren Road does not include a bike lane but is designated to include a Class 2 bike route according to the General Plan Circulation Element. Sidewalks can be found on the eastern side of Warren Road between SR 79 and Whittier Avenue.
- **Stetson Avenue.** Stetson Avenue is classified as a major road according to the City of Hemet General Plan 2030. Stetson Avenue has been constructed as a four-lane road. No bike lanes are observed on the Project site and vicinity and sidewalks are not present between Warren Road and Cawston Avenue.

Existing Truck Routes

Regional truck routes follow SR 74, SR 79, and Domenigoni Parkway as shown in Figure 3-12. The designation of “Truck Route” is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Pursuant to Hemet Municipal Code Section 78-61, the City of Hemet designated truck routes are located on:

- Florida Avenue;
- Warren Road;
- Sanderson Avenue;
- State Street and San Jacinto Street north of Florida Avenue;
- Menlo Avenue between Sanderson Avenue and San Jacinto Street;
- Stetson Avenue between Sanderson Avenue and State Street; and
- Domenigoni Parkway.

Traffic Study Area

The study area provided below includes those intersections to which the Project would add 50 or more peak hour trips (Figure 2.3 in Appendix N). The traffic study area includes signalized intersections, all-way stop controlled (AWSC) intersections, and two-way stop controlled (TWSC) intersections. The following intersections were included in the traffic analysis:

1. SR-79/SR-74 (Existing-Signal)
2. SR-79/Simpson Road (Existing-Signal)
3. SR-79/Domenigoni Parkway (Existing-Signal)
4. Warren Road/Simpson Road (Existing-AWSC)
5. Warren Road /Domenigoni Parkway (Existing-Signal)
6. Warren Road /SR-74 (Existing-Signal)
7. Warren Road /Stetson Ave (Existing-AWSC)
8. Warren Road /Mustang Way (Existing-Signal)
9. Project Driveway-1/Simpson Road (Proposed-TWSC)
10. Project Driveway-2/Simpson Road (Proposed-TWSC)
11. Project Driveway-3/Simpson Road (Proposed-TWSC)
12. Project Driveway-4/Simpson Road (Proposed-TWSC)
13. Project Driveway-5/Simpson Road (Proposed-TWSC)
14. Project Driveway-6/Simpson Road (Proposed-TWSC)

Table 5.15-1, *Existing Roadway Characteristics within Project Study Area*, shows the roadway characteristics that are observed within the study area.

Table 5.15-1: Existing Roadway Characteristics within Project Area

Roadway	Classification ¹	Direction	Existing Travel Lanes	Median Type ²	Speed Limit
SR 79	Expressway	North-South	4	NM, TWLTL	50
SR 74	Expressway	East-West	2	NM	40
Warren Road	Arterial 6D	East-West	2	TWLTL	45
Simpson Road	Secondary 4U	East-West	2	NM	40
Domenigoni Parkway	Arterial 6D	North-South	2	NM	25
Stetson Avenue	Collector	North-South	2	NM	35
Mustang Way	Interstate Freeway	North-South	6	NM	65

Source: EPD Solutions, 2024a (Appendix N)

¹City of Hemet General Plan Circulation Element (2017)

²TWLTL = Two-way Left-Turn Lane, NM = No Median, SM = Solid Median.

Existing Site Access

Access to the Project site is provided via Simpson Road, Domenigoni Parkway, Warren Road, Stetson Avenue, and Mustang Way.

Existing Levels of Service

As shown in Table 5.15-2, among the eight existing intersections, intersection #3 (SR-79/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) operate at an unsatisfactory LOS during the AM & PM peak hour under Existing Conditions.

Table 5.15-2: Existing Peak Hour Levels of Service

Intersection	Control Type	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. SR-79/SR-74	Signal	32.6	C	41.6	D
2. SR-79/Simpson Rd	Signal	25.9	C	19.9	B
3. SR-79/Domenigoni Pkwy	Signal	82.8	F	110.2	F
4. Warren Rd/Simpson Rd	AWSC	18.3	C	19.7	C
5. Warren Rd/Domenigoni Pkwy	Signal	50.5	D	32.5	C
6. Warren Rd/SR-74	Signal	33.9	C	35.3	D
7. Warren Rd/Stetson Ave	AWSC	63.3	F	80.2	F
8. Warren Rd/Mustang Way	Signal	9.5	A	7.2	A

Source: EPD Solutions, 2024a (Appendix N)

AWSC = All Way Stop Control

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Existing Transit Service

Riverside Transit Authority (RTA) operates public transit the City of Hemet. RTA routes currently use the Hemet Valley Mall located near the intersection of Florida Avenue and Kirby Street as a hub for all routes serving

Hemet and for routes connecting to regional destinations, as shown in Figure 4.4 of the Hemet General Plan Circulation Element. Within Route 74, the closest bus stop to the Project site is located approximately 2 miles northeast at the intersection of Sanderson Avenue and West Thorton Avenue. Approximately 2.7 miles west of the Project site is an additional bus stop within Route 79 which is located at the Winchester Avenue and Simpson Road intersection.

Existing Bicycle and Pedestrian Facilities

The City's current bikeway circulation includes Class 1 bike paths (off road), Class 2 bike lanes (on road, two way and one way striped lanes), and Class 3 (on road, designated shared use) bike routes, as shown in Figure 4.5 of the Hemet General Plan Circulation Element. As defined by the City's General Plan, Class 1 bike routes provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians, Class 2 bike routes provide a striped lane for one-way bike travel on a street only, and Class 3 bike routes provides for shared use with pedestrians or motor-vehicle traffic. While none of the roadways in the Project vicinity currently include bike routes or lanes, the existing designated bike routes nearest the Project site include Class 2 along the Project frontage of Simpson Road and Warren Avenue. Mustang Way and Domenigoni Parkway are designated to include Class 2 bike routes.

The existing pedestrian network within the City is comprised of street sidewalks, paseos in larger scale developments or along portions of Florida and Sanderson Avenues, and regional trails that may be shared with bicyclists or equestrians. Along the Project frontages of Simpson Road and Warren Road, there are no sidewalks on either side. Nearest the Project site, sidewalks are provided on both sides of Mustang Way between Warren Road and Sanderson Avenue. In addition, there are no sidewalks on Domenigoni Parkway, but sidewalks can be found on the eastern side of Warren Road between SR 79 and Whittier Avenue.

Existing Vehicle Miles Traveled

The Citywide VMT/Service Population is 24.5 and the VMT/Service Population for the Project traffic analysis zone (TAZ 731) is 5.5 (Appendix O).

5.15.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; or
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b); or
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- TR-4 Result in inadequate emergency access.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Hemet's *Traffic Impact Analysis Guidelines for CEQA & VMT* was updated in May 2021 and contain the following screening thresholds to assess whether further VMT analysis is required. If the Project meets any of the following screening thresholds, then the VMT impact of the Project is considered less than significant and further VMT analysis is not required.

1. **Screening Criteria 1 - Transit Priority Area Screening:** As per the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The Project is not located in the TPA.
2. **Screening Criteria 2 - Low VMT Area Screening:** The City's guidelines include a screening threshold for projects located in a low VMT generating area. Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the baseline level for the city.
3. **Screening Criteria 3 - Low Project Type:** As per the City's guidelines, projects which propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include K-12 schools, local parks, day care centers, gas stations, banks, hair/nail salon, walk-in medical clinics/urgent care, and community institutions such as libraries, fire stations, etc.
4. **Screening Criteria 4 - Generating less than 500 daily vehicle trips:** As per the City's guidelines, projects which generate less than 500 daily vehicle trips would have a less than significant impact on VMT.

As stated in the City's Transportation Impact Analysis Guidelines, the City of Hemet selected VMT thresholds of significance based on guidance/substantial evidence prepared in the WRCOG and City of Hemet Implementation Studies. A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population exceeds the City of Hemet baseline VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds the City of Hemet baseline VMT per service population

The Project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level Citywide boundary VMT per service population increases under the plus project condition compared to the no project condition, or
2. The cumulative link-level Citywide boundary VMT per service population increases under the plus project condition compared to the no project condition.

5.15.5 METHODOLOGY

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 or Assembly Bill 32 (AB 32). SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to Level of Service (LOS) as the metric for evaluating transportation impacts under CEQA.

Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in

State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, information provided related to LOS is provided for informational purposes only and to demonstrate consistency with General Plan policies, and is not provided to analyze potentially significant CEQA impacts from the Project.

5.15.5.1 Project Trip Distribution Methodology

The proposed Project's vehicle trips were generated for the proposed development in accordance with the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019).

5.15.5.2 Volume Forecast Methodology

Forecast traffic volumes for the 2025 Opening Year conditions were developed by applying a growth rate of 2 percent per year to the 2025 traffic volumes and adding traffic from nearby cumulative development projects (approved and not yet built and those under review). Cumulative projects were provided by the City of Hemet.

5.15.5.3 Intersection Operation Methodology

Intersection operations are evaluated using LOS, which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and is generally the best operating conditions. LOS F indicates extremely congested conditions and the worst operating conditions from the driver's perspective. In this report, LOS at signalized and unsignalized intersections is calculated using the Highway Capacity Manual (HCM), 7th Edition methodology.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection as a whole. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing, and coordination along the arterial corridor. Table 5.15-3 shows the relationship between control delay and LOS.

Table 5.15-3: Relationship Between Control Delay and LOS at Signalized Intersections

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or two-way stop control (TWSC). LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor-street movement, as well as the major-street left-turns. The relationship between delay and LOS at unsignalized intersections is shown in Table 5.15-4 below.

Table 5.15-4: Relationship Between Delay and LOS at Unsignalized Intersections

LOS	Delay (Seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

5.15.5.4 Vehicle Miles Traveled Analysis Methodology

Consistent with the City Guidelines, the VMT Analysis evaluated the Project consisting of a warehouse use using VMT/Service Population efficiency metric. The RIVCOM model utilizes socio-economic data (SED) (e.g., population, households, employment, etc.) instead of land use information for the purposes of commute VMT estimation. Project building square footage must first be converted to an appropriate employment type and employee estimate for input into RIVTAM. The threshold VMT/Service Population for the City of Hemet is 24.3 VMT/Service Population. The VMT/Service Population was calculated by dividing Project generated VMT by the Project's employee estimate to obtain the efficiency metric of VMT per employee.

5.15.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant Impact.

Transit: As described previously, RTA operates public transit the City of Hemet. Within Route 74, the closest bus stop to the Project site is located approximately 2 miles northeast at the intersection of Sanderson Avenue and West Thorton Avenue. An additional bus stop is located approximately 2.7 miles west of the Project site within Route 79 at the Winchester Avenue and Simpson Road intersection. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Project. The Project would include construction of new sidewalks on all Project frontages as shown in Figure 3-7, *Conceptual Site Plan*, that would provide additional pedestrian access to the bus stop. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, there are no existing bike routes within the vicinity of the Project site. However, the existing designated bike routes nearest the Project site include Class 2 routes along Simpson Road, Warren Avenue, Mustang Way, and Domenigoni Parkway. In addition, a Class 3 bike route is currently designated adjacent to the site to the south. Implementation of the Project would not alter or conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: There are currently no sidewalks within the vicinity of the Project site. The proposed Project would construct sidewalks along all Project frontages along Simpson Road and Waren Road, as shown in Figure 3-7, *Conceptual Site Plan*. Because no sidewalks currently exist along the Project site frontages, the Project would improve pedestrian facilities and the sidewalk network along the Project frontages. The proposed Project would not conflict with pedestrian facilities, but instead would provide additional facilities. Thus, there would be less than significant impacts related to pedestrian facilities.

Truck Route Facilities: As detailed previously, the City of Hemet General Plan Circulation Element designates truck routes and provides street standards within the City of Hemet. The existing truck routes that currently serve the Project vicinity include regional truck routes following SR 74, SR 79, and Domenigoni Parkway, and local truck routes following Florida Avenue, Warren Road, Sanderson Avenue, and Domenigoni Parkway. As discussed in Section 3.0, *Project Description*, the Project would include six driveways along Simpson Road and truck movement to and from the Project site would directly access the City of Hemet truck route utilizing the Simpson Road and Warren Road intersection. No aspect of the proposed Project would require a change to the truck route network. Therefore, the Proposed Project is consistent with the truck routes identified in the City's General Plan Circulation Element. Thus, impacts related to truck route facilities would not occur.

Roadway Facilities:

Operations: The trip generation for the proposed Project was analyzed in accordance with the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019). As shown below in Table 5.15-5, the proposed Project is estimated to generate approximately 2,539 daily trips, 146 AM (112 inbound and 34 outbound) peak hour trips, and 197 PM (55 inbound and 142 outbound) peak hour trips. In terms of passenger car equivalent (PCE), the proposed Project is estimated to generate approximately 3,235 daily PCE trips, 188 AM (140 inbound and 48 outbound) peak hour PCE trips, and 240 PM (71 inbound and 169 outbound) peak hour PCE trips.

Table 5.15-5: Proposed Project Trip Generation

Land Use	Units	AM Peak Hour			PM Peak Hour					
		Daily	In	Out	Total	In	Out	Total		
<u>Trip Rates</u>										
High-Cube Transload and Short-Term Storage Warehouse ¹	TSF	2,129	0.094	0.028	0.122	0.046	0.119	0.165		
<u>Project Trip Generation Building 1</u>										
Industrial Bulding 1 ¹	883.080 TSF	1,880	83	25	108	41	105	146		
<u>Vehicle Mix¹</u>	<u>% Daily</u>	<u>% AM</u>	<u>% PM</u>							
Passenger Vehicles	82.20%	84.40%	87.30%	1,546	71	20	91	36	92	128
2- Axle Trucks	3.80%	1.10%	1.10%	71	1	0	1	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	47	2	1	3	1	2	3
4-Axle Trucks	1.30%	3.30%	3.30%	24	3	1	4	1	4	5
5+-Axle Trucks	10.20%	9.00%	6.10%	192	6	3	9	3	6	9
	100.00%	100.00%	100.00%	1,880	83	25	108	41	105	146
<u>PCE Trip Generation²</u>										
		<u>PCE Factor</u>								
Passenger Vehicles	1.0	1,546	71	20	91	36	92	128		
2-Axle truck	1.5	107	1	1	2	1	1	2		
3-Axle truck	2.0	94	5	1	6	2	4	6		
4+-Axle Trucks	3.0	649	26	12	38	13	29	42		
Industrial Bulding 1 Total PCE Trip Generation		2,396	103	34	137	52	126	178		
<u>Project Trip Generation Building 2</u>										
Industrial Bulding 2 ¹	309.338 TSF	659	29	9	38	14	37	51		
<u>Vehicle Mix¹</u>	<u>% Daily</u>	<u>% AM</u>	<u>% PM</u>							
Passenger Vehicles	82.20%	84.40%	87.30%	541	24	8	32	12	32	44
2- Axle Trucks	3.80%	1.10%	1.10%	25	0	0	0	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	16	1	0	1	0	1	1
4-Axle Trucks	1.30%	3.30%	3.30%	9	1	0	1	1	1	2
5+-Axle Trucks	10.20%	9.00%	6.10%	67	3	1	4	1	2	3
	100.00%	100.00%	100.00%	659	29	9	38	14	37	51
<u>PCE Trip Generation²</u>										
		<u>PCE Factor</u>								
Passenger Vehicles	1.0	541	24	8	32	12	32	44		
2-Axle truck	1.5	38	0	1	1	0	1	1		
3-Axle truck	2.0	33	1	1	2	1	1	2		
4+-Axle Trucks	3.0	227	12	4	16	6	9	15		
Industrial Bulding 2 Total PCE Trip Generation		839	37	14	51	19	43	62		
Project Total Passenger Trip Generation		2,087	95	28	123	48	124	172		
Project Total Trip Generation		2,539	112	34	146	55	142	197		
Project Total PCE Trip Generation		3,235	140	48	188	71	169	240		

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

² Passenger Car Equivalent (PCE) factors from the Reiverside County Transportation Analysis Guidelines, December 2020.

As discussed above in Section 5.15.5, information provided related to LOS is provided for informational purposes only and to demonstrate consistency with General Plan policies, and is not provided to analyze potentially significant CEQA impacts from the Project. 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. Although LOS congestion is no longer a CEQA significance threshold, the City uses LOS analyses to identify specific improvements that individual projects need to install or contribute to as part of maintaining and improving the overall network (e.g., road improvements may include sidewalks, bicycle lanes, or transit stop /shelters that improve the non-vehicular circulation network as well). Therefore,

the following is presented from the Traffic Impact Analysis (TIA) for informational purposes only, as previously stated.

As shown below in Table 5.15-6, in Opening Year Conditions, among the study area intersections, two intersections would operate at an unsatisfactory LOS F during the AM & PM peak hour. Intersection #5 (Warren Road/Domenigoni Parkway) would operate at an unsatisfactory LOS E during the AM peak hour. Consequently, the proposed Project’s LOS levels at the respective intersections would be above the City’s LOS standard.

Table 5.15-6: Project Completion Conditions Peak Hour Levels of Service

Intersection	Control Type	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1. SR 79/SR 74	Signal	36.3	D	50.8	D
2. SR 79/Simpson Rd	Signal	27.0	C	21.7	C
3. SR 79/Domenigoni Pkwy	Signal	93.5	F	122.2	F
4. Warren Rd/Simpson Rd	AWSC	20.5	C	21.4	C
5. Warren Rd/Domenigoni Pkwy	Signal	67.2	E	44.8	D
6. Warren Rd/SR 74	Signal	37.7	D	39.0	D
7. Warren Rd/Stetson Ave	AWSC	105.1	F	121.5	F
8. Warren Rd/Mustang Way	Signal	11.6	B	12.9	A
9. Project Dwy-1/Simpson Rd	TWSC	12.3	B	9.0	A
10. Project Dwy-2/Simpson Rd	TWSC	9.1	A	9.3	A
11. Project Dwy-3/Simpson Rd	TWSC	9.2	A	9.7	A
12. Project Dwy-4/Simpson Rd	TWSC	12.7	B	13.6	B
13. Project Dwy-5/Simpson Rd	TWSC	9.1	A	9.7	A
14. Project Dwy-6/Simpson Rd	TWSC	16.7	C	20.1	C

Source: EPD Solutions, 2024a (Appendix N)
 AWSC = All Way Stop Control
 TWSC = Two Way Stop Control
 Delay Reported in Seconds per Vehicle
 LOS = Level of Service

Unsatisfactory Level of Service

It should also be noted that intersection #1 (SR 79/SR 74) would operate at an unsatisfactory LOS F during the PM peak hour under cumulative conditions. As such, the Project would be required to pay fair share for the following improvements to achieve a satisfactory intersection LOS D:

- #1- SR 79/SR 74: Restripe the northbound-left to northbound left-thru lane, restripe northbound thru-right lane to exclusive right-turn lane, add right-turn overlap phasing.
- #3- SR 79/Domenigoni Parkway: Add right-turn overlap to northbound right, add eastbound thru-lane.
- #5- Warren Road/Domenigoni Parkway: Restripe the westbound right-turn lane to a shared thru-right lane.
- #7- Warren Road/Stetson Avenue: Install traffic signal.

As these recommended improvements are related to restriping and signal installation to existing streets, none of the improvements would result in any direct or indirect environmental impacts outside of those discussed throughout the entirety of this Draft EIR. Therefore, the Project would not result in vehicle trips that could

conflict with a program, plan, or policy addressing the circulation system, and impacts would be less than significant.

Construction: Construction of the proposed Project is anticipated to occur over a 14-month period. Construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would also generate haul trips distributed throughout the site preparation and grading period. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday AM peak period is 7:00 a.m. to 9:00 a.m., and the weekday PM peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day, seven days a week. As shown on Table 5.15-7, the building construction phase of construction would generate the most vehicular trips per day from approximately 499 workers and 177 vendors per day, which would result in a total of 676 daily trips.

Table 5.15-7: Daily Construction Vehicle Trips

Construction Activity		Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Project Construction	Site Preparation	35	10	0
	Grading	105	32	241
	Building Construction	499	117	0
	Paving	30	16	0
	Architectural Coating	100	21	0
Off-Site Construction	Grubbing/Clearing	38	0	0
	Grading	128	10	0
	Drainage/Utilities	0	0	0
	Paving	98	0	0

Source: Urban, 2024a (CalEEMod) (Appendix C)

All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures (as applicable). In addition, the proposed Project would implement the City of Hemet General Plan C-1, C-1.1, C-1.2, C-1.3, C-1.4, C-1.5, C-1.6, C-1.6, C-1.8, C-1.9, C-1.10, C-1.11, C-1.12, C-1.15 C-1.17, C-1.18, C-1.19, C-2.4, C-3.3, C-5, C-5.1, C-5.2, C-5.3, C-5.4, C-5.5, C-5.6, and C-5.7 Therefore, construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

IMPACT TR-2: THE PROJECT WOULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED.

Significant and Unavoidable. As described previously, State CEQA Guidelines Section 15064.3(b) focuses on determining the significance of VMT-related transportation impacts. As detailed previously, the City of Hemet's *Transportation Impact Analysis Guidelines* contain the following screening thresholds to assess whether a project has the potential to result in an impact and further VMT analysis is required. If the Project meets any of the following screening thresholds, then the VMT impact of the Project is considered less than significant and further VMT analysis is not required.

1. The project is located within a Transit Priority Area (TPA).

2. The project is in a low VMT-generating area.
3. The project type has been identified as low project type.
4. The project generates less than 500 daily vehicle trips.

The applicability of each screening criteria in comparison to the proposed Project is discussed below and included in the VMT Analysis (Appendix O).

Screening Criteria 1 - Transit Priority Area (TPA) Screening: As per the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The proposed Project is not located in the TPA. In addition, the proposed Building 1 and Building 2 would result in a FAR of 0.46 and 0.42 respectively, which are less than the FAR of 0.75 needed for TPA screening. The Project site has a General Plan land use designation of Mixed Use (MU). A General Plan Amendment is proposed to change the current Land Use designation of MU to Business Park (BP). The BP designation provides for single and multi-tenant light industrial, flex office and office use. The Project is not consistent with the existing General Plan land use within that TAZ. The Project is not located in a TPA and has a FAR less than 0.75; therefore, the Project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 – Low VMT Area Screening: The City's guidelines include a screening threshold for projects located in a low VMT generating area. Low VMT generating area is defined as TAZs with a total daily VMT/Service Population (employment plus population) that is less than the baseline level for the city. The Project site was evaluated using the WRCOG VMT Tool. The Citywide VMT/Service Population is 24.5 and the VMT/Service Population for the Project zone (TAZ 731) is 5.5. The VMT/Service Population of the Project zone is 77.45% below the jurisdiction VMT. However, due to a difference between the Project land use and the assumed land uses under the existing General Plan within that TAZ, this screening criteria would not be appropriate. Therefore, the Project would not satisfy the requirements of Screening Criteria 2 – Low-VMT Area Screening.

Screening Criteria 3 - Low Project Type: As per the City's guidelines, projects which propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include K-12 schools, local parks, day care centers, gas stations, banks, hair/nail salon, walk-in medical clinics/urgent care, and community institutions such as libraries, fire stations, etc. The Project does not propose a local serving land use, therefore it would not satisfy the requirements of Screening Criteria 3- Low Project Type.

Screening Criteria 4 - Generating less than 500 daily vehicle trips: As per the City's guidelines, projects which generate less than 500 daily vehicle trips would have a less than significant impact on VMT. The Project is forecast to generate 2,539 daily vehicle trips, which includes 2,087 daily passenger vehicle trips, which is more than 500 daily vehicle trips. Therefore, the Project would not meet Screening Criteria 4- Generating less than 500 daily vehicle trips.

As detailed above, the proposed Project would not meet Screening Criteria 1, 2, 3 and 4. Therefore, a VMT Analysis was prepared for the Project and is included herein as Appendix P. As discussed in the VMT Analysis, the City has adopted the existing baseline VMT per service population as the threshold of significance for industrial projects. The existing baseline VMT/Service Population is 24.6 VMT/Service Population. A project would result in a significant project generated VMT impact if the project VMT exceeds 24.6 VMT/Service Population. As shown in Table 5.15-8, the Project Baseline VMT/Service Population would be 28.8 VMT/Service Population or 17.3 percent above the City's threshold under baseline conditions and 28.7 VMT/Service Population or 16.5 percent above the City's threshold under cumulative conditions. Therefore, Project VMT impacts would be potentially significant.

Table 5.15-8: Project VMT/Service Population Comparison

	Baseline 2024	Opening Year 2026
Project TAZ 731 VMT	39,613	41,424
TAZ 731 Service Population	1,373	1,445
Project TAZ 731 VMT/SP	28.8	28.7
City of Hemet Baseline VMT	2,519,096	2,519,096
City of Hemet Baseline Service Population	103,799	103,799
City Baseline VMT/SP Threshold	24.6	24.6
Percent Above Threshold	17.3%	16.5%
Impact?	Yes	Yes

Source: EPD Solutions, 2024b (Appendix O)

The *City of Hemet Traffic Impact Analysis Guidelines for CEQA & VMT* lists examples of mitigation options for reducing impacts related to VMT. Considering the measures recommended by City's guideline, individual Project mitigation measures are recommended to mitigate the Project specific VMT impacts. Here, proposed mitigation measures and the effectiveness of such mitigation measures were determined using the methodology provided in California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (hereafter CAPCOA Guidance). Pursuant to CAPCOA Guidance, the maximum allowable VMT reduction is 15 percent. A majority of the measures, based on their description and their measure scale, are not applicable to the high-cube warehouse Project. Two out of 34 VMT reduction measures were determined to be applicable to the proposed Project, as described in Section 5.15.11 below.

CAPCOA measure T-6 requires implementation of a commute trip reduction project; and CAPCOA measure T-18 requires provision of pedestrian improvements, thereby reducing the number of trips, VMT, and GHG emissions. With compliance with existing rules, and implementation of CAPCOA measures T-6 and T-18 that are included as Mitigation Measure GHG-10 and Project Design Feature TR-1, the Project VMT would be reduced by 13.82 percent. It should be noted that while PDF TR-1 includes the provision of sidewalks, due to the lack of pedestrian infrastructure in the Project area, the sidewalks that will be constructed by the Project would not result in a significant reduction in VMT. Therefore, this measure is considered to be a supportive measure and would not result in a significant or measurable reduction in VMT on its own. Despite this reduction, the Project VMT would continue to exceed the baseline threshold. Furthermore, pursuant to CAPCOA Guidance the maximum allowable reduction in VMT through implementation of measures is 15 percent. As Project TAZ's VMT/SP is over 15 percent above the City baseline, there is no feasible way to fully reduce VMT to a level that is less than significant. In addition, the proposed Project would implement the City of Hemet General Plan policies C-4, C-4.1, C-4.2, C-4.5, C-4.6, and C-4.7. Therefore, the Project VMT impact would be significant and unavoidable.

IMPACT TR-3: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Less than Significant Impact. As stated in Section 3.0, *Project Description*, the Project would include a General Plan Amendment to change the existing land use designation from MU to BP, consistent with the current B-P zoning for the site. However, there are no proposed uses or equipment that would be incompatible.

Construction

The Project proposes development of the Project site in one phase lasting approximately 14 months. During construction, construction worker vehicles, haul trucks, and vendor trucks would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the grading plan and building plan review processes, City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features and incompatible uses during construction of the proposed Project would be less than significant.

Operation

As previously stated, access and circulation for the proposed Project includes a total of six driveways serving Building 1, Building 2, and the Trailer Parking Lot. Building 1 would be accessible via Simpson Road from two driveways for trucks and passenger vehicles, each 40 feet in width, and one 26-foot-wide driveway for passenger vehicles. Internal circulation would be provided by 26-foot to 40-foot drive aisles. Building 2 would be accessible via Simpson Road from a 40-foot-wide driveway for trucks and passenger vehicles and 26-foot-wide driveway for passenger vehicles. Internal circulation would be provided by 26-foot to 70-foot drive aisles. Access to the proposed trailer parking lot beyond Warren Road to the east would be via Simpson Road from a 40-foot driveway. The proposed trailer parking lot would include 70-foot-wide drive aisles.

Off-site improvements for the proposed Project would include a 14-foot dedication to Simpson Road and would widen Simpson Road to a 46.51-foot width. Additionally, the Project includes a 12-foot vacation from the Warren Road right-of way (6 feet from Site 2 and 6 feet from Site 3). The Project would widen Warren Road to a 64-foot width with an overall 114-foot-wide streetscape. The Project would include construction of new sidewalks on all Project frontages.

Furthermore, trucks accessing and leaving from the Project site would be routed away from roadways with significant passenger vehicle usage and trucks would be required to utilize existing City-designated truck routes to access SR 79, SR 74 and I-215, which would limit potential safety conflicts between passenger vehicles and trucks.

Onsite traffic signing and striping would also be implemented in conjunction with detailed construction plans with implementation of the Project. Additionally, sight distance at the Project's access points would be reviewed with respect to City standards at the time of final grading, landscape, and street improvement plan reviews. Additionally, Project frontage improvements and site access points would be constructed to be consistent with the identified roadway classifications and respective cross-sections in accordance with the Hemet General Plan Circulation Element. Compliance with existing regulations would be ensured through the City's construction permitting process. As a result, impacts related to vehicular circulation design features would be less than significant.

IMPACT TR-4: THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.

Less than Significant Impact.

Construction

The roadway improvements and installation of driveways that would be implemented during construction of the proposed Project could require the temporary closure of travel lanes, but full roadway closure and traffic detours are not expected to be necessary. Also, construction activities would be required to implement measures to facilitate the passage of persons and vehicles through/around any required temporary road restrictions and ensure the safety of passage in accordance with Section 503 of the California Fire Code

(Title 24, California Code of Regulations, Part 9), which would be ensured through the City's construction permitting process. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level. Therefore, Project impacts related to emergency access during construction would be less than significant.

Operation

The proposed Project would not result in inadequate emergency access. Direct access to the proposed Project would be from six driveways along Simpson Road, which is directly adjacent to the site and all Project access driveways would be unsignalized. Construction activities would occur within the proposed Project site and would not restrict access of emergency vehicles to the site or adjacent areas. In addition, travel along Simpson Road and Warren Road would remain open and would not interfere with emergency access in the site vicinity. The proposed Project is required to design and construct internal access, and size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform to Hemet Fire Protection District standards. The Hemet Fire Protection District would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). In addition, the proposed Project would implement the City of Hemet General Plan policies C-1.2, C-1.9, C-1.11, C-1.15, C-1.19, and C-2.4. As such, the proposed Project would not result in inadequate access, and impacts would be less than significant.

5.15.7 CUMULATIVE IMPACTS

The cumulative traffic study area for the proposed Project includes the City of Hemet and the information utilized in this cumulative analysis is based on the potential to combine with impacts from projects in the vicinity of the proposed Project, as discussed in Table 5-1, and projections contained within RIVCOM.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Hemet, and the information utilized in the analysis of VMT are the City's land use data and the projections contained within the SCAG model. Cumulative VMT impacts are assessed based on the Project's effect on overall Citywide VMT. As shown in Table 5.15-9, the Project would result in an overall reduction in Citywide VMT in both baseline and cumulative 2045 conditions. As such, cumulative VMT impacts would be less than significant.

Table 5.15-9: Project Effect on Citywide VMT

	Baseline 2018	Cumulative 2045
Citywide VMT with Project	813,535	1,327,249
Citywide Service Population with Project	104,957	160,695
With Project Citywide VMT/SP	7.75	8.26
Citywide VMT No Project	812,204	1,324,394
Citywide Service Population No Project	103,799	159,537
No Project Citywide VMT/SP	7.82	8.30
Percent Below Threshold	-0.9%	-0.5%
Impact?	No	No

Source: EPD Solutions, 2024b (Appendix O)

Design, Roadway, and Emergency Access Hazards

The evaluation of Impact TR-3 and TR-4 concluded that the proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design, and emergency access. The proposed circulation layout would be required to be installed in conformance with City design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Project that could combine with potential hazards from other projects. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities that would not allow potential cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features and emergency access would not occur from the Project and would not combine with hazards from other projects. Thus, cumulative impacts would be less than significant.

Alternative Transportation

The evaluation of Impact TR-1 concluded that the proposed Project would not result in significant impacts related to alternative transportation or policies addressing the circulation system. Cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Project would not cumulatively combine with other projects to result in impacts related to alternative transportation. Thus, cumulative impacts would be less than significant.

5.15.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SB 743
- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Hemet DIF Program

Plans, Programs, or Policies (PPPs)

None.

5.15.9 PROJECT DESIGN FEATURES

PDF TR-1: Sidewalks. The Project would construct sidewalks along the Project's frontage on Simpson Road and Warren Road.

5.15.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1, TR-3, and TR-4 would be less than significant.

Upon implementation of regulatory requirements, Impact TR-2 would be **potentially significant**.

5.15.11 MITIGATION MEASURES

Mitigation Measure GHG-10, as listed in Section 5.8, *Greenhouse Gas Emissions*.

5.15.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements and feasible mitigation measures, impacts related to VMT would remain significant and unavoidable.

5.15.13 REFERENCES

California Air Pollution Control Officers Association (CAPCOA). December 2021. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. Retrieved January 2024 from:

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EPD Solutions, Inc. January 2024. *Simpson Road Warehouse Traffic Impact Analysis Report*. Appendix O.

EPD Solutions, Inc. January 2024. *Vehicle Miles Traveled (VMT) Screening Memo*. Appendix P.

5.16 Tribal Cultural Resources

5.16.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources (TCRs) associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and report included as Appendix F:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan 2010-2030 EIR, January 2012
- City of Hemet Municipal Code
- *Cultural Resources Study for the Simpson Commerce Center Project*; Brian F. Smith and Associates; 29 June 2023; Appendix F

Additionally, this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

5.16.2 REGULATORY SETTING

5.16.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.16.2.2 State Regulations

California Senate Bill 18

Senate Bill 18 (SB 18) (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) to aid in the protection of TCRs. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect or mitigate impacts on TCRs. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land

within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the Project includes a General Plan Amendment, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered TCR (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours.

California Public Resources Code, Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.16.2.3 Local Regulations

City of Hemet General Plan 2030

The City's General Plan Conservation Element contains the following goal and policies that are applicable to the Project:

Historic Resources Element

- 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** 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** Require monitoring of new developments where resources or potential resources have been identified in the review process.
- Policy HR-2.3** 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.

5.16.3 ENVIRONMENTAL SETTING

5.16.3.1 Native American Tribes

The Project site is within an area considered the Traditional Tribal Land of the Cahuilla, the Gabrielino, and the Luiseño people. As part of development of the Cultural Resources Assessment (Appendix F), Brian F Smith and Associates (BFSA) conducted research using several resources to identify potential tribal cultural resources within the Project site. The assessments included a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR) on May 23, 2023, background and literature research,

a search of the Sacred Lands File (SLF) by the NAHC on July 15, 2022, outreach efforts with Native American tribal representatives, an examination of geological maps, and an intensive-level pedestrian survey of the Project site. No tribal cultural resources were identified as part of BFSAs site survey and records search of the Project site (BFSAs, 2024a).

5.16.3.2 Site Conditions

As discussed in Section 3.0, *Project Description*, the 74.88 gross acre Project site is mostly made up of agricultural fields. Also, the Project site contains portions of the Simpson Road and Warren Road rights-of-way. The Cultural Resources Assessment (Appendix F) identified that the Project site overlies Holocene- and late Pleistocene-aged young alluvial fan deposits, which are predominately characterized as gravel, sand, and silt. The Project site is not listed on the NAHC Sacred Lands File.

5.16.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to 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:

- TCR-1 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
- TCR-2 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, that considers the significance of the resource to a California Native American tribe.

5.16.5 METHODOLOGY

The TCR analysis is based on the Cultural Resources Assessment and consultation carried out by the City of Hemet pursuant to AB 52 and SB 18. The Cultural Resources Assessment included an archaeological and historical records search, completed at the EIC at UCR on May 23, 2023. This search included the Project site with an additional one-mile buffer. Pedestrian surveys were conducted at the Project site; see Section 5.5.5 for details on the Methodology. The NAHC was contacted to perform a SLF search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project in August 2023.

5.16.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K).

Less than Significant with Mitigation Incorporated. Assembly Bill (AB) 52 and Senate Bill (SB) 18 require meaningful consultation between lead agencies and California Native American tribes regarding potential

impacts on TCRs. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). On July 15, 2022, a SLF search and a list of Native American tribes who may have knowledge of cultural resources in the Project area was requested by BFSA from the Native American Heritage Commission (NAHC). On August 31, 2022, the NAHC responded with a list of Native American tribes and that the SLF search yielded negative results for known tribal cultural resources or sacred lands within a 1-mile radius of the Project site. To identify if any tribal cultural resources are potentially located within the Project site, the City sent notices in August 2023, regarding the Project to the Native American tribes provided by the NAHC.

Responses were received from both the Augustine Band of Cahuilla Indians (September 8, 2023) and the Rincon Band of Luiseño Indians (September 29, 2023) stating that they had no further concerns on the Project. A response was received from the Agua Caliente Band of Cahuilla Indians (ACBCI) on September 20, 2023, requesting more information and applicable documents related to the Project as well as consultation for the Project. On October 2, 2023, the Soboba Band of Luiseño Indians also requested consultation on the Project. One response was received from the Morongo Band of Missions Indians (MBMI) on December 19, 2023. The Soboba Band of Luiseño Indians, ACBCI, and MBMI stated that the Project site is potentially sensitive for buried cultural resources and requested Tribal Monitors to be present onsite during all ground disturbing activities. During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. However, due to the Project site's location in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that archaeological resources, including tribal cultural resources, could be encountered during ground disturbing construction activities. As such, Mitigation Measures TCR-1 and TCR-2 are included to require Tribal Monitoring by one of the consulting Tribes and measures for the inadvertent discovery of cultural resources. In addition, the proposed Project would implement the City of Hemet General Plan policies HR-2, HR-2.1, HR-2.2, and HR-2.3. With implementation of General Plan policies and Mitigation Measures CUL-1, CUL-2, TCR-1, and TCR-2, impacts to tribal cultural resources would be less than significant.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated. In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California or national history;
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or

4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As described in the previous response, there are no resources onsite that meet the criteria for the CRHR. None of the Native American tribes contacted by the City provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 However, Mitigation Measures CUL-1 and CUL-2 and TCR-1 and TCR-2 are included such that an archaeological and Native American monitor to be present for all ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities. In addition, the proposed Project would implement the City of Hemet General Plan policies HR-2, HR-2.1, HR-2.2, HR-2.3. With implementation of the General Plan policies and Mitigation Measures CUL-1, CUL-2, TCR-1, and TCR-2, impacts to a tribal cultural resource would be less than significant.

As discussed in Section 5.5, *Cultural Resources*, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as Mitigation Measure CUL-3 as requested by the Tribes listed above) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

5.16.7 CUMULATIVE IMPACTS

The cumulative study area for tribal cultural resources includes areas within the influence areas of the tribes in the region. The Project's potential to result in cumulatively considerable impacts to tribal cultural resources were analyzed in conjunction with other projects located in the influence areas of the tribes in the region. There is potential for tribal cultural resources to be uncovered during construction activities from the Project. Other development projects within the region would have a similar potential to uncover tribal cultural resources. Cumulative impacts could be reduced by each development project's compliance with applicable regulations, consultations required by AB 52, SB 18, and project-specific mitigation. Project implementation of Mitigation Measures CUL-1 through CUL-3 and Mitigation Measures TCR-1 through TCR-2 would reduce Project-level impacts to less than significant, and the Project's contribution for cumulatively significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to less than cumulatively considerable.

5.16.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

Plans, Programs, or Policies (PPPs)

None.

5.16.9 PROJECT DESIGN FEATURES

None.

5.16.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impacts would be **potentially significant**:

- Impact TCR-1: Earth-disturbing activities during construction may inadvertently uncover tribal cultural resources.
- Impact TCR-2: Inadvertent discovery of subsurface artifacts may be of Native American heritage and be potentially significant.

5.16.11 MITIGATION MEASURES

Mitigation Measures CUL-1 through CUL-3, as previously listed in Section 5.5, *Cultural Resources*.

Mitigation Measure TCR-1: Tribal Monitoring Services Agreement. Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI), Soboba Band of Luiseño Indians, or Agua Caliente Band of Cahuilla Indians (ACBCI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources.

Mitigation Measure TCR-2: Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and shall be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

- A. Full avoidance.
- B. If avoidance is not feasible, Preservation in place.
- C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.
- D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1)

5.16.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measures CUL-1 through CUL-3 and TCR-1 through TCR-2 and existing regulatory programs and requirements described in Section 5.5 and within this Section 5.16 would reduce potential impacts associated with TCRs for Impacts TCR-1 and TCR-2 to less than significant. Therefore, no significant unavoidable adverse impacts related to TCRs would occur.

5.16.13 REFERENCES

Brian F. Smith and Associates. Cultural Resources Study for the Simpson Commerce Center Project. March 2024. Appendix F

City of Hemet. City of Hemet 2030 General Plan. Adopted January 2012. [online]:
<https://www.hemetca.gov/534/Final-General-Plan-2030>. Accessed July 31, 2023.

5.17 Utilities and Service Systems

5.17.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the proposed Project, by identifying existing utility demand and supply, anticipated demand, and planned utility availability, for all utilities and services systems. Such systems include water supply and infrastructure, wastewater, drainage, and solid waste. Electric power and renewable energy resources are described in Section 5.6, *Energy*. Water supply and infrastructure capacity information in this section is from the following documents and report included as Appendix P:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan 2010-2030 EIR, January 2012
- City of Hemet Municipal Code
- Eastern Municipal Water District 2020 Urban Water Management Plan, July 1st, 2021
- Water Supply Assessment Report. April 2023. Prepared by Eastern Municipal Water District. (Appendix P)

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for water and wastewater utilities would result from implementation of the proposed Project that would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities could constitute a significant impact under CEQA.

5.17.2 WATER

5.17.2.1 Water Regulatory Setting

State Regulations

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), which requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMP's as well as methods for urban water suppliers to adopt and implement the plans.

Senate Bill 610

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment (WSA) for projects that meet the following criteria:

- a) A proposed residential development of more than 500 dwelling units;

- b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- d) A hotel or motel, or both, with more than 500 rooms;
- e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and
- f) A mixed-use project that includes one or more of the projects above.

The components of a WSA include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The WSA must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the WSA.

CALGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code is updated every three years. It was recently updated in 2022 and became effective January 1, 2023. CALGreen sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

Local Regulations

City of Hemet General Plan 2030

The Hemet General Plan includes the following goals, policies, and programs that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.

Policy CSI-1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI-1.3 Provider Notification. Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Goal CSI-2 Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.

Policy CSI-2.1 Agency Coordination. Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.

Policy CSI-2.2 Water Supply Assessments. Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.

Policy CSI-2.3 Performance Standards. Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.

Policy CSI-2.8 Best Management Practice Features/Equipment. Require installation of best management practice features for water for all new development and for applicable rehabilitation.

Open Space and Conservation

Goal OS-5 Conserve and protect surface water, groundwater, and imported water resources.

Policy OS-5.3 Development Design. Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.

Policy OS-5.4 Reclaimed Water. Use reclaimed water to irrigate parks, golf courses, public landscaped areas, and for other feasible applications as service becomes available from local water providers.

Policy OS-5.5 Water Efficient Landscaping. Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.

5.17.2.2 Water Environmental Setting

The Project site is located within the water service area of the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD's water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities (EMWD, 2021).

The Eastern Municipal Water District's Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that EMWD services including most of the City of Hemet, other cities and unincorporated areas in Riverside County.

EMWD has a diverse portfolio of local and imported water supplies to deliver treated water to its customers. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Imported water supplies are received from the Metropolitan Water District of Southern California.

Water Supply and Demand

EMWD has four sources of water supply: imported water from the Metropolitan Water District (MWD) of Southern California, local groundwater, desalinated groundwater, and recycled water (EMWD, 2021). The District's water supply is a combination of purchased or imported water, groundwater, and recycled water. Table 5.17-1 summarizes EMWD's current retail and wholesale water supplies. As shown on Table 5.17-1,

in 2022 the EMWD obtained the majority of its potable water supply from purchased or imported water from the Metropolitan Water District of Southern California, included in Appendix P.

Table 5.17-1:EMWD Water Supply 2022

Water Supply	Source	Volume (acre-feet)
RETAIL		
Imported – Treated	Metropolitan Water District	37,208
Imported – EMWD Treated	Metropolitan Water District	24,380
Imported - Raw	Metropolitan Water District	216
Groundwater	San Jacinto Groundwater Basin	12,369
Desalination	San Jacinto Groundwater Basin	10,850
Recycled Water	Regional Water Reclamation Facilities	51,601
Retail Total		136,624
WHOLESALE		
Imported – Treated	Metropolitan Water District	15,389
Imported - Raw	Metropolitan Water District	18,949
Imported – Recharge (Raw)	Metropolitan Water District	0
Recycled Water	Regional Water Reclamation Facilities	1,793
Wholesale Total		36,131
Combined Total		172,755

Source: Appendix P

Table 5.17-2: EMWD Projected Water Supply (AF)

Water Supply	Source	2025	2030	2035	2040	2045
RETAIL						
Imported	Metropolitan Water District	66,447	72,147	70,247	74,747	78,847
Groundwater	San Jacinto Groundwater Basin	18,753	18,753	18,753	18,753	18,753
Desalination	San Jacinto Groundwater Basin	13,400	13,400	13,400	13,400	13,400
Other	Purified Water Replenishment (IPR)	4,000	4,000	12,000	12,000	12,000
Recycled Water	Regional Water Reclamation Facilities	43,330	49,020	54,500	59,800	64,100
Retail Total		145,930	157,370	168,900	178,700	187,100
WHOLESALE						
Imported	Metropolitan Water District	50,700	44,900	46,900	49,200	51,300
Imported	Soboba Settlement Water	7,500	7,500	7,500	7,500	7,500
Recycled Water	Regional Water Reclamation Facilities	4,770	5,180	5,600	5,600	5,600
Wholesale Total		62,970	57,580	60,000	62,300	64,400
Combined Total		208,900	214,950	228,900	241,000	251,500

Source: (EMWD, 2021)

Table 5.17-2 summarizes EMWD's (District) projected retail and wholesale water supplies. As shown in Table 5.17-2, EMWD estimates that water supplies in the future are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the District's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045 (increase of 42,600 acre-feet per year [AFY]) to meet the District's anticipated growth in water demands. Water demands within the District are summarized below in Table 5.17-3.

Table 5.17-3: Demands for Potable and Raw Water in Acre-Feet (AFs)

Use Type	Actual 2020	Projected 2025	Projected 2030	Projected 2035	Projected 2040	Projected 2045
RETAIL						
Single-Family	52,162	66,900	71,700	76,700	80,500	84,000
Multi-Family	6,535	8,500	9,100	9,700	10,200	10,600
Commercial	4,267	6,100	6,500	7,000	7,300	7,600
Industrial	571	600	600	700	700	700
Institutional	1,629	2,700	2,900	3,100	3,200	3,400
Landscape	8,155	8,400	7,600	6,800	6,200	5,500
Agricultural	1,560	2,000	2,000	2,000	2,000	2,000
Other	1,287	0	0	0	0	0
Losses	8,507	7,400	7,900	8,400	8,800	9,200
Total	84,673	102,600	108,300	114,400	118,900	123,000
WHOLESALE						
Groundwater Recharge	6,467	7,500	7,500	7,500	7,500	7,500
City of Perris Water System	1,685	1,800	1,900	2,100	2,200	2,300
Western Municipal Water District (Murrieta)	1,809	1,000	1,300	1,600	2,000	2,300
Nuevo Water Company	409	500	1,000	1,100	1,200	1,200
Rancho California Water District	25,028	42,300	35,200	36,200	37,500	38,800
Lake Hemet Municipal Water District	986	5,100	5,500	5,900	6,300	6,700
City of Hemet	0	0	0	0	0	0
City of San Jacinto	0	0	0	0	0	0
Total	36,384	58,200	52,400	54,400	56,700	58,800
COMBINED TOTAL	121,057	160,800	160,700	168,800	175,600	181,800

Source: EMWD 2020

Groundwater: EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants not only provide a reliable source of potable water, but they also protect potable sources of groundwater and support EMWD's groundwater salinity management program.

Imported Water: EMWD is a member agency of Metropolitan Water District of Southern California (Metropolitan) and relies on Metropolitan to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of EMWD's service area is supplied by Metropolitan's Mills Water Filtration Plant (WFP), while the southeastern portion of EMWD's service area is supplied by Metropolitan's Skinner WFP. Untreated water from Metropolitan is treated at EMWD's Perris and Hemet WFPs and is also delivered directly to a number of agricultural and wholesale customers.

EMWD's water supply reliability is primarily established through Metropolitan, of which EMWD is a member agency. In the 2020 Metropolitan UWMP, the reliability of water deliveries from the State Water Project and the Colorado River Aqueduct were assessed by Metropolitan. Metropolitan determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single dry, and

multiple-dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the Metropolitan UWMP.

Recycled Water: Recycled water is used extensively in EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes. The majority of EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. EMWD's recycled water supply will expand as the population within EMWD's service area continues to grow. EMWD currently uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. EMWD stores recycled water during low demand periods and does not discharge recycled water. The District anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge.

Surface Water: EMWD has the right to divert up to 5,760 AFY of San Jacinto River flows for recharge and subsequent use from September 1st through June 30th each year. EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is an ephemeral river and, consequently, river flows may be insufficient for any diversion at all in some years.

Demand: EMWD delivers water to both retail customers and to wholesale customer agencies. EMWD's primary retail customers can be divided into residential, commercial, industrial, institutional, landscape and agricultural irrigation sectors with the residential sector being EMWD's largest customer segment. Actual 2020 water demand and projected water demand are shown in Table 5.17-3. Projected demands for the 2020 UWMP were developed using information about planned development and land use. To track new developments, EMWD updates a Geographic Information System database that tracks proposed development quarterly. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments (SCAG). EMWD's growth forecasts include both the retail and wholesale service areas. EMWD's retail demand projections include the water savings needed to meet the Water Conservation Act of 2009, SB X7-7 requirements. Wholesale demand projections are based on communications with sub agencies and respective growth projections for those agencies.

Water Infrastructure

The Project site is currently served by the EMWD's water utility. Within the immediate vicinity of the Project site, an existing 24-inch domestic water line is located in Simpson Road.

5.17.2.3 Water Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 Require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-2 Not have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

5.17.2.4 Water Service Methodology

The evaluation of water supply quantifies the amount of water that would be required to support operation of the proposed Project and compares the demand to the EMWD's available water supply to identify if sufficient water supplies are available to serve the proposed Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply

infrastructure that serves the Project site was identified and evaluated to ensure design capacity would be adequate to supply the proposed Project, or to identify if expansions would be required to serve the proposed development.

5.17.2.5 Water Environmental Impacts

IMPACT UT-1: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. The proposed Project would redevelop the approximately 74.88 gross acre (71.11 net acre) site with two industrial warehouses totaling 1,192,418 square feet (SF) and associated truck trailer parking area, which is currently served by EMWD's water infrastructure. As discussed above, Simpson Road contains a 24-inch domestic water line. This water main currently provides water supplies to the Project site and surrounding adjacent areas. The proposed Project would construct new on-site water service lines that would connect to the water main within Simpson Road. The Project would also construct new on-site irrigation lines that would connect to the existing 36-inch recycled water main in Simpson Road. Additional off-site water infrastructure would not be required to be constructed to serve the proposed Project.

The new and existing onsite water system would convey water supplies to the proposed industrial warehouses and landscaping through plumbing/landscaping fixtures that are compliant with the CALGreen Plumbing Code for efficient use of water. In addition, the proposed Project would be consistent with the City of Hemet General Plan policies CSI-2.3, CSI-2.8, OS-5.3, OS-5.4, and OS-5.5, which would further encourage efficient use of water. Compliance with General Plan policies CSI-1.2, CSI-1.3, CSI-2.1, and CSI-2.2 require coordination with EMWD to ensure that existing facilities would be able to serve the proposed Project, which has been fulfilled through preparation of the WSA.

The construction activities related to the new onsite water infrastructure that would be needed to serve the proposed warehouse facility is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, analysis of construction emissions for excavation and installation of the wastewater infrastructure is included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*, and noise related to construction activities is included in Section 5.12, *Noise* and mitigation measures have been recommended as necessary. Since the Project proposes to connect to existing water infrastructure, it would not result in the construction of new offsite water facilities or expansion of existing offsite facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

IMPACT UT-2: THE PROJECT WOULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS.

Less than Significant Impact. The Project site is currently irrigated for agricultural use. The Project would redevelop the Project site with two industrial warehouses totaling 1,192,418 SF. A WSA (included as Appendix P) was prepared by EMWD to evaluate the capacity for the District to supply water to the Project. Based on the General Plan land use, the 2020 UWMP assumed that the parcels comprising the Project site would be developed as a mixed-use area; as such, the projected demand of the site was estimated to be 175.56 AFY (Appendix P). However, based on the specifics of the proposed Project, EMWD determined that the Project would require approximately 41.50 AFY, which is well below the limits of the estimated demand considered in the 2020 UWMP. Furthermore, the Project's estimated water demand is conservative

and represents a worst-case scenario, as it does not take into account or take “credit” for the existing agricultural water use on the Project site.

The UWMP assessed the projected water demand and supply in the service area and concluded that EMWD has an adequate water supply to meet demands under all climatic conditions (normal, single-dry, and multiple-dry years) within its service area through 2045. Further, EMWD anticipates an increase in industrial demand from 571 AFY in 2020 to 700 AFY in 2045 and in total demand from 84,673 AFY in 2020 to 123,000 AFY in 2045 within the service area. The 2020 EMWD UWMP anticipates that EMWD's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045 (increase of 42,600 AF) to meet the EMWD's anticipated growth in water demands.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for EMWD's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

5.17.2.6 Existing Regulations and Plans, Programs, or Policies

The following standard regulations would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11; the California Green Building Code

5.17.2.7 Project Design Features

None.

5.17.2.8 Level of Significance Before Mitigation

Impacts UT-1 and UT-2 would be less than significant.

5.17.2.9 Water Mitigation Measures

No mitigation measures are required.

5.17.2.10 Water Level of Significance After Mitigation

No significant unavoidable adverse impacts related to water supplies or water infrastructure would occur.

5.17.3 WASTEWATER

5.17.3.1 Wastewater Regulatory Setting

Local Regulations

Hemet General Plan

The Hemet General Plan includes the following goals, policies, and programs that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-1 **Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.**

Policy CSI-1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI-1.3 Provider Notification. Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Goal CSI-3 **Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**

Policy CSI-3.1 Performance Standards. New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.

Policy CSI-3.4 Sanitary Sewers. Promote the extension of sanitary sewers to serve all new and existing land uses and densities, as feasible, to protect groundwater quality. Require new development, and existing development where feasible, to connect to the sanitary sewer system. Exceptions may be considered for properties with a minimum lot size of ½ acre and that are located more than 660 feet from a sewer line.

5.17.3.2 Wastewater Environmental Setting

EMWD provides wastewater treatment and recycled water services throughout its service area, which includes the City of Hemet and the Project site. Sewage from the City of Hemet is conveyed to the San Jacinto Regional Water Reclamation Facility, which has a treatment capacity of 14 million gallons per day (gpd), with a typical daily flow of 7 million gpd (EMWD, 2021). Thus, the remaining daily capacity of the San Jacinto Regional Water Reclamation Facility for its service area is approximately 7 million gpd.

Wastewater Infrastructure

The nearest sewer main crosses through Simpson Road approximately 400 feet east of the intersection of Simpson Road and California Avenue. The existing sewer main is 30 inches in diameter and lies in a northeasterly direction (EMWD, n.d.).

5.17.3.3 Wastewater Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.17.3.4 Wastewater Service Methodology

The evaluation of wastewater infrastructure quantifies the amount of wastewater that would be generated from operation of the proposed Project and compares the demand to the existing and planned sewer

infrastructure and wastewater treatment plants. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.17.3.5 Wastewater Environmental Impacts

IMPACT UT-3: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. The proposed Project would develop and operate two new industrial warehouse facilities and an associated truck trailer parking area that would generate wastewater. Compliance with Policy CSI-3.1 and CSI-3.4 would require the proposed Project to construct adequately sized sewer facilities to serve operation of the site. The proposed Project would install on-site sewer infrastructure and a new 24-inch sewer main in Simpson Road.

As previously described, installation of the on-site and off-site sewer infrastructure are part of construction of the proposed Project and would not result in any physical environmental effects beyond those described throughout this EIR. For example, analysis of construction emissions for excavation and installation of the wastewater infrastructure is included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*, and noise related to construction activities is included in Section 5.12, *Noise*, and mitigation measures have been recommended as necessary. In addition, the proposed Project would be required to be compliant with the City of Hemet General Plan Policies CSI-1.2 and CSI-1.3, which requires coordination with EMWD during design of the proposed sewer line.

As the proposed Project includes facilities to serve Project operations, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, potential impacts related to wastewater infrastructure would be less than significant.

IMPACT UT-4: THE PROJECT WOULD NOT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS EXISTING COMMITMENTS.

Less than Significant Impact. Based on a non-residential wastewater generation factor of 3,000 gallons per day (gpd) per acre, provided in Table 4.14-6 of the City of Hemet General Plan EIR, the proposed Project would result in 82,110 gpd of wastewater (3000 gpd per acre × 27.37 acres of warehouse = 82,110 gpd).

Under existing conditions, the San Jacinto Regional Water Reclamation Facility, which would serve the site, has an excess treatment capacity of approximately 7 million gallons per day, as previously described. Implementation of the Project would utilize approximately 1.2 percent of the daily excess treatment capacity. Thus, the wastewater treatment plant has ample capacity, and the proposed Project would not create the need for any new or expanded wastewater facility (such as conveyance lines or treatment facilities). Therefore, the proposed Project would result in less than significant impacts related to wastewater treatment capacity.

5.17.3.6 Existing Regulations and Plans, Programs, or Policies

The following existing regulations would reduce potential impacts related to wastewater:

- California Code of Regulations Title 24, Part 11; the California Green Building Code

5.17.3.7 Project Design Features

None.

5.17.3.8 Level of Significance Before Mitigation

Impacts UT-3 and UT-4 would be less than significant.

5.17.3.9 Wastewater Mitigation Measures

No mitigation measures are required.

5.17.3.10 Wastewater Level of Significance After Mitigation

No significant unavoidable adverse impacts related to wastewater infrastructure would occur.

5.17.4 Stormwater Drainage

5.17.4.1 Stormwater Drainage Regulatory Setting

Local Regulations

Hemet General Plan Update

The Hemet General Plan includes the following goals, policies, and programs that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.

Policy CSI-1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI-1.3 Provider Notification. Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Goal CSI-4 Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.

Policy CSI-4.4 Groundwater Recharge. Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.

Policy CSI-4.5 Drainage System Mitigation. In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to

be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.

Policy CSI-4.6 Aesthetic Design. Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.

Policy CSI 4.10 Low Impact Development. Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:

1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;
2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;
3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits.
4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.
5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.
6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.

5.17.4.2 Stormwater Drainage Environmental Setting

The City of Hemet maintains Salt Creek, as well as all non-master planned stormwater facilities less than 36-inches in diameter (City of Hemet, 2012).

The Project site currently is utilized as agricultural land. The Project site is undeveloped as it is not improved with any structures. As described in the Hydrology Report (included as Appendix L), minimal impervious surfaces exist on site. Topographically, the Project site is relatively flat with an elevation of 1,504 feet above mean sea-level (amsl) to 1,494 feet amsl with slopes of less than 0.5 percent throughout. The site drains from the northeast to the southwest as overland flows to Salt Creek, then downstream to Canyon Lake, and ultimately to Elsinore Lake (Appendix L).

5.17.4.3 Stormwater Drainage Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-5 Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.17.4.4 Stormwater Drainage Methodology

The evaluation of stormwater drainage infrastructure quantifies the amount stormwater runoff that would be generated from the proposed Project and identifies if runoff from the Project would be accommodated by the existing stormwater drainage infrastructure. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.17.4.5 Stormwater Drainage Environmental Impacts

IMPACT UT-5: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. Pursuant to the City of Hemet Storm Drain Criteria and Drainage Design Manual and General Plan Policies CSI-4.4, CSI-4.5, CSI-4.6, and CSI-4.10, the onsite storm drainage system would be sized to convey a 10-year storm volume. As stated above, the Project site is currently utilized for agricultural purposes and is not improved with any structures. Runoff on the site currently drains southwest towards Salt Creek. The proposed Project's runoff would be collected by two underground infiltration chambers at Building 1, two underground infiltration chambers and one aboveground infiltration basin at Building 2, and an aboveground infiltration basin in the ancillary truck trailer lot. Onsite basins would include an emergency pump overflow that would discharge onsite and ultimately discharge to Salt Creek Channel, mimicking existing conditions. A 24-inch storm drain would also be constructed on Trailer Parking Site to connect with the existing drain line on Warren Road. The proposed Project would not require the construction of new public drainage facilities to serve the proposed Project. In addition, compliance with General Plan policies CSI-1.2, CSI-1.3, CSI-2.1, and CSI-2.2 would require coordination with the City to ensure that existing facilities would be able to serve the proposed Project.

Impacts associated with the Project's proposed onsite stormwater drainage infrastructure, such as air quality, greenhouse gas, and noise, are included as part of the construction of the Project and would not result in any physical environmental effects beyond those identified in their respective sections of this Draft EIR. As such, there are no environmental impacts that would occur specifically related to the Project's proposed stormwater drainage infrastructure. Therefore, Project impacts due to stormwater drainage infrastructure would be less than significant.

5.17.4.6 Existing Regulations and Plans, Programs, or Policies

None.

5.17.4.7 Project Design Features

None.

5.17.4.8 Level of Significance Before Mitigation

Impact UT-5 would be less than significant.

5.17.4.9 Stormwater Drainage Mitigation Measures

No mitigation measures are required.

5.17.4.10 Stormwater Drainage Level of Significance After Mitigation

No significant unavoidable adverse impacts related to drainage would occur.

5.17.5 Solid Waste

5.17.5.1 Solid Waste Regulatory Setting

State Regulations

California Assembly Bill (AB) 341

On October 6, 2011, Governor Brown signed AB 341 establishing a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

California Green Building Standards

Section 5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

Section 5.410.1 Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

Local Regulations

Hemet General Plan

The Hemet General Plan Update includes the following goals, policies, and programs that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-6 **Maintain an adequate and efficient system of collection and disposal of solid waste generated in the City in compliance with California Integrated Waste Management Board requirements.**

Policy CSI-6.2 Recycling. Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.

5.17.5.2 Solid Waste Environmental Setting

The Project site is currently served by Waste Management Inc. for solid waste and recycling services. Recyclable waste and green waste would be largely processed at the Moreno Valley Solid Waste Recycling and Transfer Station, which is permitted for 2,500 tons per day (tpd) of operation. Solid waste generated by the Project would be disposed of at either the El Sobrante, Lamb Canyon, or Badlands Landfill. Each

landfill is located approximately 33.5, 15, and 24 roadway miles from the site, respectively. Table 5.17-4 below summarizes the characteristics of each landfill. Based on the average daily tonnage, the three landfills have a combined remaining capacity of approximately 10,779 tpd.

Table 5.17-4: Landfill Capacity

Name	Max Daily Permitted (tpd) ¹	Average Daily Tonnage (tpd) ¹	Available Daily Disposal (tpd)	Closure Date ²
El Sobrante Landfill	16,054	10,646	5,408	11/1/2052
Lamb Canyon Landfill	5,000	1,969	3,031	4/1/2032
Badlands Landfill	5,000	2,660	2,340	1/1/2059

¹Source: RCDWR, 2024 (included in Appendix A)

²Source: CalRecycle, 2022; CalRecycle, 2023

5.17.5.3 Solid Waste Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-6 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.
- UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.17.5.4 Solid Waste Methodology

Solid waste generation from construction and operation of the Project was estimated using a construction and operation waste generation factor from the Environmental Protection Agency (EPA) and CalEEMod version 2022.1.1, respectively. Solid waste volumes were then compared with recent estimates of remaining disposal capacity of the landfill serving the City. As described below in Impact UT-6, potential impacts related to compliance with solid waste regulations were evaluated by identifying how the proposed Project would implement the relevant requirements.

5.17.5.5 Solid Waste Environmental Impacts

IMPACT UT-6: THE 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.

Less than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. Implementation of the proposed Project would be consistent with all State regulations, as ensured through the City's development project permitting process.

Construction

The proposed Project does not involve demolition of existing structures; however, Project construction would generate solid waste from construction packing and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA, 1998), construction of the proposed Project would generate approximately 2,319 tons of waste. The General Plan contains goals and policies to encourage the maximum diversion of materials through reduction, reuse, and recycling of waters, as stated in Policy CSI-6.2. The 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, construction activities would generate approximately 812 tons of solid waste to be disposed of at the landfills. As

described in Section 3.0, *Project Description*, construction activities would occur over a 14-month period. This equates to approximately 2 tons of debris per day (excluding landfill closure days). Therefore, construction waste generated by the proposed Project would be accommodated by the landfills and would not result in excess waste.

Operation

The proposed Project would operate approximately 1,192,418 SF of warehousing. As included within the Air Quality Impact Analysis, CalEEMod version 2022.1.1 estimated that the proposed Project would result in approximately 1,121 tons of solid waste per year (Appendix C). AB 341 requires diversion of a minimum of 75 percent of operational solid waste, which would reduce the volume of landfilled solid waste to approximately 280 tons per year, or approximately 0.9 ton per day (excluding landfill closure days).

As described above, the El Sobrante, Lamb Canyon, and Badlands landfills have a daily capacity of approximately 10,779 tpd. Therefore, solid waste generated by the Project would represent 0.01 percent of the landfills' combined capacity. Thus, operational waste generated by the proposed Project would be accommodated by the landfills and the proposed Project would not result in excess solid waste. Construction and operational impacts related to solid waste would be less than significant.

IMPACT UT-7: THE PROJECT WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

No Impact. The proposed Project would result in new development that would generate solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all state regulations, as ensured through the City's development project permitting process. Therefore, the proposed Project would comply with all solid waste statute and regulations; and impacts would not occur.

5.17.5.6 Existing Regulations and Plans, Programs, or Policies

The following existing regulations would reduce potential impacts related to solid waste:

- Assembly Bill 347 (Chapter 476, Statutes of 2011)
- California Green Building Standards Code

5.17.5.7 Project Design Features

None.

5.17.5.8 Level of Significance Before Mitigation

Impacts UT-6 and UT-7 would be less than significant.

5.17.5.9 Solid Waste Mitigation Measures

No mitigation measures are required.

5.17.5.10 Solid Waste Level of Significance After Mitigation

No significant unavoidable adverse impacts related to solid waste would occur.

5.17.6 DRY UTILITIES

5.17.6.1 Dry Utilities Regulatory Setting

State Regulations

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CALGreen) is updated every three years. The most recent update is the 2022 California Green Building Code Standards that became effective January 1, 2023. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The 2022 CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

Electric Vehicle (EV) charging stations. *New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.*

Local Regulations

Hemet General Plan Update

The Hemet General Plan Update includes the following goals, policies, and programs that are applicable to the Project:

Community Services and Infrastructure Element

- Goal CSI-5** **Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.**
- Policy CSI-5.4** **Solar Energy.** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.
- Policy CSI-5.5** **Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.
- Policy CSI-5.8** **Agency Coordination.** Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner, and encourage developers of large scale or complex developments to contact local utilities early in the process to insure that projected energy and utility demands will be able to be accommodated.

5.17.6.2 Dry Utilities Environmental Setting

Electricity

The proposed Project is within the service area of Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area, which covers the counties of Mono, Tulare, Inyo, Kern, Ventura, Los Angeles, Orange, Riverside, and San Bernardino. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (California Energy Commission, 2023). Overhead utilities lines currently exist along Simpson Road, adjacent to the Project site.

Natural Gas

The proposed Project is within the service area of Southern California Gas Company. There are no existing natural gas service lines adjacent to the Project site.

Telecommunications

Telecommunications would be provided to the proposed Project by a privately owned telecommunication company. Overhead utilities lines currently exist on Simpson Road, adjacent to the Project site.

5.17.6.3 Dry Utilities Threshold of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-8 Require or result in the relocation or construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.

5.17.6.4 Dry Utilities Methodology

The evaluation of utilities identifies if utility demand from the proposed Project would be accommodated via existing utility infrastructure that would also be available to the proposed Project. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.17.6.5 Dry Utilities Environmental Impacts

IMPACT UT-8: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF A NEW OR EXPANDED ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. Implementation of the proposed Project would generate demand for electricity, communication systems, street lighting, and maintenance of public facilities.

Electricity would be provided to the Project by SCE. The proposed Project would connect to the existing electricity power lines within Simpson Road. The Project would not require or result in the construction of new facilities or the expansion of existing facilities; adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. In addition, compliance with

General Plan policies CSI-5.4 and CSI-5.5 would encourage efficient use of electricity. Impacts related to the provisions of electricity would be less than significant.

The proposed Project would not require the use of natural gas. Therefore, no impacts related to natural gas infrastructure would occur.

The proposed Project would connect to the existing telecommunication lines along Simpson Road, which would be provided by a private telecommunication company on an as-needed basis. The proposed Project is not anticipated to require or result in the construction of new communications facilities or the expansion of existing facilities. Impacts would be less than significant.

The Project Applicant would be responsible for coordinating with each utility company to ensure utility improvements occur according to standard construction and operation procedures administered by the California Public Utilities Commission. Compliance with General Plan Policy CSI-5.8 would also require coordination with each respective utility company to ensure that energy demand resulting from the proposed Project would be met. Each of the utility systems is available along Simpson Road, and the proposed Project would connect to these existing lines. Since the footprint of proposed utility improvements is encompassed by the Project site, impacts associated with such improvements have been addressed throughout this EIR and mitigated to the extent feasible as applicable. Therefore, potential impacts associated with utilities, including electricity, natural gas and communication systems would be less than significant.

5.17.6.6 Existing Regulations and Plans, Programs, or Policies

Existing Regulations

California Code of Regulations Title 24, Part 11; the California Green Building Code

Plans, Programs, or Policies (PPPs)

None.

5.17.6.7 Project Design Features

None.

5.17.6.8 Level of Significance Before Mitigation

Impact UT-8 would be less than significant.

5.17.6.9 Dry Utilities Mitigation Measures

No mitigation measures are required.

5.17.6.10 Dry Utilities Level of Significance After Mitigation

No significant unavoidable adverse impacts related to dry utilities would occur.

5.17.7 CUMULATIVE IMPACTS

5.17.7.1 Water

Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, and purchased or imported water. As such, the cumulative setting for water is EMWD's service area.

As described previously, the Project site is currently served by the EMWD's water utility and would connect to the existing 24-inch water main in Simpson Road. The construction activities related to the new on-site water infrastructure that would be needed to serve the proposed Project are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 5.3, *Air Quality* and 5.8, *Greenhouse Gas Emissions*. Thus, potential cumulative impacts from off-site water system expansions would not be generated by the proposed Project.

As discussed above, the Project would result in an increase in water demand of 41.50 AFY, which is 134.06 AFY less than what was anticipated for the site in the 2020 UWMP. This estimate is also conservative as it does not take into account or take "credit" for the existing agricultural water use at the Project site. It is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the proposed Project's demand in addition to forecast demand for EMWD's entire service area. As a result, the Project is within the regional water demand projections for the EMWD service area and would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements. Cumulative impacts would be less than significant.

5.17.7.2 Wastewater

Cumulative wastewater infrastructure impacts are considered on a systemwide basis and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system that serves the Project site and conveys wastewater to the San Jacinto Regional Water Reclamation Facility.

As described previously, the sewer system and wastewater treatment plant would have sufficient capacity to handle the increased flows resulting from implementation of the proposed Project. The continued regular assessment, maintenance, and upgrades of the sewer system by EMWD would reduce the potential of cumulative development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. The proposed Project, and other development projects within the City of Hemet, would be required to coordinate with EMWD to ensure adequate infrastructure would be available pursuant to General Plan policies CSI-1.2 and CSI-1.3. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

5.17.7.3 Stormwater

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. Stormwater infrastructure within the vicinity of the proposed Project is maintained by the City. As described above, the proposed Project includes installation of a storm drain system that would flow directly into the on-site proposed infiltration systems. Overflow from the underground infiltration system would be directed to the Salt Creek Channel. Unless a project is within a hydromodification exemption area,

state and regional regulations require development projects to maintain pre-project hydrology, such that no net increase of offsite stormwater flows would occur. RWQCB permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the Project site at rates exceeding pre-project conditions, prior to receipt of necessary permits. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

5.17.7.4 Solid Waste

The geographic scope of cumulative analysis for landfill capacity is the service area for the El Sobrante, Lamb Canyon, and Badlands Sanitary Landfills which serve the City of Hemet. The projections of future landfill capacities are based on the annual projected waste stream going to these landfills, and are used for cumulative impact analysis. Based on values provided by the Riverside County Department of Waste Resources, the three landfills have a combined capacity of 10,779 tpd (RCDWR, 2024). The approximately one ton of solid waste per day from operation of the proposed Project would represent approximately 0.01 percent of total daily remaining capacity. Therefore, the landfills servicing the City of Hemet would have sufficient capacity to serve the proposed Project and the increase in solid waste from full buildout of the proposed Project. Impacts would be less than significant and would not be cumulatively considerable.

5.17.7.5 Dry Utilities

Cumulative dry utilities assessment considers development of the Project in combination with the other development projects within the vicinity of the Project area, as listed in Section 5.0 of this EIR. Cumulative impacts related to the provision of facilities for electricity and communications systems have been evaluated throughout this EIR, primarily associated with the emissions resulting from construction. Mitigation measures have been recommended in cases where cumulatively-considerable impacts associated with utilities infrastructure were identified. In addition, existing dry utility lines are present along Simpson Road. Therefore, cumulatively considerable impacts associated with the provision of utility facilities to serve the proposed Project would be less than significant.

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5.18 Wildfire

5.18.1 INTRODUCTION

This section addresses potential impacts to wildfire potential and wildfire hazards associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- City of Hemet General Plan Update 2010-2030, Adopted January 24, 2012
- City of Hemet General Plan Update 2010-2030 Environmental Impact Report, Certified January 2012
- City of Hemet Code of Ordinances

5.18.2 REGULATORY SETTING

5.18.2.1 Federal Regulations

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) requires utilities to adopt and maintain minimum clearance standards between vegetation and transmission voltage power lines. These clearances vary depending on voltage. In most cases, the minimum clearances required in state regulations are greater than the federal requirement. In California for example, the state has adopted General Order 95 rather than the North American Electric Reliability Corporation (NERC) Standards as the electric safety standard for the state (CPUC).

National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute (ANSI). This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. NFPA standards are recommended guidelines and nationally accepted good practices in fire protection but are not law or “codes” unless adopted as such or referenced as such by the California Fire Code or the Local Fire Agency.

Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995 and updated in 2001 by the National Wildfire Coordinating Group, a federal multi-agency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions. The Federal Wildland Fire Management Policy and its implementation are founded on the following guiding principles:

- Firefighter and public safety is the first priority in every fire management activity.
- The role of wildland fire as an essential ecological process and natural change agent will be incorporated into the planning process.
- Fire management plans, programs, and activities support land and resource management plans and their implementation.
- Sound risk management is a foundation for all fire management activities.

- Fire management programs and activities are economically viable, based upon values to be protected, costs, and land and resource management objectives.
- Fire management plans and activities are based upon the best available science.
- Fire management plans and activities incorporate public health and environmental quality considerations.
- Federal, State, tribal, local, interagency, and international coordination and cooperation are essential.
- Standardization of policies and procedures among federal agencies is an ongoing objective.

National Fire Plan

The National Fire Plan was established in 2000 as a response to severe wildfires that had burned throughout the United States. The National Fire Plan focuses on reducing fire impacts on rural communities and assurance for sufficient firefighting capacity in the future. There are five key areas addressed under the National Fire Plan:

- Firefighting and Preparedness
- Rehabilitation and Restoration
- Hazardous Fuels Reduction
- Community Assistance
- Accountability

5.18.2.2 State Regulations

California Fire Code

The California Fire Code (CFC) is Chapter 9 of Title 24 of the California Code of Regulations (CCR). It was created by the California Building Standards Commission based on the International Fire Code created by the International Code Council. It is the primary means for setting 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 California Building Code use a hazards 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 by the California Building Standards Commission.

CCR Title 14 Division 1.5

Title 14 of the CCR, Division 1.5, establishes the regulations for California Department of Forestry and Fire Protection (CAL FIRE) and is applicable in all State Responsibility Areas. State Responsibility Areas are areas where CAL FIRE is responsible for wildfire protection. Any development in a State Responsibility Area must comply with these regulations. Among other things, Title 14, Section 1270 et seq. establishes minimum standards for emergency access, fuel modification, setback to property lines, signage, and water supply.

State Responsibility Areas

Pursuant to Public Resources Code (PRC) Sections 4125-4128, the California Board of Forestry and Fire Protection classifies all lands in the state in order to determine which areas are under the financial responsibility of the state for preventing and suppressing wildfire. Lands under the financial responsibility of the state are classified as state responsibility areas (SRA).

Fire Hazard Severity Zones

California PRC Sections 4201 provides classification of lands within state responsibility areas in accordance with the severity of fire hazard present for the purpose of identifying measures to be taken to slow the rate of spreading and to reduce the potential intensity of uncontrollable fires that threaten to destroy life, resources, or property. Such areas are classified under Fire Hazard Severity Zones (FHSZ), which are geographical areas designated through California PRC Sections 4201 through 4204 and classified as Very High, High, or Moderate in SRAs or as Local Agency Very High.

FHSZs designated pursuant to California Government Code Sections 51175 through 51189.

5.18.2.3 Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following goals and policies related to wildfire that are applicable to the Project:

Public Safety Element

Goal PS-6 **Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.**

Policy PS-6.2 **Individual Fire Protection Systems.** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.

Policy PS-6.3 **Safe Structures.** Continue to conduct building and fire code inspections and enforcement to ensure safe structures and the protection of land and property.

Policy PS-6.4 **Safety Exits.** Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.

Policy PS-6.5 **Wildland Fire Evaluation.** Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.

Policy PS-6.6 **Roadway Fire Buffer Coordination.** Coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel buildup.

Policy PS-6.7 **Wildland Fire Protection.** Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.

Policy PS-6.8 **Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

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 of 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 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.

Policy PS-7.5 Fire Protection Adequacy. Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.

Policy PS-7.7 Mutual Aid Agreements. Continue to coordinate fire protection services with Riverside County, the California Department of Forestry and Fire Protection, Idyllwild Fire Protection District, and all other agencies and districts with fire protection powers.

Hemet Municipal Code

Article IX, Division 2 of the Hemet Municipal Code sets forth Wildland Interface Area Requirements for development in hillsides and wildland/urban interface areas. Requirements include provisions for adequate ingress and egress, water supplies, structural design, landscaping, and perimeter protection. Per the City of Hemet Wildland Interface Area Map, the Project site is located adjacent to an area designated as a moderate hazard.

Hemet Emergency Operation Plan

Hemet's Emergency Operation Plan (EOP) addresses the City's planned response to emergencies associated with natural disasters and technological accidents. The EOP establishes emergency organization, assigns tasks, includes policies and general procedures, and helps in the coordination of planning efforts for various emergency staff and service elements using the Standardized Emergency Management System. The EOP sets for the procedures associated with preparedness for, response to, recovery from, and mitigation of a variety of emergencies in line with the State of California Emergency Plan.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

Hemet is a participating jurisdiction within the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The Riverside County LHMP provides the basis for the Governor's OES to provide technical assistance and prioritize project funding and is a requirement of the Disaster Mitigation Act of 2000. The Act requires that local communities enact hazard reduction measures to minimize losses from disasters. The Riverside LHMP includes a risk assessment for wildfires, floods, earthquakes, nuclear incidents, civil unrest, and many other types of hazards.

5.18.3 ENVIRONMENTAL SETTING

Fire Agencies

Several fire agencies provide fire protection services within the Project area, including both wildland fire and structural fire response. Both Hemet Fire Department and the California Department of Forestry and

Fire Protection would provide fire protection services to the Project site and local vicinity. Further, the City of Hemet participates in California's mutual aid response system and mutual aid would be provided through the California Governor's Office of Emergency Services.

Topography and Vegetation

The Project site is currently flat and utilized for farming activities. The approximately 74.88 gross acre Project site does not contain any existing structures or improvement on the site but has existing irrigation infrastructure throughout the site. The Project site is bordered by the Hemet Model Masters Airpark and El Fuego Road to the west. The site is surrounded by agricultural land to the north and west, and Salt Creek Channel to the south and east.

Onsite agricultural areas are actively cultivated. Sparse non-native vegetation such as Russian thistle (*Salsola tragus*) and shortpod mustard (*Hirschfeldia incana*) occurred on the boundaries of these areas. El Fuego Road to the west of the site is a gravel road with occasional Russian thistle. Simpson Road to the north of the site and the portion of Warren Road transversing the Project site are developed and do not contain any vegetation. A dirt road followed by Salt Creek Channel is located to the south and east of the Project site. Areas within Salt Creek Channel are heavily disturbed with non-native and native grasses and shrubs.

No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1,505 feet above mean sea level (AMSL) from the northeastern portion of the site to 1,510 feet AMSL at the southwestern side. The nearest slopes are located approximately 0.25-mile southeast of the Project site across Domenigoni Parkway within the Domenigoni Mountains.

Wildland Fire Hazards

Per the latest CAL FIRE Fire Hazard Severity Zones Viewer, as shown in Figure 5.18-1, areas south and southeast of the Project site, across Salt Creek Channel approximately 0.25 miles away, are designated as Moderate to Very High FHSZ (CAL FIRE, 2023). However, as shown in Figure 5.18-1, the Project site is not located within a FHSZ.

Prevailing Winds

The predominant wind direction at the Project site area is from the west and north (NOAA, 2023). This suggests that a fire burning in the foothills approximately 0.75 mile southeast of the Project site would be unlikely to be blown across the site during normal prevailing wind conditions.

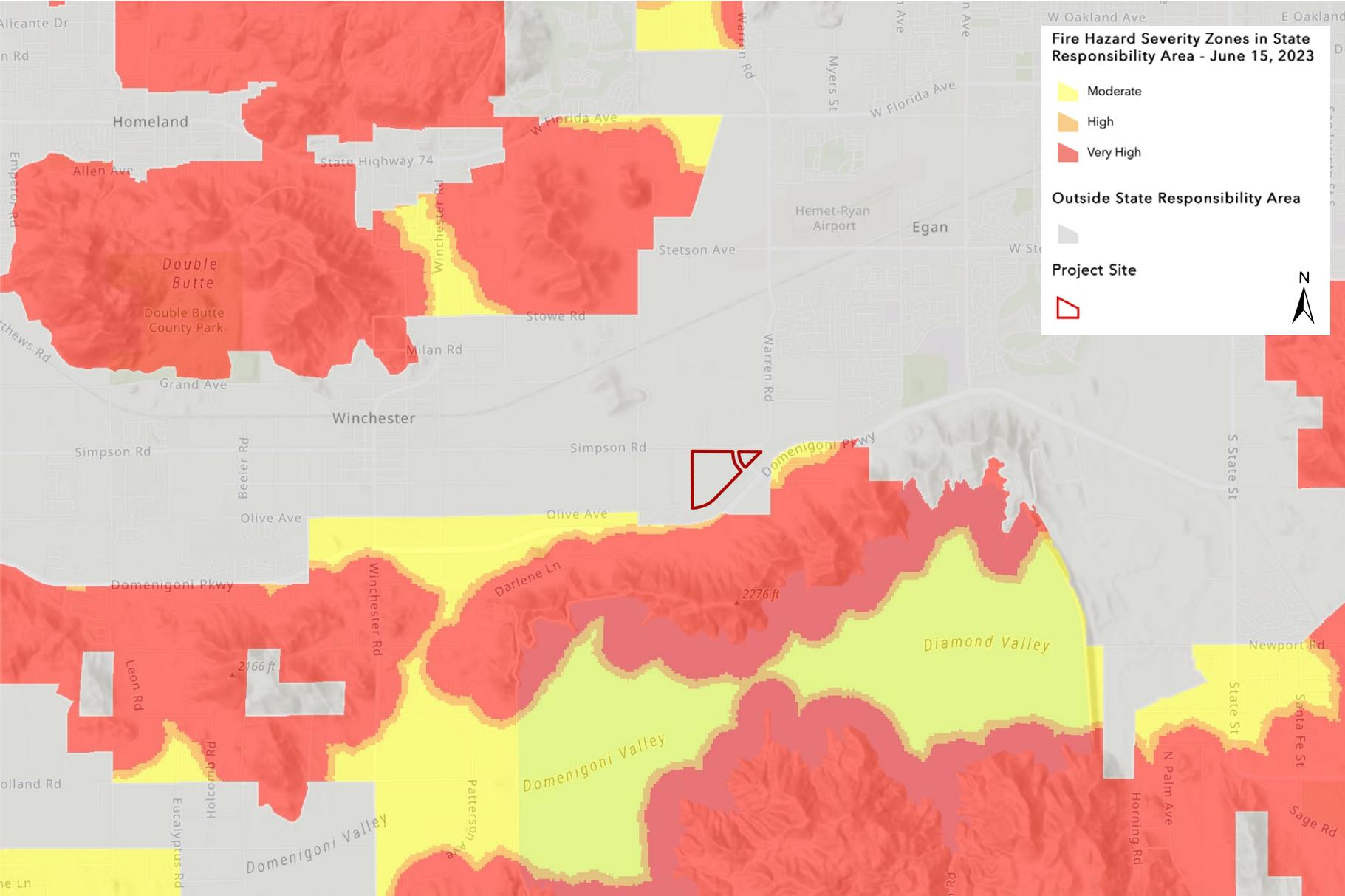
Large Fire History

According to CAL FIRE, relatively few larger wildfires have occurred within the region surrounding the Project site over the past three years:

- In June 2021, the Stowe Fire burned approximately 122 acres in the hills approximately 2.3 miles north of the Project site in the unincorporated community of Winchester. Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.
- In June 2021, the Kathryn Fire burned approximately 15 acres at the intersection of Sage Road and Cactus Valley Road, south of the City of Hemet. This fire occurred approximately 5.5 miles southeast of the Project site. Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.
- In September 2019, the Warren Fire burned approximately 19 acres in the Domenigoni Mountains north of Diamond Valley Lake. This fire occurred approximately 0.15 miles southeast of the Project site.

Involved agencies included CAL FIRE and the Riverside County Fire Department. No damages or injuries were reported.

Fire Hazard Severity Zones



Newland Simpson Road Project
City of Hemet

Figure 5.18-1

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5.18.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it is located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would:

- WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan;
- WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

5.18.5 METHODOLOGY

Impact analysis contained within this section is based on review of CAL FIRE wildfire hazard mapping and recent wildfire history within and adjacent to the City of Hemet. In addition, state and local fire hazard regulations were evaluated to identify applicable design requirements for the proposed Project in order to minimize wildfire risk. Local fire agencies were contacted to discuss their resources and responsibilities related to wildfires in proximity to the Project site.

5.18.6 ENVIRONMENTAL IMPACTS

IMPACT WF-1: THE PROJECT WOULD NOT SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN BASED ON ITS LOCATION NEAR STATE RESPONSIBILITY AREAS AND LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES.

Less than Significant Impact. The Project site is not located within a state responsibility area or area classified as a very high fire hazard severity zone. Properties to the south just across Domenigoni Parkway are within very high fire hazards severity zones. The County of Riverside has implemented a Multi-Jurisdictional LHMP (July 2018), which the City of Hemet participates in, that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. In addition, the City maintains their own Hemet EOP. The Project would construct and operate two high-cube warehouse buildings and an ancillary truck trailer parking lot that would be permitted and approved in compliance with existing safety regulations, such as the CBC and California Fire Code (included as Hemet Municipal Code Sections 14-40 and 14-75, respectively) to ensure that it would not conflict with implementation of the Multi-Jurisdictional LHMP or the Hemet EOP.

Construction

According to the City's Safety Element there are no specific designated evacuation routes within the City. The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of driveways to Simpson Road, as well as connections to existing infrastructure along Simpson Road and widening of Warren Road, the roadways would remain open to ensure adequate emergency access to the Project area and vicinity. Construction activities within the Project site that may

temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions. In accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), prior to any activity that would encroach into a right-of-way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities would not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be verified by the City's Building and Safety Division during the construction permitting process in connection with plan check and the issuance of grading and building permits. Therefore, the Project would not block any evacuation routes along any of the roadways or conflict with an emergency response plan, and impacts related to interference with an adopted emergency response of evacuation plan during construction activities would be less than significant.

Operation

The Project would include vehicular access to the Project site from Simpson Road. Building 1 would be accessed by two 40-foot-wide driveways and one 26-foot-wide driveway along Simpson Road. Building 2 would be accessed by one 40-foot-wide driveway and one 26-foot-wide driveway. The ancillary trailer parking lot would be accessed by one 40-foot-wide driveway from Simpson Road. Truck access would be provided through the inbound and outbound driveways along Simpson Road. Internal circulation for Buildings 1 and 2 and the ancillary trailer parking lot would be provided by 26-foot to 70-foot-wide drive aisles. Therefore, the Project would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the site. The Project would also then be consistent with the City's General Plan Policies PS-7.4 and PS-7.5. The development would comply with Municipal Code standards, which require design and construction specifications to allow adequate emergency access to the site and ensure that roadway improvements would meet public safety requirements. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-6.2, PS-6.3, PS-6.4, PS-6.6, PS-7.4, and PS-7.5 which would require the proposed Project to construct all structures according to applicable codes, provide and maintain adequate exists and safe buffers. Therefore, operation of the Project would not impair implementation or interfere with adopted emergency response or evacuation plans. Impacts would be less than significant.

IMPACT WF-2: THE PROJECT WOULD NOT, DUE TO SLOPE, PREVAILING WINDS, AND OTHER FACTORS, EXACERBATE WILDFIRE RISKS, AND THEREBY EXPOSE PROJECT OCCUPANTS TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE BASED ON ITS LOCATION NEAR STATE RESPONSIBILITY AREAS AND LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES.

Less than Significant Impact. The Project site is not located within a state responsibility area or area classified as a very high fire hazard severity zone. Areas adjacent to the Project site across Domenigoni Parkway to the south are classified as very high fire hazard severity zones. No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1,505 feet above mean sea level (AMSL) at the southwestern portion of the site to 1,510 feet AMSL at the northeastern portion of the site. The nearest slopes are located approximately 0.25-mile southeast of the Project site across Domenigoni Parkway within the Domenigoni Mountains. Further, the predominant wind direction at the Project site area is typically from the west and north (NOAA, 2023). This suggests that a fire burning in the foothills southeast of the Project site has a low probability of being blown toward the site during typical prevailing wind conditions. While it is possible that a wildfire does not behave according to historic weather patterns, the Project site is not within a VHFHSZ, it is unlikely that this worst-case scenario would occur.

The Project would be required to comply with California Fire Code and City of Hemet Municipal Code Article IX, which provide requirements to reduce the potential of fires that include vegetation management,

construction materials and methods, installation of automatic sprinkler systems, and fire flows (the quantity of water available for fire-protection purposes). Compliance with these requirements would be verified by the City prior to issuance of building permits for the Project. In addition, the proposed Project structures would consist mostly of concrete, which is a non-flammable material. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-6, PS-6.2, PS-6.3, PS-6.4, PS-6.5, PS-6.7, and PS-6.8. Overall, the Project would not exacerbate wildfire risks, and impacts would be less than significant.

IMPACT WF-3: THE PROJECT WOULD NOT REQUIRE THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE (SUCH AS ROADS, FUEL BREAKS, EMERGENCY WATER SOURCES, POWER LINES OR OTHER UTILITIES) THAT MAY EXACERBATE FIRE RISK OR THAT MAY RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT BASED ON ITS LOCATION NEAR STATE RESPONSIBILITY AREAS AND LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES.

Less than Significant Impact. The Project site is not located within a state responsibility area or area classified as a very high fire hazard severity zone. The proposed Project would include two concrete tilt-up warehouses and a paved parking lot. Concrete is generally nonflammable and would not exacerbate the fire risk to the environment. The proposed Project would connect to existing power lines on Simpson Road. While the Project does propose the buildout of the right of way on both Simpson and Warren Road, the Project does not include installation or maintenance of infrastructure related to fuel breaks, emergency water sources, or power lines that could exacerbate wildfire risk. Further, the Project would be required to comply with California Fire Code and City of Hemet Municipal Code Article IX, which provide requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and fire flows (the quantity of water available for fire-protection purposes). In addition, the proposed Project would implement the City of Hemet General Plan policies PS-6, PS-6.3, PS-6.8, PS-7.3, PS-7.4 and PS-7.5. Compliance with these requirements would be verified by the City prior to issuance of building permits for the Project. Overall, the Project would not exacerbate wildfire risks, and impacts would be less than significant.

IMPACT WF-4: THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS, INCLUDE DOWNSLOPE OR DOWNSTREAM FLOODING OR LANDSLIDES, AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES BASED ON ITS LOCATION NEAR STATE RESPONSIBILITY AREAS AND LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES.

Less than Significant Impact. The Project site is not located within a state responsibility area or area classified as a very high fire hazard severity zone. Post-fire slope instability occurs when a wildfire affects a vegetated slope which removes the vegetation and decreases the infiltration of the slope and causes the soil to become loose after rainfall. No significant slopes occur onsite or in the immediate vicinity. Elevations on the site range from 1,417 feet above mean sea level (AMSL) to 1,427 feet AMSL. The nearest slopes are located approximately 0.25-mile southeast of the Project site across Domenigoni Parkway within the Domenigoni Mountains. The nearest body of water is the Salt Creek Channel located adjacent to the southern border of the Project site. The Project would maintain the existing topography at the Project site and would not result in the creation of new slopes on- or off-site. The site is relatively flat although it does have a slight slope of 5 feet from the northern portion of the site to the southern portion of the site. Therefore, the potential for landslides as a result of post-fire slope instability are limited. As further discussed in Section 5.10, *Hydrology and Water Quality*, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater with landscaping and the proposed aboveground and underground infiltration basins, which would also reduce the potential for flooding onsite from runoff from wildfire-affected areas. As such, should a wildfire occur within the vicinity of the Project site, the drainage facilities onsite would capture and slow post-fire runoff, minimizing the potential for flooding downstream. The site is not located

within a state responsibility area or area classified as a very high fire hazard severity zone. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-6, PS-6.3, PS-6.8, PS-7.3, PS-7.4 and PS-7.5. Therefore, the Project would not expose people or structures to significant risks associated with wildfire, and impacts would be less than significant.

5.18.7 CUMULATIVE IMPACTS

This cumulative impact analysis for wildfire considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site as well as the projects identified in Section 5.0, *Environmental Impact Analysis, Table 5-1, Cumulative Project List*. As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple projects within the City of Hemet, in the general vicinity of the Project which may be affected by wildfires spreading across the site. As with the proposed Project, any cumulative project that is proposed to be constructed adjacent to or within a FHSZ, either in a local responsibility area or SRA, would be required to adhere to the requirements set forth in the California Fire Code and Hemet Municipal Code. Cumulative projects as well as the proposed Project would be required to include fire sprinklers and fire alarms as required by existing regulation, which would be verified through the City's permitting process. Compliance with state and local standards would minimize wildfire risk at each project location. With compliance with these regulations, cumulative impacts related to wildfire would be less than significant. Although the Project site is not located within a high fire hazard severity zone, and as mentioned under impact WF-2, the Project improvements would consist of non-flammable materials, as well as having to comply with all City and applicable State and federal fire regulations.

Potential impacts of the proposed Project with regard to wildfire, when combined with the impacts of past, present, and reasonably foreseeable projects in the City, could contribute to a cumulatively significant impact due to the increased risk of wildfire and impacts to resources and human life as a result of wildfire. However, each future development application received by the City would be required to undergo environmental review pursuant to CEQA. If there was any potential for significant impacts with regard to wildfire and related risks, an investigation would be required to determine the nature and extent of the resources and identify the appropriate mitigation measures. Impacts would therefore be less than cumulatively considerable.

5.18.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Building Code
- California Fire Code
- Hemet Municipal Code Article IX

Plans, Programs, or Policies (PPPs)

None.

5.18.9 PROJECT DESIGN FEATURES

None.

5.18.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

With the implementation of existing regulations, impacts related to wildfire would be less than significant.

5.18.11 MITIGATION MEASURES

None.

5.18.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of existing regulations, impacts related to wildfire would be less than significant.

5.18.13 REFERENCES

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6. Other CEQA Considerations

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” As described in detail in Section 5.0 of this Draft EIR, implementation of the Project would result in environmental impacts that cannot be reduced to a level below significance after implementation of Project design features; regulatory requirements; plans, programs, policies; and feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significance are summarized below:

Agriculture and Forestry

Impact AG-1, Conversion of Significant Farmland (Project-level and Cumulative). The total 74.88-acre Project site contains approximately 9.2 acres of Prime Farmland and 63.9 acres of Farmland of Statewide Importance. The Project would result in conversion of the Prime Farmland and Farmland of Statewide Importance to non-agricultural uses. There are no feasible mitigation measures to reduce impacts associated with the Project’s conversion of this farmland to nonagricultural uses. Therefore, impacts would be significant and unavoidable.

Impact AG-5, Other Changes Resulting in Conversion of Farmland (Project-level and Cumulative). Project implementation would result in the conversion of existing 73.1 acres of farmland at the Project site to nonagricultural use and could facilitate the conversion of farmland within the vicinity to nonagricultural use. Although the Project site is zoned for urban uses under its existing BP zoning, implementation of the Project would result in the conversion of agricultural use on the Project site to non-agricultural use. The surrounding areas to the north, east, and west are currently utilized for agricultural production purposes but are designated to be developed with uses other than for agricultural purposes. Development of the Project site could result in increased development pressure on the surrounding agricultural sites. Therefore, the Project could indirectly cause changes in the environment that could convert other farmland to nonagricultural use. There are no feasible mitigation measures to reduce impacts associated with the Project’s conversion to nonagricultural uses. Therefore, impacts would be significant and unavoidable.

Greenhouse Gas Emissions

Impact GHG-1, Greenhouse Gas Emissions (Project-level and Cumulative). Construction and operation of the Project would generate a total of approximately 10,362.39 MTCO_{2e}/yr, thereby exceeding the screening threshold of 3,000 MTCO_{2e}/yr established by SCAQMD and adopted by the City of Hemet. The proposed Project would implement Mitigation Measures GHG-1 through GHG-10 in order to minimize impacts to the greatest extent feasible. However, it should be noted that there is no way to quantify these reductions in the California Emissions Estimator Model (CalEEMod), and therefore, in order to provide a conservative analysis, no quantified emissions reduction has been taken for the mitigation measures. As stated above regarding Impact AQ-2, the majority of the GHG emissions would be from mobile sources that neither the Project applicant nor the City have the ability to reduce emissions of. Therefore, GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

Noise

Impact NOI-1, Off-Site Traffic Noise (Project-level and Cumulative). Opening year cumulative traffic noise levels would range from 67.6 to 73.5 dBA CNEL and traffic noise increases would range from 0.0 to 3.0 dBA CNEL. The proposed Project site is currently in use for agricultural uses. The proposed Project would

convert the site from cultivated fields to Business Park uses with two industrial warehouses. Traffic noise levels would exceed the significance threshold of a 1.5 dBA increase at sensitive uses on Warren Road south of Stetson Avenue and south of Mustang Way and on Simpson Road east of State Route 79, by resulting in a traffic noise increase of 2.1 to 3.0 dBA CNEL, both, temporarily, during construction and permanently under proposed Project operations. As further described in Section 5.12, *Noise*, due to the nature of traffic noise from trucks, no feasible mitigation exists to reduce impacts to a less than significant level. Therefore, noise level increases associated with off-site traffic in relation to the Project would be significant and unavoidable on a project-level and cumulative basis.

Transportation

Impact TR-2, Vehicle Miles Traveled (Project-level). The existing City of Hemet baseline Vehicle Miles Traveled (VMT)/Service Population is 24.6 VMT/Service Population. A project would result in a significant project generated VMT impact if the project VMT exceeds 24.6 VMT/Service Population based on the City of Hemet's *Transportation Impact Analysis Guidelines* (Hemet, 2021). As shown in Table 5.15-8, the Project VMT/Service Population would be 28.8 or 17.3 percent above the City's threshold under baseline conditions and 28.7 or 16.5 percent above the City's threshold under cumulative conditions. With compliance with existing rules, and implementation of California Air Pollution Control Officers Association (CAPCOA) measures T-6 and T-18 that are included as Mitigation Measure GHG-10 and Project Design Feature TR-1, the Project VMT would be reduced by 13.82 percent. Despite this reduction, the Project VMT would continue to exceed the baseline threshold. Therefore, the Project VMT impact would be significant and unavoidable on a project-level.

6.2 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(e), Growth Inducing Impact of the Proposed Project, requires that an EIR "discuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as SCAG.

The Project would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the largely residential area of Hemet, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from Domenigoni Parkway and would also accommodate employees in surrounding areas. The Project would contribute to the

economic growth in the City of Hemet and the surrounding areas and would require the need for approximately 250 construction workers and 1,158 operational employees. The Project would not directly result in population growth, as it does not propose the construction of housing units. The resulting operational employees may indirectly foster population growth; however, it would not be unexpected and would not constitute substantial unplanned growth. While the Project would include a General Plan Amendment to change the site's designation from Mixed Use to Business Park, the existing Mixed Use General Plan land use designation allowed for commercial, retail, office, light industrial, and residential uses. Thus, urban growth and population growth of the Project site had been accounted for within the City's General Plan. In addition, according to regional population projections included in SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the City of Hemet is projected to increase its population by 52 percent and its housing stock by 79 percent by 2045 at an annual population growth rate of 1.79 percent (between 2016 and 2045). Over this same time period, employment in the City is expected to increase by 85 percent by 2045 or 2.93 percent annually. As shown in Table 5.13-3 of the EIR, employment in the City of Hemet is expected to increase by 19,074 jobs between 2021 and 2045. Based on these growth projections, full buildout of the Project would represent approximately 6.1 percent of projected employment growth within the City of Hemet. While the Project would contribute to employment growth through the proposed development within the Project site, projected increases in employment from the Project are well within SCAG's 2020-2045 RTP/SCS increases.

The proposed Project is anticipated to cause an indirect economic growth as it would generate revenue to the City through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Project site would purchase goods and services in the region, but any indirect increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers in Hemet.

The Project is highly unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services under the existing Mixed Use designated areas surrounding the site, which can serve Project employees, available in areas near the Project site. Cumulative Projects within the City and County are discussed in Chapter 5.0, *Environmental Impact Analysis*. In addition, areas surrounding the Project site are designated for Mixed Use development, which are under the cumulative development proposed in the City until 2035. Future growth opportunities in the City could potentially include commercial and retail services and has already been projected for such growth as SCAG utilized the General Plan for their population growth estimates. As such, it is highly unlikely that immediate additional commercial or retail services would be required to meet Project demands.

In addition, the proposed Project would create jobs that a majority of which could likely be filled by residents in the cities of Hemet, San Jacinto, and the surrounding unincorporated Riverside County areas. Employees would live in housing either already built or are planned for development in the cities of Hemet, San Jacinto, or unincorporated Riverside County and the surrounding areas. Because it is anticipated that most of the future employees from implementation of the Project would already be living in the Inland Empire area, including both Riverside and San Bernardino Counties, the Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing. The City of Hemet is also a housing rich community as discussed in the General Plan, so if small numbers of employees were to relocate to the City, there would be sufficient housing to meet the demand.

The City of Hemet has had unemployment rates ranging between 5.1 and 20.2 percent from 2014 to 2024 (BLS, 2023), and most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the City of Hemet and surrounding communities. As discussed in further detail in Section 5.13, *Population and Housing*, the transportation and warehousing and utilities industries account for the third largest employment sector within the City of Hemet. Thus, due to existing unemployment and the availability of a workforce, it is anticipated that new jobs that

would be generated from Project implementation would be filled by people within the City of Hemet and surrounding communities and would not induce an unanticipated influx of new labor into the region or the need for additional housing. In addition, the City of Hemet had a housing vacancy rate of 7.5 percent (2,730 housing units) in 2023 so if a portion of employees do relocate from outside the City, there is sufficient housing in the City (DOF, 2023). Thus, the Project would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Project.

2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

As described in Section 3.0, *Project Description*, the Project includes various roadway improvements to accommodate the safe passage and turning movements of the vehicles that would access the site on Simpson Road and Warren Road. The Project does not propose roadway extensions into new undeveloped areas that would allow for additional growth and development.

The Project site is currently served by existing water and storm drain facilities within Simpson Road. The Project also proposes installation of new potable water lines, irrigation lines, sewer lines, and stormwater drainage facilities on the site that would connect to surrounding, existing infrastructure in Simpson Road and Warren Road in order to accommodate the demands of the Project. The Project would also install a 24-inch sewer line in Simpson Road that would connect to the existing sewer line west of the Project site. Therefore, the Project would not expand sewer services into unplanned areas. The proposed infrastructure improvements have been designed to serve only the demands of the Project. Therefore, the Project would not result in significant growth inducing impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

The proposed Project would slightly increase the demand for fire protection and emergency response and police protection due to the increase in development and people at the Project site. However, as described in Section 5.15, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build out projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, the proposed Project would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Similar to the surrounding cities and unincorporated areas, the City of Hemet is in the process of transitioning from its historical use of low-density residential and agricultural uses to more dense industrial uses and other urbanized uses as planned in the City of Hemet General Plan and through the construction of multiple industrial and commercial developments, residential developments and other types of development such as those listed in Table 5-1, *Cumulative Projects List*. Development of the Project site may place further development pressure on areas to the north, west, east, and south, which are mostly undeveloped and utilized

for agricultural purposes. However, the proposed Project site has been long planned for urban uses by the General Plan. Areas directly south of the Project site are included within lands under the Domenigoni Parkway, and lands within Salt Creek Channel which are publicly owned by Riverside County Flood Control. Areas to the west are currently partially developed with Hemet Model Masters Airpark and utilized for agricultural uses. Areas to the east are utilized for farming, followed by Salt Creek Channel and large lot single-family residences. Areas to the north of the site are utilized for farming. Areas surrounding the Project site that are not publicly owned are planned for growth by the City of Hemet General Plan and are designated for future Mixed Use and Low-Density Residential development. Therefore, the area is equipped to handle the planned increase in mixed use development and the Project would not result in any additional impacts on the environment other than what has been forecasted under the City's General Plan. The Project would not individually or cumulatively encourage or facilitate substantial growth.

Based on the foregoing analysis, the Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “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.... 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.” (CEQA Guidelines Section 15126.2(d)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to industrial warehousing uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (Section 5.1, *Aesthetics*)
 - Increased traffic on area roadways (see Section 5.15, *Transportation*).
 - Emissions of air pollutants and greenhouse gas emissions associated with Project construction and operation (see Section 5.3, *Air Quality* and Section 5.8, *Greenhouse Gas Emissions*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating, and cooling systems, appliances, etc. (see Section 5.6, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic from the Project (see Section 5.12, *Noise*).

- The Project would result in conversion of the Prime Farmland and Farmland of Statewide Importance to non-agricultural uses. (see Section 5.2, *Agriculture and Forestry*)
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed Project, as demonstrated in the analyses contained in Section 5.6, *Energy*, the proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving Project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, as listed in Section 5.8, *Greenhouse Gas Emissions*, the proposed Project would include sustainability features via Mitigation Measures GHG-1 through GHG-10 that would result in additional energy-efficiency. Project specific information related to energy consumption is provided in Section 5.6, *Energy*, of this Draft EIR.

6.3 REFERENCES

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7. Effects Found Not Significant

CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”. During the preparation of this Draft EIR, the Project was determined to have no potential to result in significant impacts under two environmental issue areas: mineral resources and recreation. Therefore, these issue areas were not required to be analyzed in detail in this Draft EIR Section 5.0, *Environmental Impact Analysis*.

CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in this Draft EIR. As allowed by CEQA Guidelines Section 15128, statements related to the above listed topic areas are presented below.

7.1 MINERAL RESOURCES

The California Department of Conservation identifies sites to which continuing access is important to satisfying mineral production needs of the region and the State. The relative importance of potential mineral resource sites is indicated by inclusion in one of four Mineral Resource Zones (MRZ):

- MRZ 1: No mineral resources
- MRZ 2: Significant resource area (quality and quantity known)
- MRZ 3: Significant resource area (quality and quantity unknown)
- MRZ 4: No information (applies primarily to high-value ores)

As discussed within the City of Hemet General Plan 2030 Environmental Impact Report, there is no land within the City of Hemet that is designated as Mineral Resource Zone 2 (MRZ-2), which indicates a presence of mineral resources (City of Hemet, 2012). As such, there are no known mineral resources within the City of Hemet or Project site. Historical uses of the Project site have not included mineral extraction, nor does the Project site currently support mineral extraction. In addition, the Project does not propose any mineral extraction activities. The Project proposes the construction of two warehouse buildings and associated truck trailer parking with no planned mining operations. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State, and no impact would occur. Additionally, there are no mineral resource recovery sites on or near the Project site. Thus, the Project would not result in the loss of availability of mineral resources, including locally important mineral resource recovery sites. No impact to mineral resources would occur from implementation of the Project.

7.2 RECREATION

The demand for recreation is determined by changes in housing and population. In this case, the Project is industrial in nature, and no new residents or housing would be introduced to the site. As described in Section 5.13, *Population and Housing*, the proposed Project would develop the site with two warehouse buildings and an ancillary truck parking lot, which would not result in an influx of new residents, as the employees needed to operate the Project are primarily anticipated to come from the unemployed labor force in the City and surrounding communities. Thus, the proposed Project would not generate a substantial population that would generate a significant increase in use of recreation facilities, nor would it require the construction of new or expansion of existing recreational facilities. Thus, impacts related to recreation would not occur.

7.3 RESOURCES

City of Hemet. January 2012. *General Plan 2030*. Retrieved October 2023 from:

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City of Hemet. January 2012. *General Plan 2030 Environmental Impact Report*. Retrieved October 2023

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City of Hemet. Municipal Code. Accessed from:

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8. Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

8.2 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is [...] to identify alternatives to the project."

Pursuant to State CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to a proposed project or to a project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. State CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, State CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to State CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this Draft EIR section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the Draft EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (State CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (State CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the State CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (State CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the State CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (State CEQA Guidelines 15126(f)). Under the rule of reason, an EIR needs to discuss only those alternatives necessary to permit a reasoned choice. (14 Cal Code Regs §15126.6(f). See *California Native Plant Soc’y v City of Santa Cruz* (2009) 177 CA4th 957; *Residents Ad Hoc Stadium Comm. v Board of Trustees* (1979) 89 CA3d 274, 286.) The range presented should be sufficient to permit a reasonable choice of alternatives for environmental aspects. (*San Bernardino Valley Audubon Soc’y v County of San Bernardino* (1984) 155 CA3d 738, 750.) An EIR should provide “enough of a variation to allow informed decision making.” *Mann v Community Redev. Agency* (1991) 233 CA3d 1143, 1151.

8.3 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Draft EIR determined that impacts related to the following would remain significant and unavoidable:

8.3.1 Agriculture and Forestry

Impact AG-1, Conversion of Significant Farmland (Project-level and Cumulative). The Project site contains approximately 9.2 acres of Prime Farmland and 63.9 acres of Farmland of Statewide Importance. The Project would result in conversion of the Prime Farmland and Farmland of Statewide Importance to non-agricultural uses. There are no feasible mitigation measures to reduce impacts associated with the Project’s conversion to nonagricultural uses. Therefore, impacts would be significant and unavoidable.

Impact AG-5, Other Changes Resulting in Conversion of Farmland (Project-level and Cumulative). Project implementation would result in the conversion of farmland onsite to nonagricultural use and would facilitate the conversion of farmland within the vicinity to nonagricultural use. Although implementation of the Project would result in the conversion of agricultural use on the site, the surrounding areas to the north, east, and west are proposed to be developed with uses other than for agricultural purposes. Nevertheless, the areas currently under agricultural production are privately owned and development of the site could result in an increased development pressure on the surrounding agricultural sites. Therefore, the Project would indirectly cause changes in the environment that would convert Farmland not within the Project site to nonagricultural use. There are no feasible mitigation measures to reduce impacts associated with the Project’s conversion to nonagricultural uses. Therefore, impacts would be significant and unavoidable.

8.3.2 Greenhouse Gas Emissions

Impact GHG-1, Greenhouse Gas Emissions (Project-level and Cumulative). Construction and operation of the Project would generate a net total of approximately 10,362.39 MTCO_{2e}/yr, thereby exceeding the screening threshold of 3,000 MTCO_{2e}/yr. The proposed Project would implement Mitigation Measures GHG-1 through GHG-10 in order to minimize impacts to the greatest extent feasible. However, it should be noted that there is no way to quantify these reductions in the California Emissions Estimator Model (CalEEMod), and therefore, in order to provide a conservative analysis, no quantified emissions reduction has been taken for the mitigation measures. As stated above regarding Impact AQ-2, the majority of the

GHG emissions would be from mobile sources that neither the Project applicant nor the City have the ability to reduce emissions of. Therefore, GHG emissions would be significant on a project-level and cumulative basis.

8.3.3 Noise

Impact NOI-1, Off-Site Traffic Noise (Project-level and Cumulative). Opening year cumulative traffic noise levels would range from 67.6 to 73.5 dBA CNEL and traffic noise increases would range from 0.0 to 3.0 dBA CNEL. Traffic noise levels would exceed significance thresholds at sensitive uses on Warren Road south of Stetson Avenue and south of Mustang Way and on Simpson Road east of State Route 79. As further described in Section 5.12, *Noise*, due to the nature of traffic noise from trucks, no feasible mitigation exists to reduce impacts to a less than significant level. Therefore, noise level increases associated with off-site traffic in relation to the Project would be significant and unavoidable on a project-level and cumulative basis.

8.3.4 Transportation

Impact TR-2, Vehicle Miles Traveled (Project-level). The existing City of Hemet baseline VMT/Service Population is 24.6 VMT/Service Population. A project would result in a significant project generated VMT impact if the project VMT exceeds 24.6 VMT/Service Population. As shown in Table 5.15-8, the Project VMT/Service Population would be 17.3 percent above the City's threshold under baseline conditions and 16.5 percent above the City's threshold under opening year conditions. With compliance with existing rules, and implementation of CAPCOA measures T-6 and T-18 that are included as Mitigation Measure GHG-10 and Project Design Feature TR-1, the Project VMT would be reduced by 13.82 percent. Despite this reduction, the Project VMT would continue to exceed the baseline threshold. Therefore, the Project VMT impact would be significant and unavoidable on a project-level.

8.4 PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The primary purpose and goal of the Project is to develop an underutilized and undeveloped property with high-cube warehouses, an employment-generating use, to help grow the economy in the City of Hemet. The Project would achieve this goal through the following objectives:

- To make efficient use of underutilized property in the City of Hemet by adding to its potential for employment-generating uses in order to attract new businesses and promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property to host a variety of industrial uses permissible under current zoning code and help meet demand for businesses in the Inland Empire.
- To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.
- To develop an underutilized property consistent with the current zoning that is conveniently located in proximity to the State Route (SR) 74 and State Route (SR) 79 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within southern California.

8.5 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to State CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for the selection and rejection of alternatives to a project. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (State CEQA Guidelines Section 15126.6(f), (f)(3)). This section therefore identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion.

Alternate Site Alternative. An alternate site for the Project was eliminated from further consideration. Based on a review of available sites for sale and the City of Hemet General Plan land use map, there are no other available, undeveloped properties of similar size (7488 developable acres) that are zoned for industrial uses. There are no suitable sites within the control of the Project applicant. However, in the event land could be purchased of suitable size, the Project could have the same potential impacts to air quality, biological resources, cultural resources, energy, greenhouse gas emissions, noise, paleontological resources, traffic and tribal cultural resources. Moreover, other possible sites may not be located in proximity to SR 74 and SR 79, the only established highway level transportation routes, and with access to available infrastructure, including roads and utilities thereby possibly resulting in further potential impacts. Therefore, analysis of an alternative site for the proposed Project is neither meaningful nor necessary, because the impacts and need for mitigation resulting from the proposed Project would not be avoided or substantially lessened by its implementation. Given these reasons, it would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.

8.6 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 8.1. The following alternatives are further described and analyzed in Section 8.6.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (December 18, 2023), which is undeveloped and used for agricultural purposes.

Alternative 2: Reduced Project Alternative. This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a single 225,000 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 81 percent and would not include the development of the 8.5-acre easternmost portion of the Project site. The remaining 66.38-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project except for the eastern-most parcel, which would not be disturbed under this alternative.

Alternative 3: No Project/Buildout of Existing Land Use Alternative. This alternative consists of developing the Project site in a manner that is consistent with the existing General Plan Land Use Designation of Mixed Use (MU). According to the General Plan, the MU designation is intended to facilitate the creation of mixed-use, higher intensity environments that offer opportunities for people to live, work, and shop within a compact area. This alternative assumes that all 74.88 gross acres of the Project site would be developed pursuant to the existing General Plan designation as a mixed-use center with commercial, residential, and recreational uses. This alternative would not require a General Plan Amendment; however, it would require a zone change from Business Park to Mixed Use. The No Project/Build out of Existing Land Use Alternative would consist of a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures with parking, landscaping, lighting, internal roadway network. This Alternative would convert the 8.5-acre area east of Warren Road into a recreational park with a parking lot.

8.7 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Pursuant to State CEQA Guidelines Section 15126.6(e), this Draft EIR is required to “discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably 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 [...] In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the conditions of the site at the time that the Notice of Preparation was published (December 18, 2023), the Project site is undeveloped and utilized for agricultural purposes. The Project site would continue to be used for agricultural purposes under this alternative. See Section 4, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

8.7.1 Environmental Impacts

Aesthetics

Under this alternative, the Project site would remain in its existing condition of agricultural uses. No new structures or landscaping would be introduced, and this alternative would not introduce any structures to the Project site. This alternative would not create new sources of light and glare. Overall, this alternative would result in no impact to existing visual character and quality, and therefore, would be less than the Project’s less than significant impacts.

Agriculture and Forest Resources

Under this alternative no new development would occur in the Project site, and as such development would not impact the Farmland onsite. The site would continue to be used for agricultural purposes. This alternative would therefore avoid the significant and unavoidable impact to Farmland from the Project. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Air Quality

Under this alternative no new development would occur in the Project site, and as such, no new stationary sources of air pollution would be introduced. Although the Project would be consistent with the SCAQMD

AQMP, this alternative would reduce impacts related to conflict with the 2022 AQMP as emissions would be greatly reduced with no construction or additional trips introduced to the Project site. In addition, although the Project's construction and operational air quality emissions would be below applicable SCAQMD regional, local, and health risk thresholds, the alternative would result in no increase in emissions of criteria pollutants or diesel particulate matter (DPM) over existing conditions. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Biological Resources

The Project site contains shrubs that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. Under this alternative, these shrubs would remain onsite and removal would not be required. As such, this alternative would not result in potential impacts to nesting birds due to tree or shrub removal during the nesting bird season (February 1st to September 15th). Although mitigation measure BIO-1 required of the Project would reduce biological resource impacts to less than significant levels, this alternative would generate less impacts to biological resources as compared with the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Cultural Resources

Under this alternative, no disturbances would occur to the site. No grading for construction would occur and there would be no potential impacts to historical resources or to archaeological resources that may be buried below ground, as the current environment would remain. Although mitigation measures required of the Project would reduce cultural resource impacts to less than significant levels, this alternative would avoid impacts to cultural resources associated with the Project and would result in less impacts than the proposed Project.

Energy

No construction activities would occur at the Project site or operation of new structures that would increase consumption of energy sources under this alternative. Existing agricultural infrastructure onsite would continue standard operation and vehicles would continue to be used for cultivating the fields. Electricity, gasoline, and diesel fuel usage would all be lower for the existing agricultural uses than for the Project. While this Draft EIR determined the Project's impacts to energy would be less than significant, energy use associated with this alternative would be less. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Geology and Soils

No new construction activities, including grading, would occur under this alternative. Thus, there would be no potential for additional workers, buildings, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, loss of topsoil, or to paleontological resources would not occur. While the Project impacts would be less than significant with mitigation incorporated, this alternative would result in less impacts and no mitigation measures are required. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Greenhouse Gases

No new construction activities would occur at the Project site or operation of new structures that would generate GHGs under this alternative. Under this alternative, no additional vehicle trips would be introduced

to the Project site, which is the source of most of the greenhouse gas emissions of the proposed Project as discussed in Section 5.8, *Greenhouse Gas Emissions*. This alternative would be consistent with all applicable air quality plans and would avoid the Project's significant and unavoidable impact to the generation of greenhouse gas emissions. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Hazards and Hazardous Materials

No new construction activities would occur at the Project site or operation of new high-cube warehouse buildings that would generate, and result in transport of, hazardous materials. As there are no existing structures onsite, there would be no operation onsite that would generate hazardous materials. The No Project/No Build Alternative would not include any construction activities that would use typical construction-related hazardous materials. Thus, potential impacts related to use, disposal, and transport of hazardous materials would be avoided by this alternative. While this Draft EIR determined that the Project's impacts related to hazards and hazardous materials would be less than significant, this alternative would result in less impacts since no grading or construction would occur. Therefore, the No Project/No Development alternative would result in less impact than the proposed Project.

Hydrology and Water Quality

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain "as is" under this alternative as no new development would occur. This alternative would not introduce new sources of water pollutants from either the construction or operation phases of development to the Project site, because no new development would occur. Additionally, this alternative would not require the storm drain facility improvements that would be necessary with the Project. However, this alternative would not include installation of new low-impact development (LID) treatment control best management practices (BMPs) to minimize runoff, which would occur by the Project. Storm water leaving the site would continue to contain pollutants, such as sediment, oil, pet waste, pesticide, herbicide, and fertilizer, associated with the existing operations of the site. However, this alternative would maintain a 100 percent pervious surface area of the Project site. Therefore, the No Project/No Build Alternative would result in similar impacts to Hydrology and Water Quality, compared to those that could occur from the Project.

Land Use and Planning

This alternative would not result in new development, and as such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. While the current agricultural uses do not align with the Business Park designation of the site, the existing use would continue to be allowed to operate and no new land uses would be introduced to the site. Under this alternative no General Plan Amendment would be required. Overall, this alternative would result in no impacts to land use and planning, and therefore, would be less than the Project's impacts.

Noise

Under this alternative, no development would occur onsite, and no new sources of noise would be introduced at the Project site. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to any increase in existing area-wide traffic noise levels. In addition, this alternative would not result in construction onsite and no construction noise or vibration would occur. Therefore, this alternative would avoid the Project's significant and unavoidable impact related to increases in traffic noise. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Population and Housing

This alternative would not result in new development, and as such, would not result in induced growth or displacement affecting population and housing. However, this alternative would also not result in the benefit of adding new employment opportunities, which could result in a more balanced jobs-housing ratio. Therefore, while the Project's impacts would be less than significant, this alternative would result in less impacts.

Public Services

This alternative would not result in new development, and as such, would not result in increased demand for public services such as fire and sheriff services, school services, library services, or health services that requires the new construction of public facilities. However, this alternative would also not result in the payment of the City's development impact fees. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, this alternative would result in less impacts.

Recreation

This alternative would not result in new development, and as such would not result in any new residences that would potentially impact nearby parks or require the development of additional park resources. However, this alternative would also not result in the payment of the City's development impact fees. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, this alternative would result in less impacts.

Transportation

This alternative would not result in new development, and as such, would not result in any trips, traffic, or Vehicle Miles Travelled (VMT) related to operation of the Project site beyond existing vehicle trips associated with agricultural operations. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. The proposed Project would result in less than significant impacts on impacts related to geometric hazards and emergency access; however, the Project would result in significant and unavoidable impacts related to VMT. As the Project site would not be developed and trips would not be generated, the No Project/No Development alternative would result in no impact on transportation. As such, this alternative would avoid the Project's significant and unavoidable VMT impact. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Tribal Cultural Resources

Under this alternative, existing conditions would remain, and no new development would occur. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. Although the Project would result in less than significant impacts on tribal cultural resources, this alternative would avoid all potential impacts to tribal cultural resources. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Utilities and Service Systems

Under this alternative, existing conditions would remain, and no new development would occur. No additional configurations or connections to existing domestic water, wastewater, stormwater drainage, electric power, natural gas, or telecommunication facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would result

in no impact to utilities and service system providers. While the Project would result in less than significant impacts, this alternative would result in less impacts due to no change in demand of these service systems. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Wildfire

Under this alternative, existing conditions would remain, and no new development would occur. There would be construction or operation activities that would exacerbate the potential fire risks at the site or obstruct any evacuation routes. The Project site would continue to be located near Moderate to Very High Fire Hazard Safety Zones. However, with this alternative there would be no occupants onsite that would be exposed to fire hazards. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

8.7.2 Conclusion

Ability to Reduce Impacts

The No Project/No Development Alternative would result in continuation of the existing uses within the Project site, and the proposed development would not occur. As a result, this alternative would avoid the need for mitigation measures that are identified in Chapter 5.0 of this Draft EIR, which include measures related to air quality, biological resources, cultural resources, greenhouse gas emissions, paleontological resources, transportation, and tribal cultural resources. This alternative would also avoid the significant and unavoidable impacts to air quality, agriculture, greenhouse gas emissions, noise, and vehicle miles traveled. This alternative would result in lessened impacts to all 16 of the 16 environmental topics analyzed in this Draft EIR (see Table 8-3).

However, the environmental benefits of the proposed Project would also not be realized, including providing jobs onsite that would result in a better jobs-housing balance in Hemet, which is currently considered housing rich.

Ability to Achieve Project Objectives

As shown in Table 8-4, below, the No Project/No Development Alternative would not meet any of the Project objectives.

8.8 ALTERNATIVE 2: REDUCED PROJECT

This Reduced Project Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a single 225,000 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 81 percent. This alternative would also not develop the 8.5-acre easternmost portion of the Project site. The remaining 66.38-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks and truck parking. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project except for the eastern-most parcel.

Infrastructure and circulation improvements would still be required to adequately serve the development; however, stormwater facilities would be sized smaller due to the decrease in impervious areas. Like the proposed Project, this alternative would require a General Plan Amendment to change the land use designation from Mixed Use (MU) to Business Park (BP).

8.8.1 Environmental Impacts

Aesthetics

Under this alternative, the Project site would be developed with a 225,000 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 81 percent. This alternative would introduce one new building and landscaping into the Project site. The alternative would result in increased setbacks and a larger percentage of landscaped area than what is proposed by the Project. This alternative would introduce similar levels of new sources of light and glare but would be similarly subject to the Hemet Municipal Code. Overall, this alternative would also result in less than significant impacts related to aesthetics but would result in a decrease in impacts in comparison to the proposed Project.

Agriculture and Forest Resources

Under this alternative, the Project site would be developed with a 225,000 SF speculative warehouse building. Development of this alternative would result in the loss of 66.38-acres of Prime Farmland and Farmland of Statewide importance. While this alternative would avoid impacting the 8.5-acres of Prime Farmland and Farmland of Statewide Importance east of Warren Road, it would not avoid the significant and unavoidable impact of converting Farmland to non-agricultural uses. Overall, this alternative would result in significant and unavoidable impacts related to agriculture and forest resources but would result in a decrease in impacts in comparison to the proposed Project.

Air Quality

Under the Reduced Project Alternative, approximately 81 percent less built area would be developed within the Project site. Under this alternative, air quality impacts would be less than those under the proposed Project due to the decrease in square footage. The Reduced Project Alternative would develop approximately 967,418 fewer square feet, or 81 percent less building square footage. As the Project would result in construction emissions below SCAQMD thresholds with implementation of mitigation, the Reduced Project Alternative would also result in emissions below SCAQMD thresholds with mitigation as this alternative would only develop 66.38 acres. In addition, the Reduced Project Alternative would generate a reduced number of vehicle trips, as shown in Table 8-1. Therefore, this alternative would result in less overall air quality impacts compared to the Project.

Biological Resources

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for migratory bird species. However, vegetation removal would occur to a lesser extent than the Project as the 8.5-acre area to the east would not be developed. As such, the impacts to biological resources at the Project site would be similar to the Project and require mitigation measure BIO-1 to reduce potential project impacts to nesting birds. This mitigation measure would reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would also result in less than significant impacts related to biological resources but would result in a decrease in impacts in comparison to the proposed Project.

Cultural Resources

Under this alternative, the entire 66.38-acre western developable portion of the Project site would be developed with one speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the Project site and require the same mitigation measure, CUL-1, to reduce potential impacts related to inadvertent discovery of an archeological resource during construction of this alternative. However, grading and excavation activities would occur to a lesser extent than the Project as the 8.5-acre area to the east would not be developed. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts related to cultural resources but would result in a decrease in impacts in comparison to the proposed Project.

Energy

Under the Reduced Project Alternative, approximately 81 percent less building area would be developed within the Project site. This would result in an approximately 81 percent decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; however, operations would be reduced by 81 percent capacity as a result of reduction in facility size. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the proposed Project, and remain less than significant. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be less.

Geology and Soils

Under this alternative, the entire 66.38-acre western developable portion of the Project site would be developed with one speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be less than the Project and there would be a decrease in structure size. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative, however, the measure would only be required to cover the 66.38-acre western portion of the site. Overall, this alternative would also result in less than significant impacts related to geology and soils but would result in a decrease in impacts in comparison to the proposed Project.

Greenhouse Gases

Under the Reduced Project Alternative, approximately 81 percent less building area would be developed within the Project site. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment, and less traffic associated GHG emissions than the proposed Project. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project and would reduce the significant and unavoidable impact to a less than significant impact. As such this alternative would avoid the significant and unavoidable Project impact on greenhouse gas emissions. Therefore, impacts to GHG would be less than significant for this alternative, and would be less than the Project.

Hazards and Hazardous Materials

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials such as fuel, paints, and solvents. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including small quantities of household cleaners, lubricants, batteries, etc. as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building. Due to the decrease in square footage developed, development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would likely require a smaller sized basin. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Overall, this alternative would also result in less than significant impacts related to hydrology and water quality but would result in decreased impacts in comparison to the proposed Project.

Land Use and Planning

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Like the proposed Project, the Reduced Project alternative would require a GPA to change the land use designation from MU to BP. Both the Project and the Reduced Project Alternative would be consistent with goals and policies of the Hemet General Plan and the SCAG 2020-2045 RTP/SCS. With implementation of measures to address other environmental issues (e.g., biological resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Noise

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. The operation of this alternative would result in approximately 2,060 fewer daily trips in comparison to the proposed Project. Therefore, this alternative would result in a decrease in roadway noise when compared to the proposed Project and would avoid or at least greatly reduce the significant and unavoidable impact. Short-term noise and vibration impacts during construction would be similar to the Project, however this alternative would result in a smaller disturbance area than the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards; however, due to the less intense development on site under this alternative, impacts would be reduced under the Reduced Project alternative as compared to the Project. Therefore, this alternative would result in fewer impacts than those associated with the Project.

Population and Housing

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Based on the SCAG employment factor of 1,195 square feet of industrial space per employee, this alternative has the potential to result in the need for approximately 249 employees in comparison to the Project's 1,158 estimated employee generation. This employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

Public Services

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for public services based on the decreased employment generated. The same fire and sheriff's stations would serve the alternative, and the decrease in square footage developed and a decrease in total number of employees would likely decrease the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Hemet. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project.

Recreation

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for park and recreation facilities. In addition, this alternative would also require the payment of development impact fees imposed by the City of Hemet. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project.

Transportation

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Under this alternative, development of the Reduced Project Alternative would result in approximately 479 daily trips, as shown in Table 8-1.

Table 8-1: Alternative 2 Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour				
			In	Out	Total	In	Out	Total		
Trip Rates										
High-Cube Transload and Short-Term Storage Warehouse ¹	TSF	2.129	0.0948	0.028	0.122	0.046	0.119	0.165		
Project Trip Generation										
Industrial Bldg 2	225	TSF	479	21	6	27	10	27	37	
Vehicle Mix¹	% Daily	% AM	% PM							
Passenger Vehicles	82.20%	84.40%	87.30%	394	18	5	23	9	24	32
2-Axle truck	3.80%	1.10%	1.10%	18	0	0	0	0	0	0
3-Axle truck	2.50%	2.20%	2.20%	12	0	0	1	0	1	1
4+-Axle Trucks	1.30%	3.30%	3.30%	6	1	0	1	0	1	1
5+- Axle Trucks	10.20%	9.00%	6.10%	49	2	0	2	1	2	2
	100.00%	100.00%	100.00%	479	21	5	27	10	27	37

¹ Trip rates and truck percentages from Exhibit 6 of the TUMF High-Cube Warehouse Trip Generation Study, January 29, 2019.

² Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

This alternative would result in substantially fewer trips than the Project, which is calculated to generate 2,539 daily trips including 146 AM peak hour and 197 PM peak hour trips. With respect to VMT, this alternative would result in 479 daily trips including 27 AM peak hour and 37 PM peak hour trips. Since this alternative would result in less than 500 trips, it would screen out of conducting a VMT analysis pursuant to the City’s screening criteria. Therefore, it is presumed that this alternative would result in less than significant impacts related to VMT and would avoid the Project’s significant and unavoidable impact. Therefore, this alternative would result in fewer impacts than those associated with the Project.

Tribal Cultural Resources

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building and the easternmost 8.5-acre parcel would remain vacant. Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures, though these activities would cover a smaller area compared to the Project. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project’s impact.

Utilities and Service Systems

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities onsite. Impacts associated with the

provision of such facilities would be similar and would be less than significant upon compliance with existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the Hemet General Plan, which are used by the Eastern Municipal Water District (EMWD) for long-term planning purposes. Although impacts would be decreased under this alternative due to the decrease in building demand and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of Lamb Canyon Landfill capacity. However, this alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would also result in less than significant impacts related to utilities and service systems but would result in a decrease in impacts in comparison to the proposed Project.

Wildfire

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would be required to comply with the California Building Code and California Fire Code requirements. Development under the Reduced Project Alternative would reduce Project square footage by approximately 81 percent and would also reduce the number of occupants onsite by 81%. The remaining 8.5-acres would remain undeveloped and would not expose any additional occupants to fire hazards. Overall, this alternative would also result in less than significant impacts related to wildfires and would result in similar impacts in comparison to the proposed Project.

8.8.2 Conclusion

Ability to Reduce Impacts

Under this alternative, the 66.38-acre western developable portion of the Project site would be developed with one 225,000 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce Project square footage by approximately 81 percent. In addition, only 66.38-acres of the site would be developed as opposed to the 74.88 proposed by the Project. Many of the mitigation measures would still be applicable to this alternative; however, this alternative would result in lessened impacts to 14 of the 16 environmental topics analyzed in this Draft EIR (see Table 8-3).

Ability to Achieve Project Objectives

As shown in Table 8-4, below, the Reduced Project Alternative would partially meet the majority of Project objectives, but not to the same extent as the proposed Project. This alternative would develop a property with industrial uses with nearby access to the freeway, by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop a speculative warehouse building within close proximity to SR-74. However, this alternative would not meet the main Project objectives to the extent that the proposed Project would.

8.9 ALTERNATIVE 3: NO PROJECT/BUILDOUT OF EXISTING LAND USE

This alternative consists of developing the Project site in a manner that is consistent with the existing General Plan Land Use Designation. According to the General Plan, the Mixed Use (MU) designation for the site is intended to facilitate the creation of mixed-use, higher intensity environments that offer opportunities for

people to live, work, and shop within a compact area. This alternative assumes that all 74.88-acres of the Project site would be developed pursuant to the existing General Plan designation as a mixed-use center with commercial, residential, and recreational uses. This alternative would not require a General Plan Amendment; however, it would require a zone change from Business Park to Mixed Use. The No Project/Build out of Existing Land Use Alternative would consist of a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. The No Project/Build out of Existing Land Use Alternative would convert the 8.5-acre area east of Warren Road into a recreational park with a parking lot.

Infrastructure and circulation improvements would still be required to adequately serve the development; however, stormwater facilities would be sized smaller due to the decrease in impervious areas.

8.9.1 Environmental Impacts

Aesthetics

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate approximate three-story structures. Development under the No Project/Build out of Existing Land Use Alternative would reduce Project square footage by approximately 75 percent. This alternative would introduce nine new buildings and landscaping into the Project site. The alternative would result in increased setbacks and a larger percentage of landscaped and open space area than what is proposed by the Project. This alternative would introduce new sources of light and glare but would be similarly subject to the Hemet Municipal Code. Overall, this alternative would result in less than significant impacts related to aesthetics but would result in a decrease in impacts in comparison to the proposed Project.

Agriculture and Forest Resources

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. This alternative would result in the same significant and unavoidable impact of converting Farmland to non-agricultural uses. Overall, this alternative would result in significant and unavoidable impacts related to agriculture and forest resources similar to the proposed Project.

Air Quality

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Under this alternative, construction emission impacts would be less than those under the proposed Project due to the decrease in square footage. As shown in Table 8-2, trips generated from this alternative would be much higher than the Project and would likely increase the operational air quality emissions. Therefore, this alternative would increase air quality impacts compared to the Project.

Biological Resources

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space

as well as 171 dwelling units within eight separate three-story structures. Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. As such, the impacts to biological resources at the Project site would be similar to the Project and require mitigation measure BIO-1 to reduce potential Project impacts to nesting birds. This mitigation measure would also reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less than significant impacts to biological resources, and therefore, would be consistent with the Project's impact.

Cultural Resources

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the Project site and require the same mitigation measure, CUL-1, to reduce potential impacts related to inadvertent discovery of an archeological resource during Project construction. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

Energy

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. This would result in an increase in the demand for electricity in comparison to the proposed Project due to the residential and commercial uses onsite. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; this alternative would greatly reduce the use of diesel fuel as there are no trucking operations proposed. As shown in Table 8-2, this alternative would greatly increase vehicle trips to the site, and therefore would increase the consumption of gasoline. Therefore, impacts to energy from the No Project/Build out of Existing Land Use Alternative would be greater than those associated with the proposed Project, but would remain less than significant. Therefore, just as Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be increased but remain less than significant.

Geology and Soils

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Potential impacts related to the potential for additional workers, residences, buildings, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative. Overall, this alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment. However, this alternative would generate a large increase in vehicle trips to the site compared to the proposed Project. Therefore, GHG emissions are expected to be similar to the Project and would also result in a significant and unavoidable impact on greenhouse gas emissions. Therefore, GHG impacts from this alternative would be consistent with the Project.

Hazards and Hazardous Materials

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. It is likely that development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project due to the increase in landscaping and the addition of a park. Construction of the alternative would still construct the same identified stormwater drainage system as the Project but would likely require a smaller sized basin. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Overall, this alternative would result in less than significant impacts related to hydrology and water quality but would result in a decrease in impacts in comparison to the proposed Project.

Land Use and Planning

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. The No Project/Build out of Existing Land Use Alternative would require a zone change from BP to MU. Both the Project and the No Project/Build out of Existing Land Use Alternative would be consistent with goals and policies of the Hemet General Plan and the SCAG 2020-2045 RTP/SCS. With implementation of measures to address other environmental issues (e.g., biological resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the No Project/Build out of Existing Land Use Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Noise

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. The operation of this alternative would result in approximately 12,739 more daily trips in comparison to the proposed Project. While this alternative would result in less heavy truck trips to the site, the increase of 12,739 additional trips would still result in an increase in traffic noise from the proposed Project. Therefore, this alternative would result in an increase in roadway noise when compared to the proposed Project and would not avoid the significant and unavoidable impact. Short-term noise and vibration impacts would occur during construction similar to the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards; however, due to the increase in vehicle trips going to and from the site under this alternative, impacts would be greater under the No Project/Build out of Existing Land Use Alternative as compared to the Project.

Population and Housing

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Based on average employment density factors utilized in the County of Riverside General Plan EIR listed in Table 3.G – Employment Factors, the 240,000 SF commercial building would generate approximately 618 employees, which is less than what would be generated by the Project. This alternative would also provide additional housing to the area where people who work nearby can live. SCAG growth projections rely on the land use designations in General Plans, which this alternative would be consistent with. This employment and housing increase would be within the SCAG growth projections from 2016 to 2045. Overall, this alternative would result in less than significant impacts related to Population and Housing but would result in a decrease in impacts in comparison to the proposed Project.

Public Services

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Construction of this alternative would result in generally similar impacts, if not a slight decrease in demand for public services based on the decreased development intensity. The same fire and sheriff's stations would serve the alternative, however the increase in the amount of occupants onsite would likely increase the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Hemet. Through implementation of regulatory requirements, impacts would be less than significant. While this alternative would result in similar less than significant impacts as the Project, the impacts would be increased with the No Project/Build out of Existing Land Use Alternative.

Recreation

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. This alternative would also include the development of 8.5 acres of recreational space in order to serve the new residences in the area. However, development of the No Project/Build out of Existing Land Use Alternative would introduce new residents to the area and would generate additional need for recreational services. Therefore, while impacts

on recreation from the Build out of Existing Land Use Alternative would be less than significant, the impacts would be greater than those from the Project.

Transportation

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Development of the No Project/Build out of Existing Land Use Alternative would result in approximately 15,278 daily trips, as shown in Table 8-2.

Table 8-2: Alternative 3 Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project Trip Rate								
Shopping Plaza (40-150k) ¹	TSF	94.49	2.29	1.34	3.53	4.33	4.70	9.03
General Office Building ²	TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44
Multifamily Housing (Mid-Rise) ³	367.924 DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39
Proposed Project Trip Generation								
Commercial/Retail Space	142 TSF	13,418	311	190	501	615	667	1,282
Commercial Office	100 TSF	1,084	134	18	152	24	120	144
Three-Story Residential	171 DU	776	15	49	64	41	26	67
Total Trip Generation		15,278	459	257	717	680	813	1,493

TSF = Thousand Square Feet

DU = Dwelling Units

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 821 - Shopping Plaza (40-150k).

² Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 710 - General Office Building.

³ Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 221 - Multifamily Housing (Mid-Rise).

This alternative would result in substantially more trips than the Project, which is calculated to generate 2,539 daily trips including 146 AM peak hour and 197 PM peak hour trips. With respect to VMT, this alternative would result in an increase of daily trips from existing conditions and could potentially further increase the Project's significant and unavoidable VMT impacts. Therefore, it would be presumed that this alternative would result in significant and unavoidable impacts related to VMT, consistent with the proposed Project. Therefore, impacts from this alternative would be similar to the Project.

Tribal Cultural Resources

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project's impact.

Utilities and Service Systems

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities onsite. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the Hemet General Plan, which are used by the Eastern Municipal Water District (EMWD) for long-term planning purposes. Although impacts would be increased under this alternative due to the increase in building demand, users, and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate more wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of Lamb Canyon Landfill capacity. However, this alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would result in less than significant impacts related to utilities and service systems but would result in a decrease in impacts in comparison to the proposed Project.

Wildfire

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Both the Project and this alternative would be required to comply with the California Building Code and California Fire Code requirements. Development under the No Project/Build out of Existing Land Use Alternative would reduce Project square footage but would also increase the number of potential occupants onsite. Overall, this alternative would also result in less than significant impacts related to wildfires but would result in an increase in impacts in comparison to the proposed Project as it would result in more onsite occupants.

8.9.2 Conclusion

Ability to Reduce Impacts

Under this alternative, the Project site would be developed with a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. Development under the No Project/Build out of Existing Land Use Alternative would reduce Project square footage, however the Project would bring more occupants and vehicle trips to the Project site. While some impacts would be reduced, many of the impacts under this alternative would increase. All mitigation measures would still be applicable to this alternative; however, this alternative would result in lessened impacts to 4 of the 16 environmental topics analyzed in this Draft EIR (see Table 8-3).

Ability to Achieve Project Objectives

As shown in Table 8-4, below, the No Project/Build out of Existing Land Use Alternative would not meet many of the Project objectives. This alternative would develop a two-story 242,000 SF commercial building with 142,000 SF of commercial/retail space on the bottom floor and 100,000 SF of commercial office space as well as 171 dwelling units within eight separate three-story structures. The alternative would add employment-generating uses and would attract new businesses and employment. Furthermore, the No Project/Build out of Existing Land Use Alternative would reduce the need for the local workforce to commute

outside of the Project vicinity. However, this alternative would not meet the main Project objectives related to the development of industrial uses near existing truck routes in order to better serve the movement of goods.

8.10 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed Project. The Environmentally Superior Alternative for this Project would be Alternative 1: No Project/No Development. The No Project/No Development Alternative would avoid the implementation of the mitigation measures that are identified in Chapter 5.0 of this Draft EIR that are related to: air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, and tribal cultural resources.

Additionally, State CEQA Guidelines Section 15126.6(3)(1) states:

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably 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. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added.)

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 2: Reduced Project Alternative, which would involve developing the Project site with one 225,000 SF speculative warehouse building.

This alternative would result in lessened impacts to 14 of the 16 environmental topics analyzed in this EIR. However, this alternative would be required to implement applicable mitigation measures regarding biological resources, cultural resources, geology and soils, and tribal cultural resources, similar to the Project. Moreover, the Reduced Project Alternative would not meet the Project objectives to the same extent as the Project.

CEQA does not require the Lead Agency (the City of Hemet) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 8-3 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 8-4 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 8-3: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Project	Alternative 3 No Project/Buildout of Existing Land Use
Aesthetics	Less than significant	Less than Project	Less than Project	Less than Project
Agriculture and Forest Resources	Significant and Unavoidable	Less than Project	Less than Project	Same as Project
Air Quality	Less than significant with mitigation	Less than Project	Less than Project	More than Project

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Project	Alternative 3 No Project/Buildout of Existing Land Use
Biological Resources	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project	Same as Project
Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project	Same as Project
Energy	Less than significant	Less than Project	Less than Project	More than Project
Geology and Soils	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project	Same as Project
Greenhouse Gases	Significant and Unavoidable	Less than Project	Less than Project	Same as Project
Hazards and Hazardous Materials	Less than significant	Less than Project	Same as Project	Same as Project
Hydrology and Water Quality	Less than significant	Less than Project	Less than Project	Less than Project
Land Use and Planning	Less than significant	Less than Project	Same as Project	Same as Project
Noise	Significant and Unavoidable	Less than Project	Less than Project	More than Project
Population and Housing	Less than significant	Less than Project	Less than Project	Less than Project
Public Services	Less than significant	Less than Project	Less than Project	More than Project
Recreation	Less than Significant	Less than Project	Same as Project	More than Project
Transportation	Significant and Unavoidable	Less than Project	Less than Project	Same as Project
Tribal Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Less than Project	Same as Project
Utilities and Service Systems	Less than significant	Less than Project	Less than Project	Less than Project
Wildfire	Less than significant	Less than Project	Less than Project	More than Project
Reduce Impacts of the Project?		Yes	Yes	Yes
Areas of Reduced Impacts Compared to the Project		19	16	4

Table 8-4: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Project	Alternative 3 No Project/ Buildout of Existing Land Use
1. To make efficient use of underutilized property in the City of Hemet by adding to its potential for employment-generating uses in order to attract new businesses and promote economic growth.	Yes	No	Yes, but to a lesser extent	Yes
2. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.	Yes	No	Yes, but to a lesser extent	Yes
3. To develop an underutilized property to host a variety of industrial uses permissible under current zoning code and help meet demand for businesses in the Inland Empire.	Yes	No	Yes, but to a lesser extent	No
4. To develop a new industrial project that is located along, and would utilize, a major truck route to limit truck traffic through residential neighborhoods.	Yes	No	Yes, but to a lesser extent	No
5. To develop an underutilized property consistent with the current zoning that is conveniently located in vicinity to the SR 74 and SR 79 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	No	Yes, but to a lesser extent	No

9. EIR Preparers and Persons Contacted

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